MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

The Complete Collection Volumes 1979 - 2008

Mendlesham Memories was originally published by the members of the 34th Bomb Group (H) Association, Inc. for the information of its members. We are making this information available for historical and research purposes, and hope that it will be used to tell the story of and honor these World War II veterans. We request that if information from Mendlesham Memories is used, proper credit be given to the author (if any), and the publication itself.

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Acknowledgements

Many hands went into the creation of this digital compilation of the Mendlesham Memories. First we want to thank all the members of the 34th Bomb group who served during WWII.

Mendlesham Memories was obviously a labor of love from the men who originally published it as a newsletter for the 34th Bomb Group (H) Association, Inc. Their tireless effort through the years is what has preserved these memories for future generations. The original authors of Mendlesham Memories include:

- Ray Summa
- Eli Baldea
- Jack Share

To help preserve this excellent body of knowledge and to make it more accessible to more people a group of descendents of the 34th Bomb Group collected copies of Mendlesham Memories, scanned them and assembled them into a digital collection for publication on the internet. With the help of many supporters this team was primarily comprised of Scott Mackey from the Board of Directors of the Association, Terry Hutchings-Baker, and John Funk.

Whether you are a descendent of a member of the 34th Bomb Group, a WWII historian, or someone whose world was shaped by the dedication and sacrifice of the men of the 34th, we hope the stories and information in this collection of Mendlesham Memories help preserve the memories of the 34th Bomb Group.

MENDLESHAM MEMORIES

34TH. BOMB GROUP

How do you like the title? No one would suggest a title in the letters I received, so I thought I would use the title suggested by John Woolnough, editor of the 8th Air Force News. (Thanks John) If there are any objections let me know. I would like to express my thanks to all who sent letters and donations to keep the newsletter going. I appreciate any letter either helpful or critical. I have tried to answer most of them either in this letter or individually, when a question was asked. There was an absence of stories and you know I need stories, either serious or amusing, to write about. Otherwise, I will have to write about myself and that could be boring.

My wife and I have had a very eventful summer so far. We have had several visitors from the 34th. John and Marceil Meyer from Russia, Ohio, and Ralph and Gloria Murphy and their daughter, Debbie, from Perryopolis, Pennsylvania visited with us and we enjoyed their visits very much. But the visits were too short as we only got through one part of the war. My wife and I recently returned from a reunion of my Flight Crew in Manhattan, Kansas at the home of Bill and Emily Stevens. Not everyone could make it. Those who came included: Guy and Sena Gipson, and their son, Eric, Bud and Betty Swick, and Don Mann, my wife, Hannah, and myself, plus our host and hostess. We all looked a little older and were a little heavier, but we had not changed that much. They told of the crash of the B24 "OFF LIMITS" on June 22,'44. Maybe someday I will get to tell the story of their experience. Our wives were super. They heard tales they had not heard before. They are still asking questions about the 100th Mission Party. By the way, Bill Stevens is offering a reward for the return of his flying boot which accidently fell from his plane when he flew over his home town of Cross Timbers,Missouri on the way overseas.

Now for a little history of the 34th Bomb Group. It was formed at Langley Field, Virginia and moved to Westover Field, Mass. and then west to the state of Washington. After several more moves in the state of Washington, it moved to Tucson, Arizonia, back to Oregon and Washington, and eventually they found a home at Blythe, Calif. This is the place the crews trained for combat. It was perhaps the oldest formed group to go to England. Some people think we were a no glory outfit. We did our share and compared to the length of time we were there, we were effective as the others. We are not mentioned too much in our history books, which were written about the"Mighty Eighth". We had our losses of men and planes in proportion to the other groups. Our Flying and Ground Crews were the best. I have an insert from Roger Freeman's book "THE MIGHTY EIGHTH" on the back. Read it and tell me was he right?

How many of you remember Blythe, California? How about the passes to town, and not much there and most places were off limits? Well, anything to get out of camp. It was a healthy camp since it was so hot a germ couldn't live there. If it had't been for the passes to L.A. and the other cities I do not think we could have taken it. I wonder if the swimming pool is still there. It was too cool of the evening to use it as it wasn't finished until winter. I have heard not many of our buildings are still there. They tell me, though, that the ghost planes of the 34th Bomb Group still take off and land there on lonely nights.

How many of you boys who flew over remember the countries you visited before arriving in England and the living conditions in these countries? It made you proud you lived in America.

How many of you recall the day we docked in Liverpool and the relief we felt from those storms in the Atlantic? I can still recall the day we arrived at the sleppy little town of Mendlesham and the Air Base we were to call home,

Station 156. We had a lecture from the 1st Sgt. telling us not to go to the little town of Mendlesham and the local Pub. Of course that was the wrong thing to say, so over the fence we went. And who beat us there? you guessed it, the 1st Sgt. By the way does any one remember the name of that Pub?

How could we forget the weather? It rained one minute and cleared the next. It seemed as if a fog was always comming in. Do you recall those early morning missions, the briefings, the loading of the bombs, the topping of of the fuel tanks for those long missions, the wait for take off, the recalls, the scrubs, the hustle and bustle of the Crews returning to the sack or to school? It seemed as if school was alwaysgoing on and it was. There were things to learn if our boys were to make it back. Do all of you on the Ground Crew remember the inspections we pulled between missions to keep our planes in operation? Do you recall sweating out your Flight Crew's return and the relief you felt when it was announced all planes were returning safely with only a few flak holes? Do you recall looking for your plane and it wasn't there and the sadness you felt and then Operations called and told you your plane was down and the joy you felt when told your Crew was OK and would return?

How about those green scrambled eggs? I wonder what became of the fresh(?) eggs we were supposed to get. The Flight Crews were told the Ground Crew needed them for strength to keep the plnes flying and the Ground Crew was told the Flight Crews needed them for flying. The meals were fair but had the Air Force let the cooks fix the meals the way they wanted to, the meals would have been better. How many of you bought duck eggs from Henry Jurgens? They sure tasted good, fried in our mess gear with butter along with bread, obtained from the mess hall, tosted on the round heating stove in our tents along the flight line.

Remember the Liberty Runs and the trucks which met the trains, at Ipswitch, early in the morning, when we returned from London? It was no use going to bed for the plane had an early morning mission and you had to pull a preflight check. They said my plane had more pre-flight time than flight time. I just wanted to make sure my plane was ready.

Remember July 4th when the red flare set the hay stack afire and the excitement it caused? The wrong man was blamed for that one.

Henry Jurgens wonders if anyone knows the former addresses of M/Sgts Anthony w. Lauby and Leslie B. Patrick of the 18th Sqd. I would like to know the current addresses of Lou Berets and Edgar Rabun. The ones I haveare not correct. I would like to thank Chet Gavryck for the partial roster he sent H. Jurgens, it has enabled us to find a lot of the 34th B.G. members. (Thanks Chet).

I will be gone from Sept5th to the 22nd on a trip thru Virginia and N. carolina. But please keep those letters comming. Just remember a 15 cent stamp isn't too much to spend to make others happy and to bring back some forgotten memories. Send those stories in so we can share them with others

Please let me know if you are planning to attend the reunion in Phoenix in Oct, Do not forget we are planning a trip back to England in Sept 1980 so start thinking about it now.

Fay Summa

34th Bombardment Group (H)

Assigned Eighth AF: Apr. 44.

Wing & Command Assignments

3 BD, 93 CBW:	Apr. 44.
3 AD, 93 CBW:	1 Jan. 45.

Component Squadrons

4th, 7th, 18th and 391st Bombardment Squadron (H).

Combat Aircraft

B-24H (from blocks 15-CF and FO) and B-24J in combat to 24 Aug. 44.

B-17G (from blocks 50-VE, 85-BO) in combat from 17 Sep. 44.

Station

MENDELSHAM	18 Apr. 45-c. 2 Aug. 44 (Gnd. ech. in c 26 Apr. 44).

COs

Col Ernest J. Wackwitz Jr:	c 5 Jan. 44-Sep. 44.
Col William E. Creer:	Sep. 44-29 May 45.
Lt Col Eugene B. LeBailly:	29 May 45-Aug. 45.

First Mission: 23 May 44. **Last Mission:** 20 Apr. 45. **Total Missions:** 170* (62 B-24). **Total Credit Sorties:** 5,713. **Total Bomb Tonnage:** 13,424.6 tons (131.6 tons leaflets, etc.).

A/c MIA: 34. **Other Op. Losses:** 39. **E/a Claims:** 8-4-12.

Major Awards

None.

Claims to Fame

Did not lose a single bomber to enemy fighter action over enemy territory. Only losses to e/a over its own base.

Oldest USAAF bomb group to serve with 8AF.

Early History

Activated 15 Jan. 41 at Langley Fd, Va. 391BS originally designated 1RS. Group equipped with B-17s and on completion of training moved Westover Fd, Mass. Took part in anti-submarine patrols on eastern seaboard flying from Pendleton Fd, Ore. from end Jan. 42 to mid-May 42. Moved Davis-Monthan Fd, Ariz. and on 4 Jul. 42 to Geiger Fd, Wash, where it became a replacement training unit. Prior to this many cadres drawn from 34BG to build new bomb groups destined for 8AF. On 15 Dec. 42 moved to Blyth Fd, Cal, where it formed part of 358 CCTS but reverted to an operational role 5 Jan. 44 to train in B-24s for overseas duty. Air echelon began overseas movement 31 Mar. 44, taking southern ferry route, Florida, Trinidad, Brazil, West Africa, Marrakesh to Valley. Ground echelon to port of embarkation c. 1 Apr. 44.

Subsequent History

Redeployed US Jun./Jul. 45. First of air echelon departed 19 Jun 45. Ground echelon sailed *Queen Elizabeth* from Southampton 6 Aug 45. Personnel 30 days R & R. Group established Sioux Falls AAFd, SD, and inactivated there 28 Aug. 45.

*(6 food missions May 45, 446 tons).

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MENDLESHAM MEMORIES

VOLUME I NUMBER3 34TH. BOMB GROUP DECEMBER 1979

HAPPY HOLIDAYS

I have received one story, so far, to write about, but I will hold it for the next issue, so that I can give you a report about the reunion,in Phoenix and the people who attended.

My wife and I had decided to fly to the reunion, at Phoenix. As this was her first flight, she was a little apprehensive about it. She had told me, if she could keep one foot on the ground, she would be alright.I told her, the only way she could do that, was to fill her shoes full of dirt and wear them, but it would be uncomfortable. Well she held her breath when we taxied out to the runway and,boy, when she saw the leading edge of the wing slide down,in take off position, she almost got up out of her seat. When she saw the flaps slide down, I had to hold her in her seat. I assured her that all the planes did that,in preperation for take of, she relaxed and enjoyed the flight.

We arrived in Phoenix in the afternoon and went directly to the Del Webb Townhouse Hotel, where the reunion was to be held. After registering for our hotel room and finding no one else there from the 34th., we decided to do a little sight seeing around the vicinity of the hotel, The city of Phoenix is beautiful, the streets are wide and clean and the air was really clear. after our little walk we returned to the Hotel to see if any of our people from the 34th had arrived.

Thursday morning was registeration day for the 8th. It was posted, that so far,we had reservations for 45 people. After registering we began to look for the room that had been assigned to us,as a hospitality room, upon finding this,we returned to the Lobby to await our people from the 34th B.G. The first person I saw was Doug Underwood, from the 4th Sqd. Doug was a lead Bombardier and had flown 2 sets of missions while overseas with the 34th B.G. Doug had recently been in the hospital, but was feeling better. Doug was my right hand man at the reunion and I do not know just what I would have done with out him. He had attended several of our reunions and knew what to do. I do not know who came next, but it seemed, every time I turned around, I was meeting someone from either the 34th B.G. or another Group.By this time I had lost my voice,(I don't always croak, when I talk, as I did, while I was at the reunion.)

Frank Ramshak and his wife Francis had arrived from Los Angeles to attend the reunion and to renew old friendships Frank was a Mess Sgt from the 4th Sqd.I had gotten his address from one of my Flight Crew and had put him on on our mailing list. Frank is going to help find some of our men who live around L.A. I hope you have lots of luck, for we need someone out there to help us.

Lonnie Crook and his wife Corabelle had been on a trip with their trailer and stopped by to attend the reunion on their way home. Lonnie had written me,he would attend the reunion. I think I was about the first person Lonnie saw,when he entered the Townhouse. Doug was with me and he remembered Lonnie. Lonnie was a Bombardier from the 7th Sqd. and was also an instructor. I have heard from Lonnie since I returned home, and he says he has recruited a couple of new members for the 8th AFHS. Lonnie,how about checking on Charles Evans there in Shrevesport for me. I have written him a letter sometime ago but received no answer. He flew home with me.

There was one man from Phoenix who attended,of whom I had no Record. He is Bill Ingram, Bill was a Bombardier from the7th Sqd.He and his wife both

were there. Bill failed to sign his wife's name. How about sending it to me? Welcome to the 34th . It was nice meeting you both.

There was another,who had read about the reunion in the newspapers.He is Warren Armstrong, and as he put it,a wet back from New Mexico, the city of Albuquerque, Warren was in the 391st and flys his own plane. He some times flies to Columbus, Ohio on business. When you are this way, stop in for a visit

Bill Jennings lives in Phoenix and he brought his wife,Carol,with him. Bill was a Co-pilot from the 4th Sqd. Bill donated his A2 jacket to be displayed in the hangar at Dover Air Base ,where the B-17 "Shoo""Shoo" Baby is being re-built Bill has sent me the addresses of his Pilot and Navigator.

Ken Hood and his wife,Lu,are also from Phoenix. Ken was on Seymour Isaacs' Crew from the 4th Sqd. Ken and, Lu, both work in Phoenix and had to work but were able to make the evening festivities. It was nice meeting you both.

Seymour Isaacs and his wife,Claudia,are from Summit Park Utah. Seymour was a Pilot from the 4th Sqd. He is still flying the big ones,for Frontier Air Lines. Seymour advised me of the death of Lou Berets, whose address I had been trying to correct. Seymour lost a member of his Crew this year, Ed Rabun passed away in August of this year. Seymour and his wife brought two visitors with them, their daughter and her husband. We hope they enjoyed their visit.

Al DiNenno and his wife,Olive,drove to Phoenix from King of Prussia Pa. He thought he might go on to Blythe withus but changed his mind,(you should have gone) Al was with the 391st on a Flight Crew and has sent me the addresses of two of his Crew. Thanks Al.

My wife and I were beginning to get worried, for we had not seen Henry Jurgens and his wife,Ruth. They had left our house on Sunday, traveling in their camper. They had stopped to see us and had brought us some apples from their farm at Smyrna Del. They had another stop to make before they made Phoenix. I guess we shouldn't have been worried,for they arrived in time for the first Festivities. Henry was a Crew Chief from the 18th Sqd. and a"Mr Fixit"for all the "putt putts' and other equipment for the 18th Sqd. Many of the Boys wondered if Henry had brought some of his hen eggs with him, he was our egg and bread man overseas.Henry and Ruth have been a great help to me and I realy appreciate those weekly phone calls and letters from them. They went on to Blythe with us.

Steve and Emily Bialas flew in from their home in Fullerton Neb. It was Emily's first flight. It wasn't so bad, was it Emily? Steve was a Crew chief in the 18th Sqd. and had recently heard from one of his men, who had been run over by an oil truck and had to be left behind,when we left England.

I had heard from one of our boys,from Texas,whom I finaly met at the re-union. He is Jack Blackham, who with his wife Dorothy,came from El Paso. Jack was an Engineer from the 4th Sqd. and his Crew were one of those shot down over the Base June 7th '44. Jack has sent me the story of the happening that nite and I will print it,as he wrote it, in our next newsletter. Thanks Jack.

Malcolm Corum and his wife,Matilda,also are from El Paso Tx. Malcolm was a Bombardier,from the 391st Sqd. The first thing he said to me,after he introduced himself and his wife,was, "Ray, what can I do to help you,in my spare time, for I have to keep busy, but if the work is hard I will volunteer my wife"? You must understand, that Malcolm was in an accident and had his neck injur ed, and wears a neck brace. It was thought at one time he would not walk again, but he has fooled them, he is up and around but has to take it easy. Take care of him "Tillie", as we need him. Malcolm has been getting our Charter ready for us.

Fred Sauermilch and his , wife, Alene came from Fresno Cal. to attend the reunion and to meetold friends. Fred was a Crew Chief from the 7th Sqd. He, George Blakley and myself had a real nice talk one afternoon,while our wives were shopping. Have you been in touch with Beckham? He would be glad to hear from you.

George and Betty Blakely came from Lemore Cal. to the reunion. George was a Crew Chief from the 391st. I remembered when he was married. A couple of days before he was to be married,the 7th Sqd,(for he was in the 7th then) were moving a shack on the flight line. Well,George fell thru the building and was injured The boys put him on the bus for home, bandages and all. When the preacher said to Betty, Do you take this man for better or worse, he looked at George, then turned to Betty and said it couldn't get much worse. Well when george returned to the Base and started to change clothes, he forgot to do one thing we always

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did, before we put on our clothing , shake them for the scorpionsliked to hide in our Clothes. Well, you guessed it. George was stung by a scorpion. He was pretty sick for a while. Maybe it was a good thing,for when they examined George, it was found that he was hurt worse than they thought, from the first fall he had taken before he was married. George told me some tales about Tony Lauby which I had not heard before. We have found Patrick and Lauby.

At the banquet Sat. nite I sat next to Paul Schommer and his wife, Betty, who are from St Paul Minn. Paul was on the Ground Crew from the 7th Sqd. Paul must been collecting napkins Sat. nite for everytime I laid my napkin down, he had it. Glad you could make it. Don't forget, we will be in St. Paul in1981 I hope you can make it to the reunion next year in Orlando Fla.Don't forget to tell Bruce Sothern the dates for next years reunion.

Don McCarthy and his wife joined us for part of the reunion. They are from Crystal,Minn. Don was a Bombardier on Stan Brains Crew from the 18th Sqd. Don, we have a good picture of you and your wife. You did not sign the register and I can not make out your wife's name from her name tag in the picture. Would you send me her name? I hope you had a safe trip home. I had just gotten hold of Don a little while before the reunion.

There was one very young looking man at the reunion, He was Jack Share. Jack, when my wife saw you, she asked who you were and said you did not look old enough to have been with us in England.Jack and his wife, Marian,are from Courtland N.Y. Jack was a radio Operator from the 18th Sqd. He had quite an experience in the war. Maybe someday he will write about it. I have a picture of you taken at the Washington reunion and had your name wrong. Grady told me who you were and I have corrected the heading.

Bob Wright , from So. Bend, Ind came to the reunion. Bob was a Pilot from the 7th Sqd. Bob has attended several of the reunions. I had met Bob inWashington last year and had learned that he is almost a neighbor of mine. Bob someday when you are near Anderson, stop in and we will talk for awhile.

Vern Ames and his wife, Mildred,came from Tonawanda,N.Y. Vern was a Pilot from the 7th Sqd, He has been trying to find some of the 34th men around his home town. I will have some more names for you to look up and will send them to you. Vern,Ken Amerman address is 1326 So 31st . So. Bend Ind. 46615. Vern was in the same barracks with Ken. Ken passed away earlier this year. His widow will be glad to hear from you.

Harold Rutka and his wife, Genevieve, from Duluth,Minn.were at the reunion. Harold was one of the few who volunteered to take the job of Contact Man if none could be found. He did not want the 34th to go down. He has volunteered to find the cost of having our Sqd. emblems re-made. Several members were asking about them. If any one has a Sqd. emblem to lend, please send them to me or Harold. We will see that you get them back. Harold was with the 7th Sqd,on a Flight Crew and was on the same Crew as Grady Deatherage.

There was one man and his wife, who came, that I will always remember. They are Bill Breedlove and his wife,Evelyn, from Booneville Miss. I had gotten hold of Bill,just a few weeks before the reunion. Bill seemed to me to be just a kid, when I first met him in Blythe. He was a M/Sgt and my Flight Chief from the 18th Sqd. In those days Bill had a mustache to make him look older.Evelyn, did you make him shave it off? Bill has a Miss. accent which hasn't changed any over the years. Evelyn was not feeling very well before she came to the reunion. I hope you are feeling better now,Evelyn. Take good care of her, Bill.

Al and Lucy Cassel from Columbus, Ohio came to the reunion. On my records, I had your first name as Robert, I guess I had copied it wrong. It has been changed now. Al was in Ordnance. He forgot to put his Sqd. No. Down Some time send me the Sqd. no. for my records. You are not too far from me in Columbus, I go thru there several times a year, I will give you a call one of those days when I pass thru.

Last year Ken Humphries was by himself at the Washington reunion, he sat next to me at our table. This year Ken brought his wife, Rene with him. They are from Ft Worth Tx. Ken was a Bombardier on the same Crew as Jack Blackham and went down the same nite, June 7th 1944. Ken made a little talk at the mini

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reunion. He wanted to give thanks to the Ground Crew for their excellent work in keeping the plane in good flying condition. He also asked how we did it, Ken, all I can say, it wasn't always easy. Sometimes it meant working around the clock Most of us were dedicated to getting the war over with and going home. The only way we could do it was to keep those planes in excellant shape for you who flew them.You who flew in them had the roughest job and we often wondered how you stood it. Especialy when some of your friends went down, never to return.

I have been saving one man until last. He is Robert S. Gay. He was our Ground Executive Officer. Every time I look thru the records of the 34th I see his name, for he signed most of them. I found Bob's home town thru one of the records, which stated that the 34th B.G. had lost a good Officer,for Robert S. Gay had returned to his home in Rockwood,Michigan. I went thru the Detroit Phone book and found his address and phone no. and called to see if he would be interested in the 34th B.G. once again. Of course the answer was yes, He asked me if there was anything he could help with and as I had just taken over the job of Contact Man for the Group, I couldn't think of any thing at that moment but I kept him in mind and when I needed some one to give a talk at the mini reunion, I thought of Bob and asked him to speak on the history of the 34th. He accepted and he and his wife Phyllis, came to the reunion. Bob gave his talks on Friday Nite at the mini-reunion and it was real interesting for he told of things that happened, which were not in any of the history books. Maybe we can get him to write about it some time for the newsletter. Bob,as you know, your talk was taped and sent to some of the men who weren't at the reunion. There is one thing, Bob, how did you recall the name of the Pub(The Magpie) in Mendlesham? Did you recall it from memory or did you get it from the records, which Doug Underwood had presented to you? Bob, we want to thank you for the speach and we hope your son,who was ill, is better. Let us know.

I have mentioned Doug Underwood several times in this letter. He has called me and written me several time since I became Contact Man. It is always with encouragement and good advice. He seems to know just when I need it. In case you might want a 34th B.G. patch, Doug had some at the reunion and may have some left.You can write him to see, please send a stamped self addressed envelope for the price . Doug lives near the Maxwell Air Force Air Base at Montgomery Alabama. He is the Archivist for the Historical Society. Thanks again, Doug,for all the help.

I will now tell of some of the highlites of the reunion. Thursday of course was Registration day and at noon was the Welcome to Phoenix at the Rosenweig Center across from the Del Webb Townhouse.The welcoming speeches were given by several of the well known people of the City of Phoenix, Thursday after noon was free to do anything we wanted to. Thursday nite we all assembled in the Coronado Room to hear the Orpheus Male Choir sing. They were real good and sang several of the songs from the 1940's. After the performance of the Chorus the Oktoberfest began. There was free beer and snacks. There was also an "Oom-Pah Band and most of people there danced the Polka. I think most of the ones who danced realy had a good time for they wore the Band out and finaly the President of the Society had to tell them to stop playing for Friday was an early rising day with lots to do.

Friday Morning was an early breakfast day for there was a tour by bus of Phoenix and the surrounding areas with a Western cook out at Reata Pass. On the tour we saw the City of Phoenix and stopped at the famous 5th Ave Shops at Scottsdale. This is a place, where there are all kind of shops from Clothing Shops to Souvenir Shops. After a short stop here at the 5th Ave. Shops we went on to our cook-out at Reata Pass. There was a long line when we arrived but it seemed a short time until we were eating. The dining room was outside under the blue skies. We were all tired of riding and we enjoyed the meal and the rest. After this we returned to the Hotel to rest up for the Mini-reunion that evening. We were supposed to have our Mexican Fiesta Dinner served at the room where we were to hold our mini-reunion, but someone had changed it and we had to stand in line to be served our meal.This took quite a bit of time so our meeting was not as long as it should have been and we did not accomplish as much as we wanted to Robert Gay gave the History of the 34th Bomb Group, and the ones who were there introduced them selves and as it was late we broke up to see the Entertainment which was going on in the Lobby.

Saturday was to be a busy day, so we were up early for Breakfast and then to the the general meeting of the Historical Society, for the election of officers, for the next two years. At noon there was to be a pool side lunch and then board the busses for the Open House at Luke Air Force Base. It was a beautiful hot day for the visit to Luke Air Force Base. Viewing stand had been provided on the ramp at the Base for the visitors. As we sat there the planes began to come in. First it was the oldtimers from WWI and then it was the fighters from WWII, which flew across the field and landed. Then there was a speck in the sky and a B17 came into view. He came in low over the field and then gracefuly shot up into the sky once more, then he came in for a landing. It was a beautiful sight to see, everyone rose from their seats and cheered. The pilot taxied the plane over to the ramp, so that it could be inspected by those who wanted to. Even tho several left to see the B17, the show wasn't over, for the Air Force sent their newest plane the F 15 out for a take off to show what it could do. If we could have had the F15 in WWII the war would have been over, after a few months, for it is a wonderful plane. The performance of the F15 was the last of the Air Show and as it was getting late in the afternoon, everybody went back to the Hotel to rest up for the Reunion Banquet, which was to be held that nite.

The Bnquet that nite was filled to capacity. It was announced there were 1400 people there and some had to be turned away. We had two speakers that evening, Our own Jimmy Doolittle and Robin Higham , currently a professor of History at Kansas State University and editor of the Air Force Foundation's magazine Aerospace Historian. Both were good spe ches and we enjoyed them very much.

After the banquet there was a dance which was held in the dining room. The band was good and they played quite a few of the songs from the '40s.

Sunday morning was the farewell brea kfast and check out for all the 8th Air Force people. It was with mixed emotion that we all said goodby to each other, for it wasn't known when or if we were to see each other again.

Total 34th Men who were at the reunion----26
Total of people at the reunion ---51

I want to thank all who came to the reunion for their attendance and for the contributions towards keeping our newsletter and membership list going out to all we have found. I want to thank all who have sent in donations since I have become the Contact Man. You have all been wonderful and I appreciate the help you have given. I want to thank all those who have sent names and adresses to me. As Henry Jurgens said if everyone would find a member we would soon have 600 members as we have 300 now.

Some of you members who came home early, look thru you old orders. if you still have them, for we do not have the records of the ones who came home early or came home by boat. If you can, duplicate them and send them to me. There might be some information we can use to help locate some of our men.

Dates to remember Oct29-Nov 2 1980 8th Air Force reunion in Orlando Fla.
Sept 1980 Fly in to England. For information write to;
8th Friendship Holiday P.O. Box 1304, Hallandale, Fla. 33009

Can anyone tell me the names of all four of the 1st Sgt of the 34th B.G. and where they lived?

I have a reques for a picture of a B17 from our Bomb Group, preferably from the 18th Sqd.

John Woolnough, editor of the 8th Air Force News, wants some good clean, sharp pictures of the nose art on our planes. Be sure and put your names on them. They will be returned, Send to John Woolnough, Editor, 8th A.F. News Box 4738 Hollywood, Fla., 33023

Do You all recall the 100 Mission Party in Dec 1944?

Remember Christmas Eve 1944 and the hundred of plane circlimg the field for a landing?

May the blessings of Christmas be with you throughout the new year. *Ray L. Summa*

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Richmond Va. 23234

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IN MEMORIUM

Ed Rabum (4)		1979
Lou Berets		1979
Thomas D. Coupland	(18)	1979
Raymond Hudelson	(18)	1979
Cecil Patrick	(4)	
Emory Ralls	(18)	
William S Boyd.	(18)	
Basil "Buck" Rogers	(7)	1973
Kenneth L. Amerman	(7)	1979
Dr. Henry Morgan	Group Surgeon	
Myles Schubert	(18)	
R.B. "Red" wilson		1978
Norman O. Dybsetter	(18)	
James Nerrie		
Albert Jinks		
James Sain		
Cecil E. Duke	Group	
Homer Schindler	(7)	
Stanley Brain	(18)	
Wilson Hamill	(18)	
Bennie Crawford	(18)	

Address Corrections

Grady Deatherage Change ZC to 24078
Feit, Gerald address cahnge- Rio Rancho N.M.
Griffith, John Middle Initial to G. and street no. to 113
Gray, William ---street no. to 5601
Hiffman, Harry----- Zc to 17963
Gay, Robert S. ---address to 601 Ridgemont
Hood, Kem------ name of st to Cherry Lynn and Zc to 85018
Kaye, Aida------- address to 495
Sherman, Lawrence W. Change to Lawrence F.
Smith, Orin ---Addressto 10115 Rdew Terr. Crestwood Mo. 63126
Rabun, Ed. ----address to 2224
Baniak, Leo P. a-----address to 7905
Tavasti, Roy -----address to 354 Seaview
Cassel, Robert--- First name to Albert
Please send any changes to me and I will correct my records

Dec. 1979

MENDLESHAM MEMORIES

VOLUME II NUMBER I MARCH 1980

34TH. BOMB GROUP

I promised to print you a story about some of the things, which happened to the 34th Bomb Group, during the war. This is one of the stories. It was sent to me by Jack Blackham, an Engineer on B24s and B17s,from the 4th Sqd. I will try to print it as he sent it to me. This is the story of his B24 and his Crew and what happened on the night of June 7th 1944

Dear Ray

Perhaps this story would be of interest to the readers of the 34th Bomb Grouop Association's newsletter,"Mendlesham Memories". I will tell the story as I remember it

The Night of the Intruders
By Jack Blackham, AEG of the 4th Sqd.

My Crew was formed in Blythe Ca., Jan 14th 1944, consisting of; Lt Wilmer J. Dresher, Pilot; Lt. Francis C. Rowley, Co-pilot; Lt. Antoni Grabowski, Navigator; Lt Ken Humphrey, Bombardier; S/Sgt Jack Blackham, AEG. S/Sgt Carrol E. Forister, ROG; Sgt Willard Johnson, AG; Pvt Robert D. Erisch, BG; Sgt, William R, Reschke, BG.

We received our new,camouflaged, B24, S/N 42-9491, in April 1944. Our Crew Chief was Charles J. Reilly. After our Crew and plane had been checked out and we had flown several flights,we were sent overseas,by the way of Lincoln Neb. and Florida. While in Florida we had a picture of an Indian girl, with not many clothes on, drawn on a sheet of paper, we were going to call our plane "Sweet Sioux" and have the picture painted on the side of the plane This drawing and a box of Florida dirt, which our Radio Operator, had picked up,were placed on top of the radio,in the radio room. We did not get a chance to have the picture painted on the plane. We left Florida for So America and then onto Africa. From Africa, we flew to our destination, Mendlesham, England, where we joined the rest of the 34th Bomb Group.

We flew the first Mission with the 34th B.G. on May 23, 1944. D-Day was our 5 th mission and we flew two missions that day. Because of heavy clouds and poor visibility over the target, along with freezing conditions we were unable to drop our bombs on the second mission and returned to the Base,at Mendlesham, with them.

Next day was June 7th and we were alerted for an early mission at 0600 hours, the target Nantes, France. After a succesful run over the target we dropped our bombs and returned to Mendlesham, this was about 1200 hours. Upon arriving at the Base,we found ourselves alerted for another mission. This time it was an Air Field at Tours, France. While waiting for our plane to be refueled and rearmed we went to dinner and to the briefing about the target. The whole Group was to be involved as it was to be a maxmimum effort, in support of the D-Day action, with the 490th and 493rd BG's. flying with us. It was a combat wing effort of the 93rd wing. About 60 planes from the 34th were involved.

While we were waiting for the 'start engine' time, I was talking to one of the Ground Crew and was telling him how the Beach head looked and that it was something to see, He immediatly became excited and said he would like to fly this mission with us, I knew we had fighter cover all the way and would not be over enemy territory except for a short time, so I told him, if there was any mission to go on, this would be the one. He asked his Crew Chief what he thought and was told,he would be wise to stay on the ground but he still wanted to go, so he asked the Pilot, who told him, yes, but

he would have to look out for himself. About 15 min. before start engines, he changed his mind. It was probably the greatest decision he would ever make, because of what was to happen later that night.

We took off on the mission about 1530 hrs. The weather was clear over England but cloudy over the target. We were over the target about 1930 hrs. and it was still day light, for England was on double War time and it did not get dark until about2030 hrs.We had no trouble over the target, we dropped our bombs and headed for home. As we came over the Coast, we could see the lights on the ground, going out ahead of us. The Enemy must have been in our formation and we did not notice him. The first time I noticed anything wrong, was, when from my top turret I could see holes appearing in the wing and metal pieces flying from the wings. I could only see about as far as our wing tips. (There has been some talk that our guns were pulled and we were relaxing, but this is not true, for all our guns were ready and all turrets were manned except the ball turret. I wish to hell the ones who made that statement had been with us that night, we could have used their help) About this time the enemy hit us again for the second time and the Radio Man received a message to turn out all navigation lights and head for a field in Western England, as there was an enemy plane in our midst. We were still air worthy except for our hydraulic lines, which had been shot out. About this time I came out of my turret to help and the enemy hit us for the 3rd time in the wing tanks and set us afire. This time we had to bail out as we were going to crash. I was told the enemy hit four of our planes that night, one crashed into the equipment hangar and set it afire and another crashed near us. Two B24s landed at a Mosquito Base in Western England, almost on top of each other, they were taking no chances.The only plane to land at Mendlesham that night belong to one of the Sqd. C.O.s . After landing, he and one of the Crew went back to the waist guns and started to fire at the enemy plane,as it made another pass at the field.

By this time we were afire and our Navigator and two gunners were dead and the rest of us hit the silk. It was night and it was dark and we could not judge the distance from the ground and I hit hard for we had bailed out at about 1200 ft. After I hit the ground, I stood up,to find out where I was hurt. I found I had sprained my knee and had a sore spot in the middle of my back. I wanted a cigarette awfully bad but did not have anything to light it with. I had seen a house up the road and I walked to it. I knocked on the door and it was opened by an old couple who could not understand me, for they were unable to talk or hear. I immediatly turned away and made my way back to where I had left my chute, by one of the hedge rows. Glancing around, I saw a house which had been obscured by the hedge row. As I made my way to the house, an armed man stepped from the hedge row. I immediatly told him I was an American and had to jump from my burning plane, which was still burning about ½ mile away. He said "Oh you are a Yank, come in and have a spot of tea until they come for you". I went into the house and was drinking tea and talking to the farmer, when a Jeep from the Base drove up for me. I gathered my chute and we started back to the Base.

As we approached the Base, one of the guards fired a rifle at us. The driver of the jeep threw on the brakes and stopped, He then shouted the pass word and we went on into the Base and over to the middle of the field, where Major Joe Eaton was standing. I reported to him and he asked if I was hurt. I told him just my knee and back. he told me to report to the hospital and then took my chute. I told him I was hungry and would like something to eat as I hadn't eaten since noon and here it was early morning. He told me to get something to eat and then report to the hospital. After eating I reported to Dr,Harry Morgan at the hospital, who asked if I was injured. I told him about my knee and back he advised me to stay at the hospital the rest of the night to see if any complication developed. Next morning Dr Morgan came and asked how I felt, I told him ok except for the ache in my back and knee.He told me to walk down the corridor, while he watched me. He then told me, if I wanted to,I could go to the Sqd. area and rest up for a few days and report back if anything went wrong

In about five days I felt better and I did not report back to the Hospital.

I would like to say here, I did not go back to see the plane, after the crash, but I did talk to my Crew Chief , Charles Reilley, who had gone to see the crash. He showed me a German bullet which had been embedded in one of the engines, he was keeping it as a souvenir. I was told later, upon examination of the wreakage, it was found that our guns were still in place, loaded and ready for use. The last piece of the plane I saw, was in 1971, when I met our Radio Man, Carrol Forister, who showed me a knife, made from parts of the plane.An Englishman had salvaged several pieces of the plane, he had found in the field, near the crash and had made a knife from the pieces. He had given it to Carrol as a souvenir.

I reported back to duty and with two new men, Arnold Woeful, as tail gunner and Leonard Beilas,as a ball gunner, we started to fly once again. Our first mission, after the crash, was over the V1 sites in France. It was an easy mission, with practicaly no flak. We were not over enemy territory very long. I know the ones,who had bailed out that night, were thankful for such an easy mission.

We flew many missions after this and in Sept. 1944 we changed to B17s on which I flew two or three missions and finished my tour and was sent home to the States.

In 1974, at a party for some German soldiers, at Ft Bliss Texas, there were five German Colonels, , who were on ther way home to be discharged. While I was telling one of the Colonels about the crash, on the night of June 7th 1944, one of the others told me he was the Commanding Offier of the field in France, from where those night fighters had taken off. He remembered one of the Pilots telling him about it, after the mission. He had both Ju88s and Me 410 night fighters station at the Base. He promised to look up the records when he arrived home and send them to me, but for some reason, he failed to to do so. I still believe he was the C.O. of the Fighter Field in France, from where those enemy planes took off from, the night of June 7th 1944.

Thank you for writing my Story Jack

This is the end of the story as written to me by Jack Blackham, Engineer of the plane "Sweet Sioux", which was shot down the night of June 7th 1944, by enemy planes. I want to thank him for the story and for the help he has given me, since I became Contact Man for the 34th Bomb Group. He has sent me several names and addresses, among whom was his Crew Chief,Charles Reilley, and Leonard Beilas.

I have a little to add to the story, I recently received letters from two of Russ"Swede"Lindstrom's Crew, who were in one of the planes, "The Dugan Wagon", that night, which was diverted to a Base in Western England, It happened to be a Mosquito Base, but they went in any way, There was another B24 landed right,almost,on their tail. In landing, the wing of the plane struck a building and had to be left for a couple of days to be repaired Upon examination of the plane, a German shell was found in the Tail Turret. The names of those two men who have written me are Walt Strudivan and Gordon Breeding. Have you written to Russ yet? By the way I want to thank Harold Witham for sending me their names and addresses.

At this time I want to thank all who have sent in new names and addresses, There are too many of you,to name you all, as I would like to.Just keep up the good work and we will soon be the great Bomb Group we were at one time.

I had a report from Malcolm Corum,on the progress of the charter and he says it will be done soon and will be sent to the Directors to be signed. I know you are wondering about the Directors, but in order to get the Charter done, it was neccessary that we for the first time,appoint some of the ones who first started the 34th Bomb Group Association, along with the required three from Texas,where the Charter was written. Yes, most states require, three Directors,as a beginning, from the State where the Charter is written.

Fortunatly, we had three such men from Texas, who have worked very hard since they have became members, They are: Malcolm Corum, who for the present time will be the Keeper of the Charter. Jack Blackham, whose story you have

read, These two are from El Paso Texas. The other one from Texas is Ken Humphreys, from Ft Worth, Texas. Ken was the Bombardier on the plane with Jack Blackham, when it was shot down by an enemy fighter, June 7 1944. The other Directors will be,Bill Cheek from Lakeland Fla. Grady Deatherage from Collinsville Va., both of whom have been with the 34th Bomb Group Association since it was organized. Ray Summa, your Contact Man from Anderson, Ind.who is trying to write to you all. Bob Wright Wright, of So Bend will be an alternate Director. Bob has been in attendence to all the reunions since the Group was first started. There will be more, if needed to be. and I think there should be. The more we have working the better the Group will become. Pleas have patience with us, for all of this is new and we will do our best At least let us try and if we fail, there is always an election and you can vote in whom ever you choose. The Board of Director will probably meet early,before the reunion in Orlando and will have worked something out. We need all the help we can get, so if any of you have any suggestions that will help, please feel free to send the suggestions in to any of the above mentioned Directors, Their addresses are in the lists you have received. Doug Underwood, who also has been in the Organization since it was started will act as our Advisor. Doug lives in Montgomery Ala and as you know, is the Archivist for the 8th Air Force Historical Society and other Organizations He was asked to be on the Board Of Directors, but declined,as he was covered up by his other work. He has access to all the records, at the Historical Research Center at Maxwell Field.Doug will be able to help us a lot as the Advisor. None,of the Board of Directors,get paid for what they are doing and I know that a lot of long distance calls have been made,for the good of our Organization and paid for by the members of the Board, from their own pockets.

This brings me to a most painful subject, which I am reluctant to write about. We are again in need of money to send out our newsletters and as you know it cost money to have the Charter written, so we do have to pay a Lawyer something. Some of you have been sending in donations, which has kept our Newsletter and the search for our missing men going. If all of our members contribute an <u>average of $5.00</u> to the 34th Bomb Group Association, we will be able to do the thing we want to. Some have contributed more than that to our organization and I appreciate it very much. I have had some membership cards printed(I think they look pretty nice), and I will send out to each one who contributes,$5.00 or more,to the 34th Bomb Association. Please send a stamped envelope for the return of the membership card. As you know, right now, until we get functioning, my wife and I are writing all the letters and membership lists. We do have the help of those who are sending in names and addresses, and of course the advise of the ones who will be on the Board of Directors,as well as the help of Ruth and Henry Jurgens. I do want to say all money which is donated is accounted for and put down in an account book for anyone who want to go thru it. I do this for the IRS, for when we get the Charter all ready, they will want to look at the books. I promise they will be ready.

I do need some help. I have an old Roster of the 34th Bomb Group and the flight lists of those who flew home, which I would like to have broken down by states. Some of you who are still working and your secretaries have a little time, might like to take on the job, or if some of you want to do the job your self, let me know and I will send you the papers. There are two lists some of the names appears on both lists. There will be about 2500 names altogether. This is only one part of the men who were in the 34th Bomb Group. Some of the names and addresses of the men who went over with the Group,as Flyers,are missing. Do any of you have names and addresses not appearing among the ones on our list, if so please send them to me? I use these lists to locate some of our men.

I would like to thank the person who placed the article in the Retired Officers Magazine, about the 34th B.G. trying to find their former members. It has done quite a bit of good. It is no wonder our Air Force after the war was so good. It was made up of men from the 34th Bomb Group. Most of the ones who appear on the newest list, have retired from the A.F. I am receiving lett

and phone calls every day asking about our Organization and when we are going to have a reunion. The only answer I can give right now, is we are having a "Unit Rende-vous" at the 8th Air Force Reunion in Orlando. Fla.. Maybe then we will be able to set a date for a Reunion of our own. Please be patient for we are working on it. We must find someone who will take the job as Reunion charman and see it thru. Are there any volunters?

As some of you know, my wife and I have been taking a vacation, twice a year in Virginia and No.Carolina. This year we will start in May. Last year we went south and then up the coast to Delaware. We stopped in Martinsville Va. and saw Grady Deatherage and his wife, Edith,also Arnold Prillman and his wife,Georgia. We had a wonderful time with them, that evening. The next morning my wife and I went on to Atlantic Beach and from there we went to Richmond Va, where we met Henry and Ruth Jurgens, as well as some more of the 34th B.G. people."Pete Gray from Va. Beach came up to our Motel and we called F.A. Bristow who came over and took us to the Medowbrook Resturant, owned by Junius and Virginia Cobb.There we met Tom and Virginia Snelling. F.A.'s wife Opal met us there.We had a real good dinner and after Cobb had closed the resturant, we really had a good time, telling things, which happened to us, while we were in Blythe and Overseas. It was real early in the morning when we broke up and went back to our Motel. I felt sorry for "Pete", as he had to drive all that distance back to Va. Beach. Next time "Pete" stay at the Motel, with us. Yes,I said next time for we are going to do it again. This time it will be in May. The Dover Air Base at Dover,Del.is having Open House May 4,from 10:00 to 4:00, . My wife and I are planning to be there, we will leave here about April 30th and go to Henry and Ruth Jurgen's, who live about 12 miles north of Dover, at Smyrna, Del. They have asked that anyone from the 34th who are planning on going to the Open House, to stop by and say hello.For anyone who will stop by, we will have some eats and something to drink. There will be plenty of talk and some pictures, new and old, to show. If you have some old pictures, bring them along. You will havea good time and will meet some of the ones from the 34th B.G. How about it? All we ask,is to let Henry and Ruth know a head of time,in order to be prepared. The Jurgens address is,Rd1 Box 274 Smyrna, Del 19977. Ph 302 653 7373. You all have my address, my phone is 317 644 6027. There are quite a few of you near Del., so why don't you drop by and see the planes on exhibit and see "Shoo Shoo Baby" a B17 which is being restored at the Air Base?

From the Jurgens,my wife and I are going to Hyattsville, Md.to see my sister, for about a week. If some of you,who can't make the Open House, want to call and talk to me,the phone number is 301-459-0174. My sister and her husband are named Ivan and Alma Harpster.

From here we will be going to Richmond Va, and meet with some of the 34th from around there. We will be at Junius and Virginia Cobb;s Resturant, The Meadowbrook, ph 804-275-9030, 3819 Walmsley Blvd. Richmond Va. We will be there on Friday nite May 9th, if you care to join us. Every one will pay their own way and I am sure you will have a good time, Bring your cameras and pictures to show, If you can not get hold of Junius Cobb call F.A. Bristow 3805 Stratford Rd. Ph 804 272 6623. Try to call in advance,so we will know how many will be there.

When we leave Richmond, we will head south to Atlantic Beach, N.C. to rest up for awhile and then to Charlotte N.C. , where we will again meet some of the 34th people. We will meet Dex. Jordan and Jim Watkins, who are from around Charlotte, who will have something for us to do and people to meet. Their addresses are; Dex Jordan Rt #1 Huntersville, N.C. 28078 Ph 704 875-2266 Or business ph. 704-377-6387. Jim Watkins 108 Elmwood Dr. Salisbury, N.C. 28144 Ph 704-633-4991. Try to let them know in advance, if you will be able to be there. As before, everyone will pay their own way. Bring your Cameras and pictures.The date for this Sat. May 17

From here we will travel home, for about that time the June letter will have to be written. I am hoping to pick up some stories from this trip.

I have some good news, Grady Deatherage, who suffered a heart attack last Oct. has improved and is back to work, watch your self Grady, we need you to help the 34th B.G. I will see you also in May.

Just a little message to Roland Beach. Thank for sending those pictures

to John Woolnough. No, I haven't sent the pictures,you sent me, to John Woolnough. I have sent him some but will include those in the next bunch I send. As where to find The History of the 34th B.G., which was written after the war, I do not know, for I am trying to find one myself. I keep looking in all Flea Markets and all used book stores, they do turn up there some time. All the people from the used book stores, know me by now and will save the book for me. I did have the loan of one,from Ralph Murphy, last summer when he was here, but I have sent it back, Doug Underwood investigated about having the book reprinted but found the plates had been destroyed by the Government and the cost to have it reprinted was prohibitive,as the Government requires the cost be subscribed before the book can be reprinted. I would like to see it reprinted and another one printed, which would show more of the action, Maybe,some day,some one will take the time to have it done. Are there any volunters?

I received a letter from John Woolnough,Editor of the 8th Air Force News, requesting pictures for the new book he is publishing. He wants clear pictures showing interesting things about the Group. Pictures of the Flying Crews and planes, also those who show the nose art on the plane, pictures of crashes, battle damage, Picture of the tower at Mendlesham. Pictures of the 1st Sgts. 18th Sqd's. Tent City.When he wrote me in Jan., he stated he had received no pictures,from the 34th Bomb Group. These must be in to John, by April 1st. 1980 to get in the book.They will be carefully screened and the best of the pictures will be used. When you send them, be sure and identify them as much as you can. Try to identify the Sqd. and anything else which will help him. Write your name on the pictures as you will get then back, for all pictures are returned,when the book has been printed. Come on now and let us see that John has plenty of pictures of our Group. Show him we really care. We were not featured in the other book "The 8th Air Force Album", which he published, so now is our chance to show the other Bomb Groups we are still alive and growing. Be sure and mark all pictures, 34th Bomb Group.

There have been some address changes since last Dec. Now that we will be bulk mailing, it is neccessary, we have the correct address on all letters we send out. If the address on the letter you receive, is not correct, please send me in a correction.Do any of you know the address of Harry O'Grady or J.A. Anderson? The addresses I have are not correct. I have written the Postoffice of the two cities and have been informed they had never been listed at those addresses. Walt Witham has a new address; 3393 Citrus Lane, Cincinnati, Ohio 45329; Felix Williams, 2717 25th St. Wells Hotel Gulfport,Miss. 39501;Tom King 3330 Templeton Gap Rd #3. Colorado Spgs, Col. 80907; Wm.L Kelley 112 Mallard St. West Monroe, La. 71291, Bill has moved back to his old home town from Prairie Village Ks. Some of you 34th men from around there will probably be hearing from Bill;Don Mann has moved back to his home town of Great Falls Mont. 618 5th Ave N.W. 59404; Charles Metz, 914 Tidal Pond Rd. New Port Richy, Fla. 33552. Charles has joined several others of our Group who live in Fla. There is a Fla. chapter of the 8th Air Force Historical Society, see Aida Kaye about it. I did have one of the names wrong, Paul Leare, should have been Paul Teare, I am sorry about that. Paul, I had a letter from your friend Dex Jordan in N.C. who mentioned your name.

My wife and I want to thank all of you for the christmas Cards and letters we received at Christmas time, we enjoyed them all. I am only sorry we could not send cards to everyone.Our thoughts were with you all that day. There are some of you whom, I have not heard from. How about a letter from you? Do you like our newsletter,The Mendlesham Memories. Let me know?

You know it is sad when I receive letters, telling of the passing of some of our men, who were with us in service. I received some letters in Jan. telling of the passing of several of our men. I received the letters almost all one day. I received a letter from Mrs. Charles Cook, widow of Major Charles Cook of the 4th Sqd.telling of his death in May of 1979. She also wrote to say that Joseph Ray had been killed in a crash after the war, in Germany. I received a letter from Mary K. Pounders, telling of the death of Ralph Pounders in 1975, Ralph was one of our Crew Chiefs. I also received a letter from Mrs. Alice Ginalski telling about the death of her husband, Joseph Ginalski, from a heart attack, in oct 1977. I received a letter from Anton

Behnken ofBox 59 No Dayton Station, Dayton, Ohio 45404, telling of the death of his father Anton Behnken Sr. in Jan 1975. The address of the others will be in the membership list except that of Mrs Joseph Ray, whose address I do not have at this time. She lives in Alburqueque, N.M. If you remember these men, why not drop a line to their Widows or Children.

We have another lady on our list, who is very interested in the 34th Bomb Group, for she had a brother killed,while on a bombing mission with the 34th Bomb Group in Dec. 1944. She is Miss Rosemary Fryer, sister to Lt. Austin Edward Fryer, of the 391st. Sqd. A tree has been planted by Rosemary in honor of her brother at Pace Hall, El Paso Texas.

I have just received a letter from Joe Edwards,from the 391st,telling of the death of his Tail Gunner, Carl E. Stahl, in 1978. If any of you have knowledge of the passing of any from the 34th, please keep me informed.

How many of you would want our Sqd. emblems, if we were to have them reproduced, also the 34th Bomb Group pins? We are in need of a color photo of the 7th Sqd. emblem. If you have one please takea color photo of it and send it too me. It is the Hawk or Eagle with wing extended in flight. The emblem of the 34th as you know is the shield with the inscription "Valor to Victory" at the bottom. Such as you see at the beginning of this letter.

I had a call from Doug Underwood, Archivist for the 8th A.F.H.S., who ask me to tell everyone,he is a little behind, in his research, due to the amount of requests. It takes a little longer,than first anticipated,to do the research Doug is doing a wonderful job, for the Society and those, who have requested records. Doug has helped me very much in the researh for our missing men. He asks that all who have request, please include as much information as possible for it will speed up the.research. Doug lives in Montgomery Ala. close to Maxwell Field, where all the Historical Records of the Air Force are kept. Doug has access to all of those which are declassified. Doug was a Lead Bomardier from the 4th Sqd., while in the 34th B.G.

Do not forget the tour to England in Sept. "80. for information, write to 8th A.F. Friendship Holidays, P.O. Box 1304, Hallendale, Fla. 33009. If you are anticipating making the tour, better get your letter in as quickly as possible for the tour is filling up rapidaly.

Make plans now to join the 34th Bomb Group at the 8th Air force Reunion in Orlando Fla. Oct.29 to Nov 2, 1980. You,who want to fly your own plane, to the Reunion, will have a place to land and park your Air Craft. I have received an advanced brochure about the Reunion and it really sound good. I will send more information and a brochure of the reunion in the next letter. We of the 34th are to have a"Unit Rendez-vous"(This means a mini-reunion) on Friday afternoon at 1400 hrs until -----.

Do not forget to send those photos to John Woolnough, Editor of the 8th Air Force News,Box 438, Hollywood, Fla. 33023 (you thought I was going to forget the address). The photos must be in by April 1st. Give him plenty for a good selection and show the other Bomb Groups, the 34th is still alive and growing.

Again, I want to thank all of you, for the letters, Christmas cards, calenders and donation you sent since I have taken the job of Contact Man. To all of you I have't heard from, how about a letter from you? That is the only way I know,if I am doing the job, as it should be done. My wife,Hannah, and I both appreciate hearing from all of you, so keep those letters coming.

If any of you are close to Anderson, Ind, while on a trip, feel free to stop by and have a cup of coffe and chat awhile.

Your Contact Man from the 34th Bomb Group

Ray L. Summa

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910 W Martin Dr. 391
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Bresh, Paul E. 391
119 Overland Trail
N. Ft Meyers, Fla. 33903

Bower, Paul R. Lt. Col.
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So. Pines N.C. 28387

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Johanson, Alf 4th
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81 Green Valley Dr.
Enfield Conn 06042

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Seymour, Ind. 47274

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Philidelpkia, Pa. 19134

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Walker, Ralph
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Cook, Charles.(Sarah Ann)
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391st B. Sqd. 18th B, Sqd. 7th B. Sqd. 4th B. Sqd.

VOLUME II NUMBER II

34TH. BOMB GROUP

June 1980

MENDLESHAM MEMORIES

Greetings Fellow Members of the 34th Bomb Group

Now that spring is here, I hope that everyone is feeling better. I guess that as we get older the winters seem to grow worse.

My wife and I had a few visitors this winter,from members of the 34th Bomb Group, also quite a few phone calls.I want to thank all who have visited my wife and I,also the ones who have called and sent letter of encouragement to me. There are times when I needed the encouragement.

Bob Hartwick from,Bellview Ohio,stopped by,one afternoon,to pay us a visit and to talk about the 34th Bomb Group. Bob was with the 7th Sqd, as a Ground Crew member. Bob had some pictures reproduced and sent me some copies, Thanks Bob, I will place them in my album, Come back someday for another visit.

Paul Buss and his wife Mary stopped by one afternoon for a visit, Paul and Mary are from Olney Ill. Paul was a Tail Gunner in the 391st Sqd. He told me a few interesting things that happened to him and his Crew while in the 34th. I had talked to him several times on the phone but had never met him until he came for a visit. Paul and Mary,we enjoyed your visit and remember,you are always welcome to pay us a visit,as are all of the rest of the 34th Bomb Group members.

Fellow membersof the 34th, you will be happy to know that the Charter of the 34th Bomb Group has been written,accepted and incorporated in the State of Texas, thru the efforts of Malcolm Corum and Jack Blackham. Malcolm called me one evening and was real happy when he told me the Charter was done and had been incorporated in Texas. Now,he said,all we had to do is pay the lawyer. The Lawyer fee was $350.00 (a Lawyer has to live to). Plus the cost of incorporation, which was taken care of by Malcolm. I want to report that the Lawyer has been paid thru the generous donations of the 90 people who have sent in or gave me money to be used for the purpose of paying for the charter and to keep our newsletter going out. Plus donations from two of the wives of our members,who have passed on, given in memory of their husbands. Mrs Frances Amerman, in memory of her husband Kenneth. Mrs Marian Rogers, in memory of her husband Basil"Buck" Rogers. I want to thank them for what they did as well as the rest who have sent in money.

Some of you may wonder what the cost is, for sending out a newsletter. Well, to break it down,the cost of the last newsletter,printing was $100.00, the cost of the bulk mailing permit and application was $70.00,for postage of 400 letters I sent out was about $35.00. This was for one mailing,of course the bulk permit (application) is a one time item. These figures do not include the cost of the letters I have sent out trying to locate our former members and the cost of answering letters,I have received, from those who have not enclosed a stamped envelope. I have averaged sending out 100 letters a month since Jan 1st. A lot of these had stamped envelopes, which had been sent to me. Do you think it fair that we ask for the 90 members who have sent in donation to pay all the cost? That is why we must have a membership fee. I do not want to make anyone angry, but I thought you should know the cost of putting out a newsletter. All this has not includes the cost of paper and envelopes and coping of some information, to send to others, nor the longdistance calls which I pay for myself.

I have been getting a lot of calls from not only our members asking about the 34th B.G reunion, but from other Men from the other Bomb Groups of the 8th AF. wondering about the 8th A, F reunion. I have sent the names

Of the men from the other Bomb Groups to the 8th Air Force Clearing House. To you the members of the 34th B.G. We are to have a "Unit rendezvous"at the 8th A.F. reunion , which will be held in Orlando Fla. Oct 29th to Nov 2 1980. Our "Rendezvous" will be held on Friday afternoon and evening. The brochures for the reunion are inclosed in this letter. As soon as you know that you will attend the reunion, send in your reservation early. Something different will be tried this year. People from each Bomb Group who send in early will be assigned to one floor or if there are enough from one Bomb Group to fill one floor the rest of those who have sent in early will be assigned to the next floor. So if you want to be with your Bomb Group on the same or adjoining floor, send in those reservationd early. If we have 50 or more rooms reserved for our B.G, we will have a room to use as a hospitality room for our exclusive use only. If we have enough we will have our own banquet room for our use Friday nite at the Friday nite banquet. Talk to your friend and send in your reservations. The brochures tell of the events. Let us show th other Bomb Groups we are growing and that we . care. We can make this the greatest reunion we have ever had. To those who arrive by plane, there should be transportation available to the Hotel, if not,there is a phone to call and transportation will be sent. To those who select to stay in campgrounds or in your campers, you should write to Ramblin Tours and ask them about the cost and what to do. Please send a stamped self addressed envelope to aid in answering your questions. Send in your reservations early if you want to be on the same floor as your Bomb Group. Late reservations will be assigned to what ever rooms are left. They may be in another wing of the Hotel.My wife and I will be there on Oct 29th.

My wife and I have just recently returned from a 3 week tour thru the East. Pa. Del. Maryland, Washington, D.C. Virginia and N.Carolina, where we mat several of the 34th Bomb Group members. We left here headed for the Dover Air Baseand the Open House, also to visit Ruth and Henry Jurgans. On the way thru Columbus Ohio, I called Al Cassel. Al you sounded good over the phone. Remember? I told you some day while passing thru Columbus I would give you a call. I called some more of our men while I was passing thru Pa., but found no one at home. I had forgotten, not everyone had retired as I had. Upon reaching Reading, I called Jim Carpousis to see how he and his wife were. Jim was working so I called back and talked back to both Jim and Esther. They both sounded good over the phone and assured me they were both feeling good. Jim wanted us to come to his house for a visit but we were to tired from driving. Jim we will be back to Reading one of these days and will spend some time with you and your wife.

Reading is a nice town and for you women, who enjoy shopping, it is a wonderful place to shop,with outlet store every place. Some day my wife would like to go back there, to shop.

From Reading we went to Smyrna Del. to visit Henry and Ruth Jurgens, We had been invited to spend a few day with them while waiting on the Open House. On Sat. Henry and I went to the Air Base to put up some posters about the 8th Air Force Clearing House and the 34th Bomb Group, Henry had the posters made,(Thanks Henry) We believe in advertising the 34th B.G. and the Historical Society where ever we are. Al DiNenno and his wife Olive from Pa. joined us at Henry's and we really had a good time.

Ed Lawler had called me before I had left home and wanted to know about the gettogether in Dover and he and his wife Rosemary had driven down to Dover to be at the Open House. Al and I went down to the Air Base early to meet anyone from the 34th B.G. at the hangar where "Shoo Shoo Baby" a B17 is being rebuilt. Here we met Ed Lawler and Rosemary. Pete Gray soon came into the Hangar and we all roamed around taking pictures. Henry and our wives soon showed up and we all moved to the Flight Line where the aerial show was beginning. I was snapping some pictures and thought I would have some good ones to show but found out later, my film had not wound on the spool and of course I had not taken any pictures. We had told Ed and Pete where to meet us after the show and how to get to Henry,s farm. The show featured the Air Force Thunderbirds and the Para- Gliders.Both were wonderful. There were on display several different airplane from large C5 transports to tankers and smaller transports.

After the Air Show we all went back to Smyrna to Henry and Ruth's for dinner. There were several of us. Henry and Ruth., Hannah and I, Ed Lawler and Rosemary from New York, "Pete" Gray from Virginia Beach. Al and Olive DiNenno from Pa.and Paul Teare and his friend Betty from Del. We spent the evening eating and talking. All Sqd. from the 34th were represented. Henry and I from the 18th, Al from the 391st Pete and Paul from the 7th and Ed from the 4th Sqd. Ed told me of some of the things which happened to him when he was in the 34th.He had not come home with us but had joined the 15th Air Force in Italy and while there had seen some of the B24s from the 34th in his Group in Italy. I want to thank all who were at Henry's that nite, for coming. I hope to see all of you in Florida.

We left Henry's on Monday and headed for Washington D.C. by the way of Baltimore where I tried to get in touch with our former Sqd. Clerk. Clarence E. Dick. I did get hold of one C.E..Dick but it was not the right one. This one knew the other one and told me that he had been transferred somewhere in Pa. Some of you man who live in Pa. look in your phone books and see if there is A Clarence E. Dick listed, if so call him and if he was a former member of the 18th Sqd., please tell him to get in touch with me. He may be able to give us some information that we need.

While in Washington, we were able to find some former membersof the 34th B.G. One was Thomas Bond who flew CO Pilot for Carl Washburn. Tom told me that Carl was killed in Korea. Tom's address is on the new list.

While in Washington, my wife and I had lunch with our former Sgt/ Maj. of the 34th and his wife Velma. We met at the Officers Club at Bolling Field. I had found Len some time ago and had corresponded with him. He had said to look him up when I was in Washington. He had been there for sometime and had retired from the Pentegon some years back. . Len had left England in Sept '44 to return to the states for reassignment. He would like to hear from some of his friend from the 34th, especially from Robert Gay , whose office was close to his at headquarters. My wife and I spent a very enjoyable afternoon with Len and his wife Velma. Thanks for the lunch and I hope you will be able to make the Orlando trip. You will see plenty of your old friends there.

On the way to Richmond Va., my wife and I stopped at Henry and Mary Lamberts for lunch. Hank was a Bombardier from the 391st Sqd. They live close to Spotslyvania Va. They have a beautiful place in the country. Hank told me of some of the experiences of his crew including the time they went down over the target in Germany. He was in the hospital in Germany and when he was removed to the Prison Camp Stalag Luft I at Barth on the Baltic. he was greeted by the 34th B.G. Operations Officer Lt Col Howard C. Burton who had been shot down just after Hank went down. He told me quite a few more interesting tales, maybe some day he will write of his experiences for us. Thanks for the lunch Henry and Mary. We hope to see you in Orlando. From Hank I found out more about our planes going down than I had from anyone else.

From Hank and Mary's,we went on into Richmond and met Grady and Edith Deatherage. I brought Grady upto date, on our organization, before we went out to the Meadowbrook Resturant to meet some of the other 34th Members. Grady was recovering from a heart attack in Oct last yaar, but said he was feeling pretty good, except for being tired, He had just gotten home from Florida and had driven up to Richmond to be with some of the 34th B.G. whom he hadn't seen since the war. At the Resturant we met Junius and Virginia Cobb the owners of the Resturant. Junius was one of my mechanics in the 18th Sqd. He had decided to make cooking his career and had gone to school on it. He had owned and operated the resturant for several years. We had just finished eating our dinner when in came F.A. Bristow and Tom Snelling and his wife Virginia. F.A. was with the 18th as aCrew Crew chief and Tom was with the Group. It was F.A."s little brother who flew the P51 Mustang low over the field ever time he returned from a mission. We really had a time recalling the things which happened while we were in the 34th B.G. We even had company from one of the men from another unit of the 8th, who had known Cobb for sometime, he was interested in our tales. His name was

was Buck Cummins and his wife Doris. I do not remember which unit, he was with but they repaired the runways for the Air Force. Soon the resturant closed and we had it all to ourselves. Grady played the tape he had recorded in England, when he interviewed, George and Joan Stedman, on whose land our Base was located. It was very interesting and we all had some comment to add to it. It was late as we bid goodnite to all and started for our motel, with Grady and Edith. Yes Junius we were talking and missed our turn as usual It was alright tho, for we were able to see Richmond after dark while there was no traffic .

Next morning , my wife and I had breakfast with Grady and Edith and then had to travel on. Before we left Edith told us it was her birthday and that she and Grady were not headed home as yet.

After leaving Richmond my wife and I went to Atlantic Beach for a week to do some fishing and walk the Beach. Sat. soon rolled around and we left for Charlotte, where I had asked Dex Jordan to set up a meeting for some of the 34th B.G., who lived around N.C. Upon arriving in Charlotte I found that Dex had done a wonderful job. Most of the people checked in about the same time and , soon were all in our room talking and reliving old times. Dex and Buelah Jordan, from Hunterville, Charles and Ann Pipes from Lenoir N.C. "Pete Gray from Virginia Beach, Va, Jim Watkins from Salisbury N.C. Alexander and Virginia Kovach from Southern Pines N.C., William O and Ina Mae Hatley from Charlotte, Gene and Virginia Latham from Charlotte, Hugh Farrington also from Charlotte. Dex had a surprise for us, he announced that we were all going out to his home where his wife had dinner ready for us. This was indeed a surprise for we thought that we were to have dinner at the motel. Dex has a beautiful place just out side of Charlotte and the dinner was very delicious His wife had a cake with the 34th emblem on and of course we took several pictures of it. It was real Southern Hospitality and I want to thank Dex and Buelah for all they did for us. After dinner we sat around and talked about the 34th Bomb Group and the things we did when we were part of that great Bomb Group. The hour grew late as we said good by and went back to our Motel Some of us had breakfast together the next morning and with promises to meet once again, maybe next year or at the reunion in Florida, we said goodby and each one started home.

At this time I want to thank each one of you, whom we met on our journey, for the good times you showed us and for all the information you gave us. We do hope you all will be able to attend the reunion in Florida.

I do hope I have not bored you too much, with my story, of our trip to meet, members of the 34th B.G. I do have a couple of stories, which I will send out in one of the next issues of our newsletter. One from Steve Niatas about the crash of his plane and crew in the North Sea.

Some interesting fact about the 34th B G.: Did you know that Gen. Curtis LeMay help organize the 7th Bomb Sqd at Langley Field and was Group Operation Officer of the 34th at one time. This was sent in by Malcolm Corum.

The 34th also has a claim to fame, We had the youngest flying Crew in the 8th Air Force. This quote from Roger Freeman's book the "Mighty Eighth" Page 229. Lt Novicki's Crew. Lt. Joseph Novicki P 21, Lt Calvin Olsen Co-P 20. F/O. Louis Fournier Nav. 20; T/Sgt. Donald Ford Togg. 19; T/Sgt Loren M. Pittman R.O 20; Byrd A. Guinn, S/Sgt, Gunner, 20; S/Sgt Peter H Corrigan, Gunner 19; S/Sgt Ugene Tremblay, Gunner, 19, T/Sgt Alvord Engineer, 20. All of these flew home except Alvord. Steve Niatas took his place as engineer. I have not been able to locate any of these men except Steve Niatas. This was sent to me by Al DiNenno.

Did you know the reason the 34th was one of the first to come home from the ETO? We were selected to the PTO by Gen Doolittle. The Atomic Bomb was dropped and we were de-activated.

I had a letter from Joe Edwards, who sent me the addresses of some of his crew. He also mentioned that he may have been the last 34th B.G. man to fly in a B 24. He was sent to England in 1975 to help bring home some B24s from England. They had to work on it for awhile but finaly was ready to go. When they were ready to take off at Duxford, the Raf sent a Lancaster, Harvard. Spitfire, Seafury and other planes to escort them on the way over England. He has movies of the planes flying formation. They would be interesting to

see and to hear about. Maybe we can work some out to see it at the reunion. You might write the story for me and if our readers want to read it, I will put it in our newsletter. He also had an amusing tale about meeting Gen LeBailey one day. Thanks a lot Joe for the stories and keep those letters coming. He also told me that Carl Stahl died of a heart attack. I have heard from all of the ones whose names you sent but Roy White. I might add, I met Charles Pipes in Charlotte and he to had some interesting tales to tell. Joe called several of his crew one afternoon and told them about the 34th B.G. and the up coming reunion.

I had a letter and a phone call from Sam Bagilo on afternoon in answer to an inquiry I had sent him about whose plane it was that shot down a V2 rocket when coming home from a mission. Jack Blackham wanted to know. Sam did not remember but did send me some names and addresses of some of the men he had been in touch with. Sam asked me if I remembered the fellow with the 88keys painted on the back of his A2 jacket. I did remember for he was Lou DeSantis, who played with the band at Mendlesham. he said Lou had his own business now but still played for dances. The reason I remembered was, George Ritche had sent me a letter saying that Lou had played for his daughter's wedding. Sam had visited Lou over Easter. Thanks for the information Sam.

If any of the rest of you know who it was, shot down the German V2. send it to me and I will inform Jack and it may be another claim to fame for the 34th.

Malcolm Corum and Jack Blackham from El Paso Texas have started an 8th Air Force historical Society, Texas Chapter, in Texas, so if any of you from Texas want to join it, write to Malcolm or Jack at the address shown in our membership list. Malcolm said he had about 50 at the meeting.

Thanks to all of you who sent pictures to John Woolnough. I had a letter from him thanking me for the interest we showed. The deadline was April 1st but did say he would still take good clean interesting pictures. Cecil Cohen our photographer gunner sent him quite a few, some in a cigar box that had not been opened for several years. This pleased John very much. Thanks Cecil Maybe some day we will be able to put together a 34th Album of our own. We will be well represented in John Woolnough's new book. This is a good start to help the 34th B.G. become the Great Bomb Group it was at one time.

I have just recently received from Dorothy Schnittgrund, wife of Bob Schnittgrund, about the passing away of her husband, March 29, 1980. They had signed up for the English Tour for this Sept, but she had to cancel. Any of you who remember Bob, might like to send Dorothy a letter. Her address is on our membership list.

Many of you have asked if I have found Richard Long of the 18th Sqd. Yes I did find him but he had passed away in 1975. I had a letter from his mother. Richard Long was the electrician for the 18th and was liked by all.

I had a nice letter from Bill Cheek. Bill took my place at the meeting in Orlando about the reunion, he sent me a letter explaining some of the things I have told you in this letter, which you will not find in the brochure. Remember to send in your reservations early to be placed on the same floor as your Bomb Group.

Had a letter from Harold Rutka also a call. It looks as if the emblems will cost about $3.50 if we have them made the same size and like the originals. Completly embrodiered. We will have to go back for a quote on the 4 Sqd. emblem, because the one which was made originally is different than the Gov. specification. We will announce the price in the Sept letter and will try to have some at the reunion.

I have received a letter from Maj. Gen. William Creer one of the commanders of the 34th Bomb Group. He states he and his wife plan to attend the reunion , and that he is looking forward to seeing the 34th Bomb Group once again. His address is on the membership list.

As I sit here this Memorial day, my mind wanders back to those day several years ago, when the war was on and we were together in Service serving our country. My mind recall all those who gave their lives so that we might have Peace. . It is sad to think that there is not the peace we fought for and

our friends died for. Let us remember all those , who gave their lives for us.

I would like to quote a statement written by Joan Saucedo of the Community Hospital, Anderson Ind; Today our Country stands at the cross roads never before encountered, Hostages in Iran, Russians in AfGanstan, refugees in Cambodia,defective nuclear devices and the list goes on and on forever . Our forefathers didnot bring forth this country to have half the world step on it. We are in many ways much like our ancesters. We have to learn to re-build the confidence and pride that we took for granted all these years. We areslowly awakening to the fact that patriotism is something beautiful, not something to be laughed at. The days of flag burning are behind us, it is now the time for some good old flag waving, WE ARE AMERICANS!!! It is time now to take the motto IN GOD WE TRUST and turn it into a living reality. It is time to believe in our COUNTRY and in GOD.

There still is a lot of you out there I have not heard from. Let us hear from you. Remember we are trving to make the 34th Bomb Group once again the great Bomb Group it was once. We need the help of everone who was a former member. If you have any addresses which we do not have , send them in to me and contact them your self. Join us for the reunion in Orlando Fla.. Oct 29 to Nov 2 1980.

Your 34th Bomb Group Contact Man.

Ray Summa

WE WILL SEE YOU IN FLORIDA

391st B. Sqd. 18th B, Sqd. 7th B. Sqd. 4th B. Sqd.

VOLUME II NUMBER 3 34TH. BOMB GROUP SEPT 1980

MENDLESHAM MEMORIES

Dear Fellow members of the 34th Bomb Group.

Time is drawing near for our "Unit Rendezvous" at the 8th Air Force reunion in Orlando. Have you sent in your reservation? If not, do so, I have just received word from Ramblin Tours confirming again, the article I wrote in the last issue of the Mendlesham Memories, that all Units, who wish to be close to each other on the same floor or adjoining floors, would be accomodated. Reservations will have to be in for this, by Oct 1st and then it will depend on the rooms available.

To all who placed notices in your newspapers, I want to thank you. If you have a copy of the notice, send it to me for I am keeping a scrapbook of things which appear in the newspapers concerning the 34th B.G. I also send a copy to Elmer and Jean Fessler, of the 8th Air Force Clearing House, who are also keeping a scrapbook on things about the 8th AF.

I have received word from Maj Gen. Creer, one of our Commanding Officers of the 34th, in reply to a letter asking him to be the speaker for the Friday nite Banquet of the 34th. His reply was that he would be happy to accept the honor of speaking to all his old friends and Comrades.

I recently received a letter from Mrs Sara Lou Cook, wife of Major Charles Cook, telling me she was sending some of Charles's papers and pictures to me, as you know Charles passed away last year. She thought I might be interested in them. I told her I was very interested, for I have started a collection of pictures and papers which I have been sent. Well when the package arrived it not only contained the pictures and papers but also a 4th Sqd. Emblem and the 34th Bomb Group Book. This really made the summer for me. I did not have the 34th Book but had been loaned one last year by Ralph Murphy and having gone thru the book, sent it back to Ralph. As you all know this book as well as the 93rd wing or the 1oo Mission Book are out of print, and the Government has done away with the plates. These are collectors items now. I want to thank Mrs Cook once again for sending me the pictures and some of Charles's papers as well as the 4th Sqd. Emblem and of course the 34th Bomb Group Book. I will take care of them. One of the pictures show a group of men standing along side of the Operations Bldg at Mendlesham. Do any of you have this picture? I will bring it to the reunion and maybe some of you will be able to identify the men in the photo. There is one way which some of you can help Mrs. Cook. She is anxious to find William C. Brophy a member of the 34th, who was a good friend to Charles and Sara Lou. The last time they heard from him, he was located in Los Angelesor near by and may have been in the cement business. He was supposed to have gone to Hawaii. If any of you out California way know where William Brophy is, send word to me or Mrs Cook.

I received some bad news since the last letter was sent out. I received word from the wives of Bob Schnittgrund and Ben Goldberg, telling of the death of their husbands. I also received word from the Neice of Basil Mykytuk telling of his death. If you knew these men, you might want to send a card or letter to the wives or relatives of these men. The addresses are, Mrs Bob Schnittgrund 651 Adiago Way, San Jose Ca. 95111, Mrs Ben Goldberg, 2530 Summerson Rd. Baltimore Md. 21029, Ms Barbara Frasier(Neice) 1452 Henrietta, Birmingham, Mi. 48009. As you know we have been keeping all the wives of those who have passed on, on our mailing list. I am sure their husbands would have wanted it that way.

I had a letter from Carrol Forister, who was on the same plane as Jack Blackham, when they bailed out of their burning plane on the night of June 7th '44, when it was hit by enemy aircraft over the Base. Carrol married an English girl and has gone back to England several time to visit her relatives. He has been back to Mendlesham to visit Andrew and Margaret Kerr in whose garden he landed the night they bailed out of the burning plane.

I had a letter from John Griffith who was just 18 when he was with the 34th. He was a tail gunner on the plane "Bein-A-Blitzen. He was one of the tallest if not the tallest tail gunner in the 34th. 6ft 2ins. Can anyone top that? His crew was written up in the Stars and Stripe for holding the record for 4 engine plane, flying on 2 engines, for the longest time, two different times. First time on engines 1&2 from Kassel Germany to Memdlesham and the 2nd time on engine 3&4 from Ludwigshaven, Germany to Mendlesham. Can any of you top that one? Thanks John for telling us about it.

I received a letter from Richard Peters, Radio Operator on the B24 "Off Limits" which went down on the English Coast. June 22 '44. This was the 13th mission. He told some about the crash and still remembers tumbling around in the gravel, which filled the plane, when they belly landed on the Beach. I talked to the Pilot of the Plane Guy M. Gipson, when we met in Manhattan Ks. last year. Guy said the hulk of the plane was still on the Beach when he flew over it about 10 years later. I have been promised some pictures of the plane, from England but have not received them as yet. We are searching for some one who can identify the P47 who escorted them back to the English Coast. We would like to know the marking on the plane so we can try to find which Fighter Sqd and Group it was from. Dick Peters took some pictures of the plane and Pilot but the camera disappeared after the crash.

Ray Kubly sent me some clippings from his home town newspaper of Watertown Wi. They were about the reunion of Ray and another Pilot, Jack Murrel, who escaped from a German Hospital, with the aid of a member of the Dutch undergroung, Cor Lof, after they had both been shot down on a mission. The man who helped them to escape, Cor Lof was here in America visiting Ray. The three were to together in Watertown. While they were together, they visited Sister Marguerite, one of the Sisters who ran the Hospital. She is now a resident of Watertown Wi. I enjoyed the story Ray. I will publish it in our newsletter one of these days. After I had read your story, I was going over some mission reports and it told about your plane being crippled and having to turn back and trying to make it to a Friendly Base.

Some time ago I requested that all of you send some pictures to John Woolnough, Editor of the 8th AF News, for his second book. You responded very well I received some pictures from Tom King, of his crew, taken just before they went overseas. You should see the haircuts. Tom told me he had a lot of fun with those hair cuts after he arrived at Mendlesham. Tom also loaned me the report on the Mersburg raid, he had obtained these several years ago from the Archivesin Washigton. I will return them soon as I have finished them. There are about 150 pages of reports.

To Hawley Hudson, I hope I have spelled your name correctly, this time. Thanks for sending me the picture of your plane and crew also the mission reports. I appreciate them very much. I see you were on the mission of June 22nd '44 when Gipson and Crew went down.

Remember in the June letter when I told you about the Claim to Fame of the 34th B.G. We have found 2 of the Crew, who were listed as the youngest crew on 4 engine bombers in the ETO. One is Louis Fournier of N Cranston R.I. and Loren Pittman of Wyondotte, Mi, Loren is the Under Sherif and Chief Deputy of Wayne County Mi, where the City of Detroit is located. Loren has promised to stop by on his way to see his son who is stationed at Ft Ben Harrison. Maybe one of these days we will be able to locate some others of your crew.

Surely some of you have the addresses of men from your crew or the addresses of some of the ones you ran around with in England. If you have, get in touch with then by letter or phone and tell them about the 34th being active

once again. Tell them to contact me, if they would like to be on our membership list. Then send me the name and address. If you had someone in Service and they retired and you want to find them, here is what to do. Write the person a letter, be sure and tell him about the 34th B.G. Ass'n.Place the letter in a stamped envelope with his name on it Then write another letter to The Locator Center, AFMPC/DPMDOP, Randolph AF Base, Texas. Tell them who you are trying to find, give as much information as you can about the person . Place the first letter in the envelope with a $2.00 money order made out to the Treasurer of the United States, this is what it costs for one person. It will take a little time but you will receive an answer telling you whether the one you are seeking can be found. You will not receive the persons address but your letter will be forwarded and it is up to the person to contact you. The money is not refundable, if the person can not be found. Our Ass'n would like to do this but it is too costly, Henry Jurgens and I found several this way but had to stop as it was costing us too much.

To all of you who were Prisoners of War, There is an American Ex- Prisoner of War organization looking for you. If you care to join, send a letter to National Hdq. American Ex-Prisoners of War Inc, Herman Molen National Commander, 2620 No Dundee St. Tampa, Fla. 33609. For those who escaped, there is also an organization. Write to The Escape and Evasion Society, Ralph Patton, 720 Valley View Pd., Pittsburg Pa. 15243.

I received a letter from William "Pete" Gray from the 7th Sqd. who suggested that we all bring a picture of oneself, taken while we were in Service so that we will recognize each other. I met "Pete" in Virginia Beach some time back and it wasn,t until he saw the picture of me taken in England that he really recognized me. Thanks "Pete" fo the suggestion. By the way "Pete" I was in the 18th Sqd. instead of the 391st. I will see you at the reunion in Florida, "Pete"

I have just received word from Rambling Tours as to who have sent in reservations in as of Aug 12, thought you might be interested as to who has signed up so far The names are Al DiNenno, Dex Jordan, Jack Share, Henry Jurgens, Grady Deatherage, James Watkins, "Pete" Gray, Bruce Sothern, Paul Buss. Bob Hartwick, Harold Rutka, Ray Summa, Harold Parrish, Ed Crowley, Doug Underwood, Cecil Cohen, Malcolm Corum, Joe Edwards. Julian Mason and John Dwyer. There have been 20. This is just up until the notice was sent to me. I know there will be more for several whose name is not on the list have told me they were going.Do not wait too long.

I have a message from Malcolm Corum to the ones who Crewed the Plane Big T. Malcolm has some colored slides of the plane and will send one to the ones who identify themselves as the Crew of the plane. Malcolm was with the 391 Sqd. Come on boys and make your selves known. Malcolm and Jack Blackham have started a Chapter of the 8th Air Force Historical Society in El Paso. They are calling it the El Paso Sqd.--Texas Wing 8th AFHS Any of you men from Texas want to join it,write to Malcolm, the address is on the membership list.

I also have a message from Grady Deatherage, To get started Grady was selected to be President of the Group. The message is as follows,"I, like many otherfellows, am pleased that we have finally gotten our group organized I would like to express my appreciation to Malcolm Corum and the many others. for their efforts. I am looking forward to working with the Board, I am sure that our combined efforts will result in the neccessary things that will provide an enjoyable Association, for our 34th Bomb Group for many years to come".

I received a call from Harold Rutka, who has worked hard to have the 34th Bomb Group Sqd. emblems reproduced. At the present time we are not able to quote a price of the emblems. The company with whom he placed the order did not receive the order and he has reordered them. The order was lost in the mail, He has been in touch with the Company and they say they hope to have the emblems ready for the reunion in Oct. Harold will bring some with him when he arrives. The cost should be close to what I quoted in the last newsletter.

I had a letter from Roland Hackler, who worked in the Prop Shop at Mendlesham. He remembers the time on June 7th when the enemy attacked our

planes over the base. He had a call to save the equipment from the building whichhad been damaged by the crash. Thanks for writing in about it Roland I will print the rest of it in our newsletter one of these days. Keep those letters coming. I appreciate them all. the satisfaction of receiving your letters and knowing that the effort of sending out the newsletters is appreciated is what keeps me going.

I have often wondered who placed the article about the 34th in the Retired Officers Mag. While visiting Hank Lambert, I mentioned it to him. Well Hank wrote to the Magazine and received a reply to his inquiry. It was Lt Col. Howard W Worrell USAR retired. It seemed as tho one day he was talking to Junius Cobb, one of the men on my Ground Crew and Junius happened to mention that I was trying to find some way to locate all the former members of the 34th B.G. Col Worrell wrote to the DAV and the TROA and they both published the article. As you know this article in the Magazines really helped me find quite a few of you men whose address I did not have. I want to thank Colonel Worrell for placing the article in those Magazines. I also want to thank Junius Cobb for the help he gave. By the way, even tho Col Worrell has retired from the Army, he was attached to the 8th AF Headquarters in England, while serving with the 93rd Machine Record Unit, 1942 and 1943. Thanks Hank for setting my mind at ease, Lt Col. Howard Worrell lives at 7911 Iron Bridge Rd Richmand Va, 23234 .

I received a package from Dana Schrupp, this week. It was a break down of the 34th Roster, Dana and his wife June had answered my call for help to break the Roster down. It wasn't an easy task for there were at least 150 Names on each page and there were 15 Pages. They took each name and address and filed it according to states and cities alphebetically, Thank you for what you did for me. It will make it a lot easier to look up the addresses in the phone book, by States. Dana says he and June will see everybody in Orlando at the Reunion.

I need a suggestion from all of you as to what you think the membership fee should be. I will need to present it during the meeting at the reunion in Orlando. The money will be used for the expenses of finding our lost friends, and for the printing and mailing of our newsletter and membership lists.

I have just received word form another of our Claim to Fame Crew, Eugene C. Tremblay, 80 Haddom St, Hartford Ct 06106.

My wife and I will be gone to Atlantic Beach N.C. from Aug 30 to Sept 15. We will be at the Ramada Inn, there, if any of you from down that way find yourselves near there, drop in for a while. We will also start from here to go to the reunion Oct 22. We will make a few stops before we arrive in Fla.

Stephen Niatus, I haven't forgotten your story, I will see that it is printed soon. Stephen was the Engineer who flew home with the Crew from our Claim to Fame.

Your Contact Man was asked to serve on a Committee from the 8thAFHS, for the establishment of a Memorial at the Wright Patterson Air Force Museum at Dayton, Ohio, to be completed by the spring of '82, to coincide with the 40th Anniversary of the founding of the 8th Air Force. The committee met in June with the people from the Museum and a spot was picked out. The plans are now being drawn and studied to see what th Memorial should be.

My wife and I are looking forward to seeing you all at the Reunion in Orlando, Florida. Let us make this the largest Reunion ever.

Your 34th Bomb Group Contact Man

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From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

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MENDLESHAM MEMORIES

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34TH BOMB GROUP H

SEASONS GREETINGS

It is almost impossible to send individual Greetings to all of you wonderful People, so just let me take a little space to wish all of you a special Holiday Greeting from my wife Hannah and I and also all the members of the Board Of Directors of the 34th Bomb Group.

Summer has come and gone and my wife and I have met a lot of you wonderful people in our travels. Now that winter is approaching our visiting will have to be done thru letters from all of you., for we do not do much traveling when the weather is bad.

It has been a very rewarding year for the 34th Bomb Group, we have witnessed the growing of our Great 34th Bomb Group. I had set a goal of 500 members by reunion time in Orlando, we even went over that by about 60 people. I hope that next year, we will be able to gain as many members as wehave this year. We did it with the help of a lot of people and thru the articles you placed in your home town newspapers and thru the write-ups that were placed in the various magazines both Civilian and Military Magazines. Yes, some of you have asked if the newspaper articles have done any good, yes, they have for I have received calls and letters from all over the country not only from my people but from other Bomb Groups, asking about the 8th Air Force. You will note that some of our members are from Mexico and from Hawaii. I received a card from France, from one of our men, who was touring the Cemeteries there, asking about the reunion. He made it to the reunion but was unable to get tickets to our Banquet or the Sat. Nite Banquet. He had flown from Cal. to Tampa and driven to the reunion. He is Joe Marks. He had just heard about the 34th B.G. Joe I am sorry about the Banquet but they were sold out . Several more had hoped to come also, but could not get tickets. I did talk to Joe on Sat. Morning before he headed back to Cal. I hope you will be able to make it next year in St Paul Oct 15-18.

I am going to need all the help I can get next year, from you, to make our Bomb Group grow. I know that most of you have stored away in the attic, papers, which contain the addresses of some of our friends of the 34th, or in your current address book. Go thru these articles and try to find those who are missing. Go to your library where they will have phone books of various Cities where our missing friends lived and see if they still live there. In the last newsletter, I told you where to write, (Locator Center Raldolph Field Tx), if the one you are looking for stayed in and retired from service. The cost is $2.00 per person, for whom you are seeking, to those who did not retire from Service and to all who did, the service is free. You, who retired from Service, can help us very much.

I will try not to bore you with tales of our vacation in N.C., in Sept. but we had a wonderful time, doing nothing but walking the beach, fishing and resting. I assure you tho, I did write a few letters, for I had some that arrived the day before I left home. I made a few phone calls to some of the 34th whom I had heard from but hadn't met and talked to them. I did stop to see Joe Beaver in Hartsville S.C. Joe had been one of the Line Chiefs of the 18th until we arrived overseas, then he went to the Air Inspectors Office with the Group. My wife and I had a very nice visit with

Joe and his wife Becky, at their home in Hartsville, S.C.. Joe has retired now and would like to hear from some of his friends from the 34th B.G. He ask that when ever you are near Hartsville to stop in and see him and his wife.

Summer passed to quickly and time for the reunion rolled around. My wife and I started for the reunion by the way of Gatlinburg Tenn. where we were to meet several friends for a little reunion. On Sat. the weather turned rainy and cold so we headed for Sunny Florida and the reunion. We made our way over the Smokey Mts, where it had snowed during the nite and on towards Chattanooga and I 75 and then on to Fla. We arrived in Orlando too early for the reunion, so we visited various places on both Coasts and the Space Center. Upon returning to the Motel after leaving the Space Center we met Grady and Edith Deatherage. They had driven from their home in Collinsville Va. in one day and were both tired. There had been some illness in the family and they had not been able to leave their home as soon as they wanted to.

Next day was Wed. and the reunion was to begin, so we checked into the Twin Towers to await the arrival of the rest of the members of the B.G. We were sorry not to be able to greet each one but the Board of Directors of the 34th had their first meeting to further plan the Orlando Reunion and make plans for the next Reunion in St Paul Mn. Oct 15-18 1981.

At the Board meeting it was decided to set a membership fee for the 34th Bomb Group. This was to be $5.00 per member plus anything extra you might want to give to keep the 34th B.G. going. I will have an application blank in this letter, fill it out and send it in with your membership fee along with a stamped self addressed envelope, to aid in the processing of your membership card. You might wonder why so much. There are several things we would like to do, such as, we would like to have our 34th B.G. Flags and Battle Streamers reproduced, if we are not able to find them. (I have several letters out on this). No luck so far. Al DiNenno is investigating the cost from a flag Company up in Pa. We also want to keep our newsletter(such as it) going out, as well as finding the rest of our lost friends.

After the Board meeting broke up, we went down to meet those who had arrived while we were in the meeting. We went to the large meeting room, where the anticipated number was 350 for the afternoon opening of the 8th AF Reunion. The report was that over 800 were there, Wed Nite I am sorry that I did not get to greet you all, who were there the first day. I had supposed our Hospitality Room would be ready but it was not ready until noon on Thursday.

Thursday morning all the Contact Man from all Units were in a meeting to be brought up to date about the affairs of the 8th AFHS. It was late when it broke up and then they told us the Hospitality Rooms were ready. Thursday all day was for registering and to do as one wanted, several of you went to Disneyworld and I know you all had a wonderful time(My wife and I visited it after the Reunion). Several went to play golf. Thursday afternoon was the Orange Juice welcome to Fla by the Fla Chapter of the 8th AFHS. I was so busy meeting people I forgot all about it.(I would rather meet the people than drink orange juice.) Thursday Nite was the Hangar dance and I know you all had a wonderful time.

Friday morning was the Wing and Wheels tour. I had a call the night before from Miriam Rogers, wife of Basil "Buck" Rogers, who had been the Line Chief of the 391st Sqd. She asked to meet me at the Wings and Wheels, Ihad been corresponding with her for some time but had not met her, she had told me "Buck" had passed away about 6 years ago. I looked for her at the Memorial Service but in such a crowd I couldnot find her, I had asked the people at the Museum and from the Rambling tours to watch out for her, soon I heard my name over the loud speaker, I was to meet Mrs Rogers in the Museum, My wife and I hurried to meet her and had a wonderful talk with her as we walked around the Museum. Miriam, it was nice meeting you, someday maybe we can have more of a visit. Thank you for you have done and for the pictures and memomentos which you sent. She had sent me some pictures of Buck and several of the others from the 391st whom he worked with. Miriam

one of the men from the 18th Sqd, says he will try to contact you. He is Jack Odom and he lives not to far from you in W. Palm Beach. He knew "Buck" very well. I did get to talk with Jack a few minutes before the Banquet on Sat nite. How about the rest of you from the 391st who knew "Buck". Miriam asked about you, Henry Tepper, she was wondering how you were getting along after your heart surgery.

The most impressive moment at the Wing and Wheel Museum was the Memorial Service and talk given in honor of those comrades who had fallen in Combat.

A Buffet style lunch was served out in the open on the parking strip and grass, complete with table cloths , silver ware and cloth napkins. The coffee ran out before other drinks for the weather was cold and windy. Most of us enjoyed being out in the sunshine and fresh air.

This was friday afternoon and we were scheduled for a Bomb Group business meeting to be held in the afternoon. The ladies were to have a poolside party but the weather turned cold and they all met in the Orange room for a fashion show. The men all met in our hospitality room for a business meeting. Grady Deatherage conducted the meeting and introduced each Board Member and the ones who were newly appointed. Bob Wright of So Bend Ind. who had been an alternate, Dana Schrupp from Bozeman Mt and Seymour Issacos from Summit Park Utah were the newly appointed Board members. I am proud that all of you took and active part in the business meeting for it is not only the Boards job but it also is the job of everyone to know about the business of the 34th B.G. Some questions could not be answered about somethings but the answers will be published in one of our newsletters. Harold Rutka explained why the delay in the Sqd. patches, The company had lost the order once but had not started production on them in time to have them at the reunion (I had a letter from Harold and the patches will be ready after Nov 20. The cost will be $4.00 a piece.they will be 5 inch embroderied patches,not felt.) You can send your money to Harold for the patches, He lives at 11 Artavia St, Duluth Mn. 55811 If you write a check make sure it says donation on the bottom. To satify Uncle Sam. Aquestion was asked about the reproduction of our 34th B.G. Book. Yes,we are having the original 34th Bomb Group reproduced, You will receive in the mail from The Battery Press, Box 3107 Uptown Station, Nashville Tenn. a survey sheet asking if the book was reprinted, would you buy one. Please do not throw this sheet away for the answer you give will be the outcome of the survey, as to whether the book will be printed and the price. If you do not receive a survey sheet write to the above address and tell them you will purchase one. The survey will end in Jan and if favorable the book will be out in about 90 days. Several other committees were appointed, By-law com - mittee,Bill Cheek, John Dwyer and Malcolm Corum. Bruce Sothern was asked to head the unit rendezvous in St Paul next year. You have a lot of help near you in St Paul and vicinity, I am sure that a lot of them will want to help. Our business meeting finaly broke up as it was getting late and the room had to be cleared for the 34th Banquet which was to be held that night.

Suddenly it was Friday Nite and the night we had been waiting for. Yes it was the nite of the 34th Bomb group Banquet, With Gen. William. H (Bill) Creer, one of our Commanding Officers as the speaker for the evening.Some of our members who arrived late had to be turned away for the tickets for the Banqet on Friday and Saturday nites were sold out. One couple had gone home due to a death in the family, even at that we had a full house. I had told the ones who could not get tickets, if they wanted to hear the talk by Gen Creer, to wait until the Banquet was over and then come into the room to hear his talk. As our Banquet began I introduced the President of the 34th Bomb Group Ass'n, Grady Deatherage, who in turn introduced the Board of Directors and their wives. Grady gave a rundown on the business meeting that had been held that afternoon and while waiting on the food service Malcolm Corum presented Bill Creer with a framed copy of our Charter to hang in his office. After this a certificate of appreciation was given to my wife Hannah and me in appreciation of the work we had done, getting the 34th Bomb B.G. off the ground and into the air once again. This Certificate was signed by all who were there and I want to thank each of you who signed it. I will hang it in my office which is called the 34th B.G. Hangar and some

times my wife says it looks like a Hangar, it gets pretty cluttered some times.

Next Grady introduced Doug Underwood, who will be the Archivist and Advisor for our 34th B.G. Doug is also the Archivist for the 384th B.G. and for the 8th Air Force Historical Society. Doug was to introduce the speaker for the evening. In doing so he prised Sam Turnipseed and used the words that Sam had written about our speaker. He let it be known that if it had not been for Sam Turnipseed, there would not have been any record of the 34th B.G. from June '45 until de-activation. I can not remember the word that Sam had written, (The man who led our Group thru 8 months of the most active time in the 34th B.G. History was an unknown and misunderstood and extremly cautious indidvidual. He placed the responsibility on those where it belong, he expected every man to do what had to be done and personaly checked the results. In a few weeks things began to change and all the people in the organization began to respect his leadership and the higher Command, 3rd Air Div and the 8th AF Hdq., Gen Doolittle and Gen LeMay began to respect the 34th B.G. under his leader ship. As a Commander he was cultured, he was stern, short spoken but became an able and just Commander.)

As Doug finished his introduction of Gen Creer and as Gen Creer rose to speak, he was greeted by a spontaneous burst of applause, for here was one who had led the 34th through 8 months of the most strenuous activities we had ever known . He began his speech by saying, it had been in his mind about the 34th and how to bring the 34th to gether again, when the letter came telling him that it had already been done. He congratulated each one who had worked hard to make this happen . He then asked each one to introduce themselves and their wives and guests. He then told us a few things which happened in the 34th B.G. Like the night the enemy hit us June 7th '44. He was at another control tower trying to help our boys find a safe field to land at. He also told how he had persuaded the Higher Command to let him hold a 100 Mission Party for the 34th B.G. He also told of V.E. day and his return to the Base after being at 8th AF Headquarters, and the celebration which was going on when he reached the Base. He often wondered who set the hay stack afire in the fields next to the Base. Then that night when the sky was lit up with the flare which were being shot into the air. Also the next morning when someone was racing the gas trucks around the perimiter of the Base. His speach was in praise of those who had given so much to win the war. He also told of the article he had written, when he came back to the Base that night. (We all received a copy of it before we left the Base for home, it is also in our 34th Bomb Group Book.)

He also told a few things that was wrong with the world today which threatened the well being of ourselves and the well being of our children. The grave concern to restore proper authority and the need of qualified men to take the reins today and that we had met the challange once and that we were not too old to do it again. He concluded with "Gentlemen I congratulate you on what you have been, what you now are and what you can still be".

After the spe.ch was ended several incidents were told about . One was brought out as to who was stealing the coal from the Base coal supply. Was it you "Pop" Spence? Another on who spoke about a few happenings was good old Blunt needle George Crump who told us of the shots he gave to the boys and how the medics took care of the men who were sick and wounded. George has a few pictures of the Medics. Hang on to them, George, for if our plans work out we will be able to use some of them in the future book to be written about the 34th Bomb Group.

Alex Kovach might not be a Methodist but he was sprinkled enough as he gave his name and the Sqd he was from , when all introduced themselves. How about it Jim and Pete , were you the ones who did the sprinkling?

A friendly riverly went on as to which Sqd was most represented. 22 for the 7th Sqd. and 18 for the 391st with the rest divided among the 18th, 4th Sqds., Headquarter and the Medics.

Soon it was time for our Banquet to close and our 34th B.G. President asked Bill Cheek, who had opened out Banquet with a prayer to close it the same way.

These are the names and addresses of those who signed the Registeration Book at the Reunion in Orlando. I know there are some names and addresses missing and if you will send me your name and address I will send it out in the next newsletter.

Ray & Hannah Summa, 18th,2910 Bittersweet Lane Anderson Ind. 46011 C.C.
Grady & Edith Deatherage 7th,411 Murphy Rd Collinsville, Va. 24078 T.G
Harold and Genevieve Rutka 7th, 11 Artavia St, Duluth MN. 55811 BTG
Dana& June Schrupp 391, 1010 E Olive St. Bozeman, Mt 59715 Pilot
Wm & Viv Creer, 34th Commander, 2619 Burton St, Las Vegas, Nev. 89102 C.O.
Guilford & Bernice Spence 391, 5 Bamboo Lane, Zepherhills, Fla. 33599 TTG
John & Gladys Schroeder, 7th, 323 Cole Ave West Portsmough 45662 Pilot
George Gerlach 18th 1140 Cordova Blvd.N.E. St Petersburg, Fla. 33704 E.G.
Alfred& Olive DiNenno 391St, 441 W. Church Rd., King of Prussia, Pa.59715 E.G.
Douglas Underwood, 391st, 18th, 4th, 301 Bowling Green Dr. Montgomery, Ala. L.B. (36109)
J.T. Watkins 7th 108 Elmwood Dr. Salisbury, N.C. 27420 Mech.
Wm. (Pete) Gray 7th 5601 Sedgemore Rd. Virginia Beach, Va 23455 C.C.
Jack & Hettie Hood, 7th, 4285 Columbia St, Lake City, Fla. 32055 T.G.
George E. Crump. Medic, 3601 Ashland Ave. Lorain, Ohio 44053 Medic
Henry and Ruth Jurgens, 18th Rd 1 Box 274 Smyrna, Del. 19977 C.C.
Paul E. & Mary Buss Sr. 391st, R2 Olney, Ill 62450 T.G.
Wally & Jane Felker 391st 4329 N. Lk. Orlando Pky. Orlando Fla.32804 Pilot
M. Bates & Jean Davidson, 391 st 80 Morningside Dr, Elmira, N.Y. 14905 Nav
Bill Neal. 391st 2053 Cambridge, Sprinsfield, Ill. 62078 S2
Milt & Kay Hansen 5914 Middleton Rd. Madison Wi. 53705 7th F Eng.
Lonnie & Dorabelle Crook 139 Bruce Ave Shrevesport La.(Headquarters) Gp Bomb
Bob & Lorraine Hartwick 7th 130½ Brinker St Bellevue Ohio 44811 Mech.
Bill & Evelyn Breedlove 18th Rt #5 Booneville Ms. 38829 F.C.
Romeo & Mary Therrien 7th RFD1 Dover, N.H.03820 C.C.
Harold & Norma Parrish 18th 700 Emerald Lane, Carbondale. Ill 62901 Pilot
Bruce and Marge Sothern 7 3354 Ulysses St N.E. Minneapolis, Mn. 55418 C.C.
Wayne & LaVerne Howarter RR1 Welda Ks. 66091 7th F Eng.
John and Marge Dwyer 7th 2915 Harbor Lane Ft Lauderdale, Fla. 33312 L.C.
Gerald and Wanda Pine Rt 1 Waunakee Wi. 53594 7th. R.O.
Roy Jones 391st 6490 Long Island Dr N.W. Atlanta Ga. 30328 Bomb.
James C. Smith Rt8 Box 23B Ft Meyers Fla. 7th Pilot
JamesF Martin 7th Trickham Rt Box 104 Santa Anna Tx. 76878 Gunner
George & June Ritchie 7139 Woodchuck Hill Rd Fayetteville N.Y. 13066 7th Bomb
Cecil & Lenny Cohen. 7th Margaretville N.Y. 12455 Gunner Photo
Miguel & Laurencia Lopez. 18th 807 E Monroe st Rio Grande City, Tx. 78582 Fuel
Henderson Knight 4116 15th St East New Port Tichy Fla. 33552 Hdq. Bomb Sight
Walt & Alice Bower 391st 1256 W Sun Circle Melbourne, Fla. 32935 Pilot
Julian & Gladys Mason 4th 391st 8207 19th Ave. Bradenton, Fla.33529 T Operator
Fred & Helen LeMaster 391 412 Maple st Birmingham, Ala. 35206 T Gunner
Gene & Helen James 391 Rd2 Box 365 White House Station N.J. 08889 Pilot
Marvin Garrison 18th 8545 TreeTop Ct Apt 125 Miamisburg, Ohio 45312 Fuel
Seynour Issacs 391 300 Evergreen Dr Summit Park Utah. 84060 Pilot
Earl & Virginia Hertzinger 391 6906 Hendricks Anderson Ind 46011 Ord enance
Bill & Gail Beals 391 st 12510 Pierce Rd Stanwood Mi. 49346 4th Arament
Alf & Maye Johanson 4th 8522 WheelerRd.. Woodstock Ga.30188 Pilot
Robert Wright 7 th 411 Parkovash Ave So Bend Ind 46617 Pilot
Jack & Marian Share 18th 736 Bowling Green, Cortland. N.Y. 13045 R.O.
Robert G. Brown Jr. 3490 Windridge Rd. Marietta, Ga. 30066 18th R.O.
Ed & Rose Ann Lawler 4th 45 Twin Pines Dr Brooklyn N.Y. 11239 Flt Eng.
Walter & Ruby McAllister 7th 4063 Summerwood Av. Orlando Fla. 32806 Lead Pilot
Eli & Rose Baldea 7th 1595 Sunnyslope Dr, Crown Point Ind 46307 Lead Nav.
Sam & Sonia Laskin 18th 2947 Michelle r Norristown Pa. 19403 Pilot
Robert & Pauline Smith 7th 6425 Ulmerton Rd. Largo Fla. 33541 FlT Eng.
Earl & Helen Maciel 391,59 Liverpool St Warwick R.I. 02886 C.C Ord.
Ralph & Gloria Murphy P.O. Box 142 Perryoplis, Pa. 15473 Ft Eng.
Lou and Mimi Cohen Hdq. 221 Ballard dr. West Hartford Ct. 06119 Gp Op.
Roy and Catherine Tavasti C.O. 7th and Gp Op. 354 Pismo Beach Ca. 93449 C.O.
Dexter and Beulah Jordan 7th Rt1 Box 854 Hunterville, N.C. 28078 C.C.

Joe and Verna Edwards 391st 933 Egyptian Way, Grand Prairie, Tx 75050 Nav.
Bill and Betty Cheek 391st 210 Maxwell St, Lakeland Fla. 33803 Tail Gunner
Fred and Hazel Berglund 7th 1616 Haeg Dr Bloomington, Mn. 55413 Co_ Pilot
Joseph Marks 4th 2205 Briarvale Ave. Anaheim Ca 92805
Clarence and Mrs Sproul. 391st 3 S.E. 22nd Ave. Pompano Beach, Fla. 33062
Jack Odom, 18th 2231 Canal St Lake Park, W. Palm Beach Fla. Mech
Phil and Mrs Howard 391st 8511 Kearne Rd, Downers Grove, Ill 60515 CO-Pilot
Ed Crowley 391st 810 Martin Dr. Bellevue Neb. 68005 Bomb.
Alex Kovach, 360 Stonyfield Dr. Southern Pines N.C. 28387 Bomb.
Ray Jetton, 3514 East Admiral Ct, Tulsa Okla. 74115 Flight Engineer.
Paul & Betty Bresh, 119 Overland Trail N Ft Meyers Fla. 33903 Pilot

The above are the ones who attended the reunion or dropped in for visit. If there are any I missed let me know. I know some did not sign the register.

Saturday was the show at Sea World. Lunch was served picnic style and those of us, who swore we would not stand in lines after we left the Service, found ourselves again standing in line. Just goes to show that a person will do almost anything for something to eat. The first show was the Water show with all the skiiers and boats. It was very good. Next was the show with the whales and porpoises. We marveled at the way Shamu, the killer whale, did his acts. We had a lot of laughs at his antics. It was amazing that mamuals from the sea could be taught to do the things that Shamu and the rest of the mamuals did.

After the Sea World we returned to the Twin Towers for this was the last night of the reunion and was supposed to be the Highlite of the Reunion, with a dance afterward. Vaughn Monroe's Orchestra was to be featured for the dance. After the meal was over a trophy was presented to Gen William Kepner USAF Retired, Who gave an acceptance speech. The next to speak was Joseph A Moller , His talk was good up until a certain point. By the time both men had finished their talk it was growing late and the time for dancing was almost over

Next day was Sunday and check out time. Breakfast was a buffet style breakfast and again we all waited in line to be served. This was to be the farewell breakfast and we all said our goodbyes, with a promise to meet next year at St Paul, Oct 15-19 1981.

My wife had to do the checking out for both of us as I had a meeting with the 8th AFHS Board Members, I am on a Committee with several others to erect a Memorial to the 8th AF at Dayton. Joe Warth, former President of the 8thAFHS was the head of the Committee. We presented the plans for the memorial, also the estimated cost, to the Board. It was looked on favorably by the Board and would be decided on soon. You will hear more about the Memorial in the future newsletters.

My wife and I started home on Tuesday after seeing Disney World. On the way back I stopped in Atlanta and called Sam Turnipseed to talk to him but at the time he was not home. I did get to talk to his wife and left a message that someone from the 34th had called. Sam I am sorry that I did not get to talk to you. I wanted to talk to you about the reunion and to tell you, you had not been forgotten. Many of the men at the reunion asked about you, you should have heard Doug Underwood quote you when he introduced Gen Creer at the Rendezvous Banquet. I expect by now you have heard from Roy Jones, who has filled you in about the Reunion.

I stopped in Nashville Tenn. and talked to Dick Gardner of the Battery Press, who is going to reproduce our Original 34th B.G. Book. He is very enthusastic about it and hope you all will send back the survey sheet, which the Battery Press is sending to each of you.

I do want to thank each one of you for coming to the Reunion and a special thanks to Gen Creer for being our speaker for the evening. Gen Creer I can remember when it was said that you were taking over the 34th B.G. It seemed as tho everyone had heard that you were a real tough Commander and the tension was felt down on the Flight Line. We cleaned up everything ready for your visit and I must say we did it well. We must have done it right for there were no complaints about the line. The change in Command did us all

good. It was like missing an old Friend, when you were transferred to the Z.I. We had gotten used to your ways and we will always remember you as a firm but just Commander. Now that we have found you once again, you will be hearing from most of us again and we will be looking forward to seeing you at the next reunion in St Paul along with your wife Viv.

What would we have done without the men who brought pictures with them to show. I can't name them all but Cecil Cohen brought quite a few, Cecil was a gunner photographer and as he put it sometimes he did not know whether to take a picture or shoot his .50 Caliber machine guns. There was another Cohen who stopped in for awhile Lou Cohen and his wife Mimi. They came up from Miami to visit awhile. Lou was one of the members of the "Jive Bombers" the band which played for most of the dances at the Base. He too had some pictures to show. Romeo Therrian brought along his album of pictuers to show and almost lost them. One of our men gave them to my wife for safe keeping. Two of the men from the 18th refueling came to the reunion. Miguel Lopez and his wife Laurencia from Rio Grande City Tx. I had just found Miguel and he called his friend, Marvin Garrison from Ohio to join him. Marvin was also the otheother one from the refueling. They had a time getting tickets to the Banquet on Friday nite but both managed to. I donot think that Marvin was able to get tickets to the banquet Sat nite, I did not see him there. Miguel and his wife were able to attend the Sat nite Banquet. Miguel did you know that when Alf Johanson decided not to go to the Sat Nite Banquet that he gave his tickets to Gerald Pine to give to you? Thanks Alf.

We had a visitor Thursday afternoon from St Petersburg, George Gerlach. George had been in the 34th when it was at Westover Field Mass. He moved to the west with the Group but due to a little bad luck, his plane crashed in the mountains of Idaho and he was discharged in 1943. George brought some pictures with him as well as some other momentos and gave them to me to keep for the 34th when ever we are able to establish a place to keep our momentos. I will keep them and maybe when out new Bomb Group Book is written, the pictures can be used in it. Thanks George, Let me hear from you again. I had forgotten that George had been injured in the crash.

Fred Berglund and his wife were not able to get tickets but they waited until just before Gen Creer began to speak and came into the room. Thanks for waiting Fred. I hope you enjoyed the Gens.speech as much as the rest of us did. The next reunion will be in Mn. so it will be near you. Maybe you can help Bruce if he needs help.

I have received several letter since returning home. The nephew of Oscar Hanson has written me and wantsto hear from some of you men from the 391 who knew Oscar. Oscar went down on the Nov Mersburg raid. He is very anxious to hear from anyone who was on that raid. Jim's name and address is on the list in this letter, If you knew Oscar write to Jim. Oscar son also flew B17s in the west. His son lives in Texas. He will probably write to some of you from the 391 also.

I received a letter and the most beautiful color picture of the 34th plane forming a formation, from Phil Sheridan of Media Pa. Thanks Phil for writing and for the picture. Phil took the picture himself.

Harold Parrish and Romeo Therrian both celebrated birthdays while at the reunion.. Romeo received a cake from his daughter and the Group sang Happy Birthday to Harold.

All of you who received the 34th B.G. cap can thank Al DiNenno for them. He is the one who brought them to the reunion. Thanks Al.

My wife and I wish to thank all of you in Florida, who invited us to visit your homes. Thank you so much.

I have bent your ear long enough. I hope the year 1981 will be kind to all of you

God Bless You.

Dec 1980

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16 Westview Dr.
Huntington N.Y. 11743

Sheridan, Philip F.
838 Parkridge Dr.
Media, Pa. 19063

Hibbett, James L.
3908 Wayland Dr.
Nashville, Tenn 37215

Elsener, Robert 4
119 Glazier Ave.
Bellevue Ky. 41073

Hoff man, Herbert 4
TinKerton Cottage
Seaview Ave.
Bass River Ma. 02664
Meridith, Harold 4
421 Penquin Dr.
Satellite Beach, Fla. 32937

Garrison, Marvin 18
8545 Tree Top Ct Apt 125
Miamisburg Oh. 45312

I have received a letter from Mrs Andrew (Barbara) Blair of 1608 Cromartie Rd. Albany Ga.31705, telling of the passing of SSGT Andrew Carl Blair on Oct 13, 1980. Any of you who knew Andy might drop her a line She would appreciate it very Much.

Also received word of the death of "Zeke'Tressler one of the Crew Chief of the 18th Sqd.

Corrections on Names and addresses

Leonard Breaux Address Change; 13311 Lobelia, Blossom Hills San Antonio Tx 37832
Wm Hart Correct Address 2035 Oakly
John Feda ZC to 56258
Henry Applegate Z.C. to 46077
Wallace Brauks to 6923 Aliceton, Affton, Mo 63123
William Dueitt address to 1205 Bois D Arc Ct Lewisville Tx 75028
Frank Jacavick Spelling to Jackovich
Clarence Peterman address to P.O. Box4678 Surfside Beach S.C. 29577
Scott Rupert address to80 N. Raccoon Youngstown Ohio 44515
Mrs Joseph Ray Address to 12709 Chandelle Ct Albuquerque N.M. 87110
E. J. Gronkowski Z.C. 60609
Bob Baker to George Baker.
Robert Lewenaur Spelling of Milwaukee
Joe Edwards Should be Grand Prairie, Tx.
Don McCarthy Address Crystal Mn.
George Richart Should be Longmont Col.
Charles Metz New Port Richy Fla.
Merle Russel Change City to Watkins Col
Granvel Pierce. Spellong of 1st name to Granvel
Bill Cheek Z.C. to 33803
Chg Sqd No on Bill cheek. Walter Jellum. Tommy Patrick, Bernard Plaut .
Bernard Schwartz and Edward Evans from 7th Sqd to 391 st
Floyd A. Peede Jr. Change to Satellite Beach, Fla 32937
Sam Turnipseed 993 Forrest Rd. Street will be or has been changed to Ralph Miguel Blvd.
Frank Carlson Chg Address to 3622 Pine place Rd.
Clyde A Cessan should be Clyde A. Cessna
Julian Mason Change City to Bradenton Fla.

Fellow Members of the 34th B.G.

Some of us have been discussing the idea of writing a new book about the 34th Bomb Group, as there are those who did not obtain a copy of the original book. It is our intentions to include a portion of the material contained in the original book, and also with your help add a lot of material and information that some of you possess, to show a little more detail of the things we remember.

Please answer the following data and mail to:
Lawerence D. Underwood
301 Bowling Green Drive
Montgomery Ala. 36109

Name_____
Current Mailing address_____
Approxmate date assigned to the 34th B.G._____ at Blythe_____
at Mendlesham _____
2 Age at the time_____
3 Job Assignment: Bomber Crew_____ Ground Crew:_____
or others_____
4 Rank_____
5 Name of Planes you flew on as a Crew Members or as Ground Crew:
_____
_____
6 If you were a Flight Crew Member, what position did you fly?_____
_____
7How many missions did you complete? _____
8If you were Ground Crew, what was your specific job_____
9 In going overseas, how did you travel? Fly_____ Ship_____
10 Dates Stationed at Mendlesham From_____ To_____
11 What places in England did you visit _____
_____
_____
12 Did you expierence one or more serious incident or witness an expierence on any of your missions? If so,please write a brief description on the back of this page

Crashed☐ Shot down☐ Wounded☐ Bailed Out ☐
P.OW.☐ Interned☐ Escaped☐ Others ☐
Shot down Enemy Air Air Craft

13 Do you have have Photos or negatives that you would consider loaning for use in this book of the following

Combat Photos☐ Nose Art ☐ General Photos of the Base at Mendlesham ☐
☐General Photos Depicting Living Conditions and personel in Action, Work or Play, Dances, Parties, Etc.
☐A good photo of yourself at that time

14 Describe one of your most impressive expierence while assigned to the 34th

Your participation will be greatly appreciated

Very truly yours

Grady C. Deatherage

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

VOLUME III NUMBER 1 MARCH 1981

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

Dear Fellow Members of the 34th Bomb Group.

My wife and I want to thank each one of you who sent Christmas Cards to us. We do appreciate it very much. We only wish we could have sent each one of you a personal greeting.

We are again starting another great year for the 34th Bomb Group. We are hoping to make the year 1981 the best one yet, for the 34th Bomb Group, of course we can not do it, without the help of all of you, who have put forth a great effort in behalf of the Bomb Group. There are a lot of you who have put forth extra effort to see that the 34th B.G. become the Great Bomb Group it was during the War.

I think, most of us have recovered from the reunion in Orlando as much as we ever will, from seeing and meeting old friends and companions. I know all of you,who were there,enjoyed the Reunion and are looking forward to the next one in St Paul,Minnesota. I do not think it was such a shock, to all of us, seeing that we had grown older together, after all most of us were just out of the teens, when we were in Service, together.

I have just received a call from Doug Underwood, He says he has been under the weather but is feeling better now. He has gotten behind in his research he has been doing for the 8th Air Force Historical Society and the 34th B.G. but hopes to catch up soon. He would like each of you to be sure and fill out the questionnaire, which was in the last newsletter and return it to him as soon as you can. He has only received 53 filled out questionnaires. He needs them to help complete the History of the 34th Bomb Group, which he is writing. I am a little late also, I failed to put mine in the letter I sent to Doug. Mine has been filled out since I came home. I do hope you have received it by now, Doug. So come on now and fill out the questionnier and send it to Doug. You may think what you have or what you saw,while you were in England, is not important, but let Doug be the judge of that. If you do not have one of the questionnaires, write to me and I will send you one. Doug can not do a good job on the History of the 34th Bomb Group,unless we all cooperate and send the information, he has asked for.

How many of you, who were at Blythe, remember one of the men, who was called "Bill the Mailman"? His name is William Ambler of 505 West Hickory,Arcadia Fla 33821. I have recieved several letters from Bill and he would like to hear from some of you. Bill delivered mail at the Base,at Blythe.

Al DiNenno, has received the specifications for the 34th B.G. flag from Doug Underwood and has taken them to a Flag Manufacturer, who will make a drawing of our 34th B.G. flag and when completed, will send it to Doug for approval and if it is according to specifications, will sent back to the Manufacturer, to be made. We hope to have the Flag and Battle Streamers at the Reunion In St Paul this October. I have been able to find no tract of the original Flags and Streamers, so far. We have not given up yet. Unless they were destroyed or sold by the Government, they may be in some forgotten warehouse, Bob Gay,our Group Executive Officer, said he packed the Flags and Banners, along with the 34th B.G. Records for storage, before he left Sioux Falls after the 34th B.G. was deactivated. just in case the 34th B.G. was activated again. The Records of the 34th B.G. are at the Historical Research Center at Maxwell Field Ala. but the other things which were packed with the Records are missing. Even the 8th A.F. Historical Society is searching for an 8th A.F. Flag as well as most of the other B.G.s and they can not find them

The Flags, which are at the Museum at Wright Patterson, have been donated to the Museum by some of the men, who had them when their Bomb Groups were de-activared.

How many of you men from the 7th Sqd., remember the Supply Sgt Alf T.Connley? Alf has been helping me find some of our men in Tenn. and has sent me a olipping from a Knoxville paper concerning the Memorial which the 8th AF, Historical Society is erecting at the Air Force Museum at Wright Patterson Field, Dayton Ohio. Alf has been writing to me quite often about any news which appears in the newspapers around his home town of Oak Ridge Tenn. Alf would like to hear from any of you 7th Sqd. men, who care to write.

I received a letter from Russell Crouse of 436 W 4th St Waynesboro, Pa. He has sent me a rundown,about the forming of the 34th B.G.,at Langley Fild Va. and its moves thru the years,to Blythe Ca. It was very interesting. I have sent a copy of the letter to Doug Underwood,to see if he might want to use it in his book. Russ was in the Group, when it was formed and remembers quite a bit about the forming of it. Gen LeMay was one of the Officers who help form the Group. Are there any more of you out there,who were with the group at Langley? Thanks a lot Russ.

There is another person,who knows a lot about the forming of the 34th, he is George Gerlach, of 1140 Cordova Bl N.E. St Petersburg Fla. George has sent me clipping from the St Petersburg paper about the reunion in Orlando Fla. last Oct. The write up was good but it could have been better, if the 34th B.G. had been mentioned. George visited the 34th at Orlando and gave me some pictures of the 34th B.G. after it was formed. I have the pictures here and will keep them until such a time, the 34th B.G. has a display or Museum to place them in.

Bob and Lorraine Hartwick stayed over, after the Reunion and went to Daytona Beach, while there they bought one of the newspapers and it had in it a good story of the Reunion in Orlando. Thanks Bob and Lorraine for sending me the clipping. Sometime when you are near Anderson, drop by and visit You do not live too far away.

Do you know, when Fred Berglund was waiting to register at the reunion, he was asked by a reporter for an interview and for some pictures? Fred did you ever get those pictures? Maybe some of you men in Minnesota can get the press to take some pictures of the 34th, when we are in St Paul to the reunion. We could use some good publicity.

Oliver Bolduc of Chaplin Con.,one of the 391st Crew Chiefs, wrote me that he had retired as of last year and would try to be at the reunion in St Paul in Oct. He also said he had written to quite a few of the men, with whom he has been corresponding all these years, to tell them, he would be at the reunion in St Paul. Oliver and I were on the same ground crew together at Blythe when we first went there. He was from a B17 School and I was from the Willow Run Bomber plant, a B24 School. Jennings Beckham was our Crew Chief and when the 34th B.G. was reformed, Oliver and I went to different Sqds. as Crew Chiefs. He went to the 391st and I went to the 18th. When we were in the 7th Sqd.,our plane was known as the"Rupture Duck" and when Oliver received his new plane, he named it the "Ruptured Duck" Oliver was one of the Crew Chiefs who was awarded the Bronze Star for the extraordinary work in keeping his plane flying. Oliver had sent me a list of several men from the 391 st. who addresses he had. Thanks Oliver , you have helped the 34th B.G. a lot. We are looking forward to seeing you in St Paul.

I owe Paul Buss and his Crew a lot, for the inspiration they have given me with their phone calls and letters. We have been looking for their Crew and now have found them all. Paul those phone calls and letters have meant a lot to me, thanks to all of you.

Some of you have received letters from Jim Hanson, nephew of Oscar Hanson from the 391st Sqd, who went down on a bombing mission over Mersburg. Jim and I,with the help of Roy Jones and Joe Edwards have found all but one of the surviving members of Oscar's Crew. Jim had been trying to find Oscar's Crew for several years but did not know where to look until he saw the article about the reunion of the 34th B.G., in one of the papers, He called me one night and we have been searching ever since. Jim has located some of

of our 34th men in Minnesota. Thanks Jim, maybe we will be able to meet in St Paul in April.

Bill Hart, of Topeka, Kansas, had asked if there was any thing he could do to help the Group find some of our men. I sent him the list of names, which I had, of the men from Kansas and he has located several. Keep up the good work, Bill. I appreciate all the help I can get.

You all remember the man with the Colonel Sanders" beard, at the reunion in Orlando. He is Gerald Pine from Wisc. On the way home he shaved it off so you may not recognize him in St Paul. Gerald asked, if there was anything he could do to help find our men in Wisc. I sent him the list of men from there and he has written a real nice letter to all the ones he has found. He sent me a copy of the letter and it was real good and we should be hearing from some of the men from Wisc. Thanks a lot Jerry. One thing bothers me tho, how will we know you at the reunion this fall. Better wear a red flower in your lapel, better make sure it is not a lily.

I mailed a list of names to Ed Bouty in Michigan and he in turn called, Gordon Breeding, to locate Raymond Kaiser. Gordon called Ray and Ray has sent me most of his flying Crew's addresses. I am at the present time waiting to hear from them. Thanks a lot Gordon, Ed, and Ray.

I received a package from Dana Schrupp and his wife June, earlier this year. In the package were several slides, taken at the reunion in Orlando. I will bring them to the reunion in St Paul. I only wish I could identify all the people in the pictures. As you know Dana and June had broken down the old 34th Roster by states and now it is a pleasure to look up an address, to try to find one of our men. Thanks a lot Dana and June.

I want to thank Hank Lambert for the letters he has been sending. He seems to know when I get a little low, for here comes a letter from Hank. Hank I think it will be sometime in June, when we come thru there.

My wife wants to thank Henry Jurgens for the Birthday card, she enjoyed it very much. What about the one Ruth would not let you send? Henry and Ruth both are interested in the growth of the 34th and are working very hard to find some of our lost friends from the East. I think his telephone bill must be as great as mine. He does a lot of calling to find our men. The 34th owes a lot to Henry and Ruth for the work they have been doing. Thanks Henry and Ruth. We hope you can make it this way in the spring.

My wife wants to thank all of you wives out there, who have written the checks for their husbands dues and reminding them to send their membership in to us.

We need all the help we can get from you members, who retired from the Air Force, to find some of our men. It will only cost you a few stamps if you have retired. All you have to do is to write a letter to the one who you are trying to find, if you think he has retired, seal the envelope, address the letter to the person you are trying to find, be sure and put a stamp on the envelope, put this in another letter, give as much information about the person as you can, send the letter to Locator Center, AFMPC-DPMDOP2, Randolph Field Tx. 78148. If the person you are searching for has stayed in Service, the letter will be forwarded to him and you will be notified. You will not be given his address, the person whom you are seeking will have to give it to you. Make the letter strong enough so the person, will want to join the 34th B.G. Ass'n. Be sure to include your retirement number in the letter to the Locator Center.

To all of you who wish to join the 8th AF Historical Society, Send $6.00 to 8th AFHS c/o Aida Kaye, 495 N.E. 157 Terr. Miami Fla 33162. Give B.G. you were in and your address. You do not have to be a member of the 8th AFHS unless you want to attend the reunions of the 8th AF. Do not send the money to me.

I had a letter from Harold Rutka, saying he still had quite a few of the Sqd emblems on hands. They are $4.00 each, a good price for these are the 5 in. emblems. Send a check to Harold Rutka 11 Artavia St Duluth Mn. 55811. Harold says he will be gone for awhile but will begin sending the emblems out after April 15.

I received a letter from Dave Scales last week. Dave had been to England on business and when he finished his business he took a tour of the Base at Mendlesham and the Cemeteries, where our men are buried. He says there is not much left of our old Base at Mendlesham, just a few building left. He took several pictures of the Base and has sent them to me along with some of the pictures he took at the Cambridge Cemetery. I have seen pictures of the Cemetery but none of the long wall where the names of the ones who died are engraved. He took pictures both inside of the Chapel and outside. The pictures are wonderful and I have gone thru them several times. Thanks a lot Dave I appreciate what you have done.

Dwight Bell and his wife Betty stopped by, one evening, for a visit. Dwight and his wife are from Iowa and were in Anderson, for their son's wedding. We had a delightful evening, reminising about the 34th. The time was too short and Dwight and Betty had to leave. We could have spent all night talking about the 34th B.G. and still had plenty to talk about the next day. Dwight was on Walter Bower's crew in the 391st. Dwight and Betty, we hope you will come back, the next time you are in Anderson, to see your son.

I have a message from Al DiNneno. All of you who were at the reunion, remember Al, he is the one, who brought the 34th B.G. Caps to the reunion. Al says he will order more caps for you, who will attend the reunion in St Paul. He will bring them to St Paul in Oct. The price this year will be $4.50 and he will take orders up until Sept 1st 1981. Send the $4.50 for each cap ordered to Al DiNneno 441 Church Rd. King of Prussia Pa. 19406, These are nice looking caps in blue with 34th B.G. written across the front. Do not be disappointed have Al order a cap for you and be delivered to the reunion in St Paul in Oct.

Clem Hammel wrote and asked if he could do anything to help the 34th B.G. find our men who live in Iowa. I have sent him the list of our men who were from Iowa and he has sent me the list of the ones whom he has found. Clem I have written to them and I am waiting for an answer from them. We should hear from them in the near future. Clem was with the 391st Sqd. He has not been feeling too well this last year and would like to hear from some of you men from the 391st Sqd. How about it, you men from the 391st.

Pete Gray, did you receive the picture I sent to you. George Ritchie sent it to me and I had duplicates made to send to you. The picture shows "Pete" just before he went overseas with the crew on his plane. You haven't changed too much "Pete".

I am a little ashamed of the response that was sent to The Battery Press concerning the reprint of the 34th B.G. History book. The Battery Press, President called me and said, he had not received many letters for the reprint. They will reprint the book any way but only a limited number, so if you do not get one it is your own fault. If you are interested, write to The Battery Press P.O. Box 3107, Uptown Station Nashville Tenn. 37219. Tell them you are interested and will purchase one of the books. Due to the lack of interest the Book will not be out until last of June. Several more B.G. have really responded and they will do those first. When this printing is gone there will be no more printed.

I had a phone call from George Crump, one of the Medics, George is writing a book about the 34th. Some of you may have gotten a call and others of you will get one. Lets all help George make the book a success. Remember George at the reunion in Orlando. George told a few tales about the men who were sent to him to have shots.

Someone else, I would like to thank for their help and inspiration, is Malcolm and Tillie Corum. I receive a letter or phone call every week from them. Malcolm, send me interesting facts he has gathered about the 34th B.G. You know Tillie forgot to sign the register at the reunion and I had forgotten to put their name on the list. I am sorry. I do make mistakes as you can see when you read this letter. Malcom and Tillie you will have to pay me a visit to help me straighten out my files. Give my best to Red Dog.

To all of you whom we have jsut found, you may not know it but the 34th B.G. is incorporated in the State of Texas and we do have a Board Of Directors, to help run the Ass'n. We are at the present time waiting for the bylaws so we

can go to the IRS to be a non-profit Organization.

The Officers and Board Members are as follows
President
Grady Deatherage, 411 Murphy Rd, Collinsville Va. 24078
Vice President
Malcolm Corum, 5320 Marcillus Ave, El Paso Tx. 79924
Sec.
William Cheek 210 Maxwell St, Lakeland Fla. 33803
Sec Treasurer and Contact Man.
Ray L. Summa 2910 Bittersweet Lane, Anderson Ind 46011
Archivist and Advisor
Doug Underwood, 301 Bowling Green AVE Montgomery, Ala. 36109

Jack Blackham, 8809 McFall Dr., El Paso Tx. 79925
Ken Humphreys, 4016 Sundown Dr. Ft Worth Tx. 76116
Bob Wright, 411 Parkovash Ave, So Bend Ind 46617
Seymour Issacs. 300 Evergreen Dr. Summit Park Utah 84060
Dana Schrupp, 1010 E Olive St, Bozeman. Mt. 59715

These are the Officers of the Ass'n. If you have any suggestions to help the 34th, send it to one of these.

The response to your membership dues have not been too good so far this year. I have only had about 200 members who have sent in their 1981 membership dues. This is not a very good average for the Group. This as well as the cost of printing and postage, means that after the June letter we will have to curtail the mailing of the newsletter to only those who have their dues paid up. I have sent a 1981 membership card to those who have paid their membership fee. If you do not want to miss your newsletter, send in your membership fee as soon as possible. Our fiscal year is from Dec to Dec.

The 8th Air Force Historical Society Board of Directors will meet in St Paul at the Reunion Hotel Raddison St Paul Hotel on Friday and Saturday April 10 and 11 to make final plans for the reunion. My wife and I both plan to be there the same week end. We will be staying at the Midway Twin Motor Inn in St Paul. I will meet Bruce Sothern there and we have a little business with the H. Society on Sat afternoon and we will be free on Sat Evening so if some of you want to joins us for dinner, it would be nice. If you are going to be there, let Bruce know acouple of weeks ahead so he can make arrangements, for the dinner. Everyone will take care of their own Hotel registeration and pay their own way. Bruce will just be the go between for us. Bruce lives at 3354 Ulysses St N.E. Minneapolis Mn. Ph 612-789-2225. We would like to meet some of you men who live around St Paul, while we are there. Please let Bruce know if you are coming, so we can have a place to meet and have dinner. The Hotel would like to have at least a weeks notice, should we decide to have the dinner there at the Hotel.

Do you boys of the Jewish faith remember one of your Rabbi by the name of Rabbi David Lefkowitz, Lonnie Crook sent me his address. David now lives at4607 Norway Shrevesport La. 71105. Some of you might want to get in touch with him.

Start making your plans now to attend the reunion of the 34th B.G. along with the 8th Air Fore at St Paul Mn. Oct 15-18 1981. Brochures will be out in June. A good program for all has been planned.

The story which is in this letter was written by Stephen Niatas and sent to me. Steve was the Engineer on the plane.

Do any of you men from the 18th remember one of the flight crew who had Steve on one pocket and Barbara on the other pocket of his A2 jacket. We are trying to identify a picture of the crew he was on.

Fly low and slow

your 34th B.G. Contact Man.

Ray L Summa

Topping, Don 391
886 Woodbine Dr
Crestwood Mo. 63126

Hyman, Norman 18th
6040 N. Lake Dr.
Milwaukee, Wi 53217

Rhein, Lyle 7th
967 Sterling Ane N.
St Paul Mn. 55109

Franklin, Weller 4
3401 Alpha Ct N.W.
Albuquerque, N.M. 87120

Strwader, Earl C.
P.O. Box 336
Dubarry Fal. 32713

Wright, Wm. L.
P.O. Box 906 32064
New Smyrna Beach, Fla

Coles, Ira S. Jr.
P.O. Box 10720
St Louis Mo. 63124

Camp, John Rogers Jr. 7
9290 N Bayshore Dr
Miami Shores Fla 33138

Schade, Jack B.
3976 Parkview Dr.
Salt Lake City Utah 84117

Rogers, Theron P.
4765 Shoshonee Trail
College Park Ga. 30349

Nichols, Carol 4-7
1535 W Wrenwood Dr
Fresno Ca. 93711

Bassett, Robert
9150 Frances St
Omaha, Neb68124

Schmidt, Francis C. 7
Box 421
Forsyth, Mt 59327

Lane, Warren
Box 1482
Omaha Wa..98841

Shinn, Whilmer III391
1730 Fulling Mill Rd.
Langhorn, Pa 19047

Wingo, Truman 18
3624 Calle Primaucria
Santa Fee, N.M. 87501

Harmon, Charles 7
34th St
Fairhaven Vt. 05743

Baun Clifford (Mrs)
Rd #3 Landau Dr
Wexfford, Pa. 15090

Wilson, T.A.
#40 Mora Mi Apt.
Paducah Ky. 42001

Lipscomb, Lindsey 391
10707Candlewood
Houston, Tx. 77042

Thompson, Myron E.
7148 Silvercrest Dr
Cincinnati, Ohio 45326

Habiger, Anthony E.391
3206 Michigan
Topeka, Ks.

Novicki, Joseph I. 18
8914-123rd
Palos Park, Ill 60464

Stivender, James C 391
325 Alpine View
Gadsen, Ala. 35901

Butler Henry 7.
12892 Safford East
Garden Grove Ca. 92640

Bowers, Cecil G.
5011 Brichyard Rd N.
Topeka, Ka. 66618

Brame James A (Mrs)
2209 S.W. Wilmington
Topeka, Ks. 66614

Fyler, Carl (Dr) 7
300 Yorkshire Rd.
Topeka, Ks. 66606

Barrfield, Grady 7
RR #1 Box 116
Rock Spg. Ks. 30739

Starkey, Norris J; 7
3914 Hillside N.
Indianapolis, Ind 46205

Lefkowitz, David (Rabbi)
4607 Norway
Shrevesport, La. 71105

Smith, Charles
2854 York
Pontiac, Mi.48057

Jacobbouski, Michael
705 Katherine St
Van Nuys, Ca. 91405

Luhrson,August H.
48940 Eisenhower Dr
Indio Ca. 92201

Griffis, Willis
201 Park Lane
Lake Bluff, Ill 60044

Cohea, Howard E.
6300 Montgomery N.E.
Albuquerque, N.M. 87109

Carnahan, Fred W.
Rte #3
Galena, Ks. 66739

Eby, Charles E Jr 7
9718 Shadow Oak Dr
Gaithersburg Md. 20760

Buenher, Robert
2924 Crystal Spgs Rd
Camino Ca. 95709

Syverson, Marvin A.
230 So 1st St
Wanamingo, Mn. 55983

Flannigan, Bernard
1306 Moore St
Huntingdon, Pa. 16652

Kaiser, Raymond 18
559 Franklin St
Alpena, Mi. 49707

Thompson, Roy M 391
158 Birch MT Rd.
Bolton, Ct 06040

Hajilo, John W.
760 Bartelmy Lane
St Paul Mn. 55119

May, Otto 391
24 Linden Ave.
Framingdale N.Y. 11735

Martin, Randall
19 Independance Lane
Hingham, Ma. 02046

Artuso, Antonio B. 391
6 Caroline Dr
Cumberland, R.I. 02864

Small, James C.
417 Henderson
Hot Spgs Ak. 71904

Gibson, James L.
3105 Murray Hill Pike
Louisville, Ky. 40222

Kinney, Myrton J.
East Main St
Yaphank, N.Y. 11980

Lackner, Everett
15 Penn Dr
Smithtown, N.Y. 11178

Ruprecht, Willis R
610 Liberty St.
Merril Wi 54452

Campbell, Robert O.
Rte Box 119
Roebuck S.C. 29376

Lehman, Ben F.
P.O. Box 601
Baudette MN. 56623

Friedel, James
Rte13 Box 96
Spartanburg S.C. 29303

Lewis, Kenneth S.
4600 N. Lesley Ave.
Indianapolis Ind 46226

Jackson, Fred 224
224 Jordan N.P.C.
Venice Fla, 33592

Eberle, Charles
246 Landers Ave.
Gaintsville St
St Is. N.Y. 10314

Rider, Thomas L.
11150 No Co. Rd
Ft Collins Col. 80524

Hiltner, Edwin B.
Box 204
Freeport Mn. 56331

Ryan, G.J.
26 Charles St
Salem Ma 01970

Long, Charles W 4
4048-44th AveSt
St Petersburg Fla 33714

Williams, Arthur D.
1329 So Michigan
Clearwater, Fla. 33516

Defibaugh, Willis R, 391
423 Drexell
Grapevine Tx. 76051

Onescheck, William
413 Greenwood Ave.
Crown Pt. Ind 46307

Sholl, PaulV.
7218-13th Ave
Takoma Pk Md. 20012

Ashburn, John(Jack)
132 E 7th St
Hasting Neb. 68901

Young, James C. 391
662 Second St
Williamsport, Pa. 17701

Beaver, Duane
3414 Meinard
Drayton Plains Mi. 48020

Address Changes or Corrections

Change spelling of of Richard Fecko to Fechko
Change address of Jim Harkess to 241 No 6th St.Decatur Ind. 46733
Add Apt 1205 to Bill Strotts address.
Spelling of of Strudivam to Sturdivan.
Spelling of James Shutt to Schutt and add Apt 4
Spelling of Lou Bolce's street to Gilbert.
Arl Saeger Z.C to 16508
Fred Sampson;s State to New Hartford N.Y. Z.C. 13413
Frank Feltovich address to 145 Chestnut
Correct John D Griffith to John G. Griffith
Z.C. of E.G. Goy to 35710 Add N.W to address
Correct spelling of Smethills
Change Malcolm Corums Z.C. to 78824
Robert Priddy's address should be2900 Hamilton Blvd. 76308
Spelling of Robert Ingerville to Ingrouille
Change spelling of Heatherington to Hetherington Change Seid Valley to Seiad
Change address of Paul Stoutsenbarger to 510 Newcastle St, Renboth Del 19971
Address of Charles Allen to5284 Carmargo Rd So. Littleton Col.80123
Correct Spelling of Dirk Gamberette to Gombert.
Change Jack Odom's address. to2231 Canal Road . Lake Park Fla 33410
Sam Turnipseed's Address should be Ralph McGill Instead of Miguel

TAPS

Williard Soderland
Horace Gifford
Robert Cahill
James Brame
Thurman Cox
Joe Burton
Clinton Baum
Marion . Prised
John Soler
Donald Cumberworth

Charles Busacker
Eugene Coombe
Richard "Mac" McLaughlin

391st B. Sqd. 18th B, Sqd.

7th B. Sqd. 4th B. Sqd.

34TH. BOMB GROUP

MENDLESHAM MEMORIES

DINGHY,
DINGHY,
DINGHY

This story was sent to me by a member of the 34th Bomb Group, 18th Sqd. It is a true story telling what actually happened to one of our Bomber Crews, on a mission over enemy territory and on the way home to Mendlesham, England.

INTRODUCTION

I would like to dedicate this story to the bomber crew of a B-17G Boeing Flying Fortress named, "Dinah-Mite". This crew and aircraft were stationed at the village of Mendelsham, Suffolk, England located 14 miles north of Ipswich, 83 miles north of London during World War II. They were part of the 34th Bomb Group, 18th Bomb Squadron, 3rd Air Division of the 8th Air Force of the United States Army Air Forces. I, Stephen Niatas was the flight engineer of this crew with the rank of Staff Sergeant.

We had successfully flown fourteen missions over Nazi Germany. At times the battle damage to our aircraft was severe but never enough to prevent us from returning to our base in England. This story is about our fifteenth mission in which our aircraft became missing in action.

BOMBER BASE

In the evening of April 4, 1945 there were a group of men gathered in front of the 18th Bomb Squadron Orderly Room reading the bulletin board. The names of the crews for tomorrow's mission over Germany were posted. I was among these men as I read the name of my crew scheduled for our fifteenth mission. It was as almost the same thing as reading one's name in the obituary column in a newspaper. The same depressed tenseness seemed to prevail among the group as each crew read its name from the roster.

It was a wet English morning that April 5, 1945 when the Charge of Quarters of the 18th Bomb Squadron made his way among the maze of huts to awake the bomber crews. At approximately 0130 he arrived at Hut 25 where my crew and I slept. He entered the hut to awake me. It was customary to awake the flight engineer, whose responsibility it was as ranking non-commissioned officer to awake the rest of the crew. I never was much of a problem to the charge of quarters to awake, since I have always been a light sleeper. The moment I heard him entering our hut I would rise and sit on the end of my bunk. That much could not be said about Staff Sergeant Jack Share, my radio operator, Sergeant Robert Lampey the ball turret gunner, Sergeant Albert Dinnes and Sergeant Lucius C. Morgan the armorer and tail gunner. As everyone agreed with me my boys were the best qualified sack artists in the whole United States Army Air Force. Getting them from the horizontal to the vertical was a major problem. After a great deal of effort and the exchange of some unorthodox language, this task was accomplished.

We all began our morning chores of washing, shaving and making our beds before leaving for breakfast. Eating before a mission was always an important ritual. One always seemed to eat like a prisoner who was partaking of his last meal before walking out to face the hangman's noose. In fact we all use to gorge ourselves. Then after chow we would all go to the 34th Bomb Group Chapel. The chaplain would conduct a small service to give us the spiritual strength we needed for the day's mission.

Then we went to the most important place a bomber crew attends before leaving for Fortress Germany, the bomb group briefing. One could feel the tension mounting as the crews assembled

in the large briefing room awaiting the 34th Bomb Group Commanding Officer. He was a full colonel and he would be accompanied by his executive staff of subordinate officers. The briefing would be conducted by him. That instant had arrived as a junior officer called attention and the whole assembly rose to acknowledge his presence. The cover of the giant map on the wall was lifted as the colonel announced the target for today was Unterschlversbach, Nuremburg Germany. The specific strike was the railroad yards. This target was in the South-western corner of Germany near Austria. Take off time was 0500 hours. Our bomb load was six 500 lbs. demolition bombs, a maximum bomb load. The gas load was to be full capacity with not a gallon to spare for such a long trip. The pressure and tension on the bomb crew were enlarged manyfold by the last few statements. Many crews actually groaned out loud at their disapproval of today's effort. Perhaps I best explain why. A B-17G was a very dependable bomber under many conditions of operation. This was a maximum load and the hazards at take-off would be greater. Getting a heavy bomber airborne under normal conditions was a tricky under-taking and under this additional load, there would be a great deal of sweating in the cockpit before the engines, stressed to the breaking point, would get us off the ground. Even at this most men took it as just another job to be done by the famed 8th Air Force.

The group commander told us that the German Air Force fighters were to be light that day according to our air reconnaissance. Our fighter escort was to be the P-51 Mustang fighters of the 8th Air Force. The enemy flak enroute to the target and over the target was to be light to moderate. Let me tell you that was a relief. On many of my earlier missions the flak and fighters were so heavy that it was pure unadulterated hell.

Our weather officer said that the weather was to be as it was earlier this morning; rain and more rain. There were rain clouds all the way up to 20,000 feet and all the way in to the target and back. No relief in sight. That information went over like a lead balloon. It was bad enough fighting the Germans much less the weather elements of mother nature. The point of assembly was to be in France around Paris at 23,000 feet.

After briefing was over we would head for the Personal Equipment Building where each of us had a locker housing our personal flying equipment. We donned our electrically heated flying suits over which went our flight coveralls. Then we put on our heavy orlon pile lined flying suits with heavy flying boots. You would look just like a polar bear in size and you would move as quickly as a turtle. The weight of all this bulk was necessary to keep you warn at high altitudes. Before we leave the building we signed out a chest parachute. An amusing sign hung abrupttly over the checkout counter which read, "We guarantee our work. If your parachute is defective do not hesitate to return it for a replacement". Some joke! Immediately outside the building trucks were waiting to transport the crews to the hard standing where our aircraft were deployed. Our B-17G, Dinah-Mite was at hard standing number 17. After a short ride in the truck we arrived. There sat our shining silver lady, a veteran of 14 missions, waiting for us in the wet, dim-lighted English dawn.

The moment we arrived every member of the crew went to the task of putting the final checks and touches to the already preprepared bomber. The bombs, gasoline and all equipment were worked and checked for many hours by the ground crews. Each gunner including myself went to the armament shop and checked out his 50 caliber machine guns. I had two in my Sperry Electro-Hydraulic Top Turret. I loaded my guns into the two machine gun casings and checked out my turret. Then I secured my turret for take off. I would always polish the plexiglass dome of my turret. Spots of dirt would obstruct my vision for sighting enemy fighters.

Then came a very important function of a flight engineer, the pre-flight inspection of the aircraft. When this was finished the Ground Crew Chief of our aircraft "Dinah-Mite" assisted me to warm up engines and test them. He was the top mechanic responsible for all maintenance of the aircraft. He supervised the many specialists who maintained the complex equipment of a bomber. After we ran up all four engines we shut them down. We called for the fuel truck to top off our fuel tanks. The fuel we had burnt up for the pre-flight had to be replaced. This was a maximum gas load mission so we would need every ounce of fuel to get home after we struck our target.

Then the crew and I relaxed to await the pilot, co-pilot, bombardier and navigator to arrive from their final briefing instructions. In a few moments they arrived, but the mission was still set to go off even though the weather was still socked in.

TARGET

At 0445 hours a green flare was shot into the air, the signal to start all aircraft engines. The weather was still foggy with a steady downpour of rain. We again preflighted

our engines and all our equipment to find them all A OK. We were ready for take-off. Then came the white flare and we taxied for our take-off position. At the green light from the tower we gunned the engines and off we were rolling down the runway airborne on our 15th mission over Nazi Germany.

It seems the odds are always against you from the time you leave the ground until you return safely to your home base. Sweating out mechanical failure, fighting off enemy fighter planes, enduring all the flak the enemy can throw you, then have mother nature with all her weather elements against you is a little more than one's nerves can bear. From take-off time until the second hour 0600 we had crossed the English Channel and were still climbing over France, flying blind completely on instruments. You could not see the hand in front of your face.

We finally came to the Rally Point and the visibility was still poor. There was no break in the weather. Instructions came over the radio to climb to 25,000 feet for better weather instead of 18,000 feet as had been prearranged. Finally at 25,000 feet over France the sun shone brightly -- we were above it all. It was cheerful and bright. We began looking for our lead ship to assemble our formation. In a few seconds we spotted the flaming colored red tails and red wing tips the painted identification of our 34th Bomb Group - the red ladies from hell, as the Eighth Air Force nicknamed us. We worked our way into formation. Our position was left wing off the lead aircraft. One turn around the Rally Point and we turned towards Germany and we were on our way.

In about twenty minutes our Navigator Britton informed us we were now over Germany. The weather had closed in again causing vapor trails from the slip stream of the B-17G-s. This made visibility very poor. We were at 28,000 feet now flying near blind; the temperature was at 30° below zero and the humidity caused the moisture to freeze on my top turret plexy glass dome. I saturated a cloth with a special liquid chemical defroster and applied it to the machine gun turret glass, but I could not get it to defrost. The ice was too thick. That of course was a dangerous condition for it rendered my battle station position useless against enemy fighter attack. Then over the aircrafts interphone I heard Sgt. Robert Lampey's voice advising us that his Ball turret was completely frozen. Bob was our crew's youngest member, turning 18 years old only a few days ago. By some miracle he was able to move the turret vertically and return into the aircraft. Otherwise he would have been trapped in the turret below. Believe me at this point this aircraft was no place for an atheist.

Our navigator, Flight Officer Harrison Britton, reported that we were nearing our target. Then in a few minutes we hit the I.P. Up to this point there were not any enemy fighters in sight; the bad weather kept them on the ground. Our fighter escort was doing an effective job flying above and under our formation. The enemy flak was as thick as the clouds over the enemy target. It looked like a Red and Black carpet of death as we approached it. The pilot called for bomb bay doors open; The Bombardier replied "Bomb bay doors open". At this point I eased further into my turret for more protection against the flak. I often would wish my steel flak helmet was large enough to envelope me completely. Of course it was only intended as head gear protection so I was out of luck. Flak was bursting all around us by now. Some of the bursts would come so close that the skin of the fusalage of our plane would flex like an oil can when one would depress it to lubricate a moving part. Another burst beneath us sent a jagged piece of metal through our nose section, knocking out our radio equipment and missing the navigator's head by a fine hair. It continued its flight through our aircraft until it hit a metal box below the pilot's seat, then it dropped to the floor. The weather below us was completely clouded over. Our bombing now had to be done electronically by radar. Our 34th bomb Group had two radar-equipped aircraft this day, which would enable us to toggle our bombs at the same instant the lead ship was dropping theirs. That moment arrived as the bombardier called bombs away. I checked the bomb bay and one of our 500 pound bombs had not been dropped. I notified the bombardier and he tried releasing it again, but without success. We closed our bomb bay doors and the 500 pound bomb was still hung up in our bomb bay. I checked the bomb more closely and found that the release mechanism was jammed and it was hanging nose down leaning on the right side bomb bay door. It was secured to the bomb rack by only one small wire. The formation turned on the D.P. and began its descent. Our only Radio Set in operation was our VHF. I should say it was not in complete operating condition since we could only receive and not send. This was in itself a real problem.

After a few hours of descending on course with the bomber formation we were down to about 1,000 feet above allied territory in France. Over France there was a ruling issued by the 8th Air Force Headquarters pertaining to hung-up bombs in Allied bomber aircraft. All aircraft with such a condition were to avoid the towns and cities in France in order to prevent the

accidental discharging of bombs on our allies. The instructions were to fly around all heavily populated areas. First before leaving the formation we had to secure permission from our bomb group leader. This seemed impossible because our sending set or our radio was damaged and out of order. Our radio operator, Staff Sergeant Jack Share, came to our rescue. He used his high wattage Autosyn Lamp to signal the aircraft next to us, which in turn relayed the message to our formation leader. He in turn gave us permission to leave the formation over our VHF radio. Our orders were to stay in sight of the formation. We were to zigzag around all the French towns. Then we were to drop our bomb in the North Sea and proceed alone to our home base. Shortly after the manuever was being executed many times over we were informed by the navigator that the french coastline was sighted. All this time the navigator was trying to pin point our position but our zigzag maneuvers prevented him from doing it. He finally did so and instructed the pilot to change course to a new heading. He explained tha we were too close to Dunkerque for comfot. This was a city was was an isolated pocket of resistance held by the Germans. The pilot, Lt. George Mehling corrected his course and of course I felt relieved.

ATTACK

All Hell Broke Loose! The German ground batteries from Dunkerque were firing at us. Our position was not, as we had assumed, to the right of Dunkerque, but smack over it. Twenty Milimeter Cannon coupled with Twelve Milimeter Machine Gun shells peppered our aircraft. The whole aircraft was punctured to assume the appearance of a Swiss Cheese. Our flight controls were knocked out. The wing section aft of the main fuel tanks was on fire. The metal skin of the wings surface was bubbling like a pot of hot water from the intense heat of the gasoline fed fire.

The pilot reported that the only controls he had of the aircraft were the throttle controls of the four engines. They by some miracle were still operating perfectly. Everywhere I turned, light was coming into the aircraft from the severe battle damage.

I released my grip on the armour plating. It was located on the back of the pilot's flight chair. I had grasped for it in the exciting moments of the enemy attack. I grabbed a fire extinguisher and entered the bomb bay area in order to fight the fire. The fire was spreading to the fusalage. I was unable to do an effective job through the small opening afforded me by the construction of the aircraft. I soon gave up because the smoke and heat were too intense. Upon entering the radio room I saw the radio operator slumped over his radio table. Jack Share had the lower portion of his leg shot off and he was in great pain. The bombardier was slumped over on the floor of the radio room. I checked his condition and found that he was dead from a wound in the abdomen. He had caught a bullet that killed him instantly. The bombardier had come to the radio room after he had set up the hung bomb to be dropped in the North Sea. Just then the tail gunner, Sergeant Lou Morgan, and the waist gunner, Sergeant Albert Dinnis, entered the radio room. I quickly handed them the First Aid Kit to give aid to Sergeant Jack Share. I left and returned through the smoke filled bomb bay to the flight deck. The wing was afire and the fire was working towards the main fuel tanks. The pilot asked me what I thought of the battle damage. I said, "We better get out of here quick". He said, "That is my decision too". The pilot, Lt. George Mehling hit the emergency bell in three short rings and calling over the interphone, "Dinghy, Dinghy, Dinghy, prepare to ditch the aircraft".

DITCHING

I prepared my station for ditching and I returned to the radio room. I took my ditchng position. In a B-17G all crew members except the pilot and co-pilot take ditching positions in the radio room. Their emergency exit is through the main escape hatch in the ceiling of the radio room. Before I sat in my position I pulled the release levers to jetison the escape hatch cover. In a few seconds we felt the first impact of the aircraft striking the crest of the waves. Then came the second and hardest impact as Dinah-Mite settled in the North Sea a prelude to her doom of a watery grave. My head struck the bulk head on the last impact and I was stunned. I began to regain my senses when the cold salty water poured over me. I jumped to my feet and lunged for the life raft release to jetison the two life rafts or dinghys as the R. A. F. called them.

With assistance of my ball turret gunner Sergeant Rober Lampey, I made it out of the top escape hatch on to the right wing. When I landed on the wing I noticed that our life raft was

beginning to drift away. Right behind me in a second was Bob Lampey. I ordered him after the life rfe raft or else we would perish with the aircraft. He dove in after it. I called to Sergeant Jack Share to pull himself out, but he said he could not. Just then as the sea swell receded, the large crack in the fusalage opened like the jagged jaws of an alligator. I saw my only opportunity to remove him from the doomed aircraft and with a rapid fire motion I extracted him from its jagged jaws. This was a strike of luck. Lifting the dead weight of a wounded man from the escape hatch was an impossible task. I then looked back at the ball turret gunner as he fought the cold waves trying to return the life raft to the aircraft, only to realize he was not getting closer with the raft to the aircraft so we could board it. He was exhausted. I pushed the wounded man into the sea and followed him into our icy bath. I carried him in a chest carry and I swam about 25 feet to the drifting life raft. When we both arrived at the life raft I noticed the ball turret gunner trying to lift himself aboard without any success. He was exhausted from the struggle to keep the raft from floating away. I told him and the radio man to hold on to the life raft while I climbed aboard. I then pulled both of them aboard. Bob and I broke out the paddles and propelled ourselves towards the rear of the aircraft to rendezvous with the other life raft. Just then I spotted the waist gunner, Albert Dinnis, who was very late in coming top side. He waited on the wing a second and then he jumped into the water. We noticed that he had inflated his Mae West. The waves floated him towards the tail horizontal stabilizer where he took hold. The jagged metal protruding from the torn parts of the aircraft prevented us from coming close enough to be of any assistance to him. We called to him to push himself away in order that we could paddle to him without further endangering our lives. He did not respond. He seemed frozen in a death grip to the tail section of the sinking aircraft. On the aft side of the aircraft we spotted the other raft containing the tail gunner Lou Morgan, the pilot George Mehling and Harrison Brittan the navigator. The plane remained afloat about 30 seconds. Then Dinah-Mite lifted its tail like a whale preparing to dive to the depths as it slipped away carrying with it the waist gunner Albert Dinnis as he clung to the tail section. Within its flight deck were the pinned-in body of the co-pilot and the dead navigator on the radio room floor. Finally there was a loud gasp as the searushed in to fill the remaining air space of the dying aircraft, slipping down to its watery grave in Davy Jones Locker.

We paddled our rafts towards one another as we shook from the cold exposure to our new North Sea environment. We secured our rafts together in order not to be separated in the vast cold barrens of the sea. Our morale was finally boosted as we noticed a B-17 bomber circling over our position. It was probably sending our position to air sea rescue over its radio. At least that is what we prayed for.

In about a half hour after we had ditched we heard a single engine aircraft approaching. It sounded like one of our own and it was. The pilot began shooting flares from our flare pistol. The pistol was part of our emergency kit. The aircraft spotted our red flares and began circling over us. It was a P-47 Republic Fighter from air sea rescue. It dipped its wings to inform us that he had signted our position. Boy! were we happy. The pilot of the aircraft kept us in sight by dropping smoke and dye bombs. The radio operator was in pain again. We gave him another shot of morphine and he immediately began to relax. In fact we gave him a piece of chewing gum and he chewed it as if nothing was the matter. His wound was not bleeding any longer. The cold salt water of the North Sea had stopped the bleeding. This was amazing but true. This single factor would insure his survival if only we could be rescued from the sea.

About fifteen minutes had passed when overhead there were two P-47's and three R. A. F. Spitfire Fighters. They began to circle our rafts when one of the Spitfire aircraft developed engine trouble. It was only about 100 feet above us as the pilot of the craft tried in vain to regain altitude. The plane rolled over on its back and dove into the sea killing the pilot. This accident added to our depression and growing feat that our destiny was now to be a slow lonely watery death. We rowed our rafts to the spot where the aircraft had entered the water in search of the pilot. There was no sign of life anywhere. He too had joined the fate of our crew members. A berth in the icy tomb of the North Sea.

An hour passed with no incident except the continual use of the rubber buckets for bailing out the sea from within our life rafts. Suddenly we all heard the rear of a twin engine aircraft as it approached our position. As it came in sight we were able to identify it as a P. B. Y. Catalina or the Cat as the men of the air sea rescue squadrons called her. It was an amphibious aircraft capable of making a sea landing. The sea was too rough with its high swells for a safe landing. It flew over us several times, almost close enough to reach out and touch the low flying craft. Finally it dropped a note to us on a small miniature parachute. Unfortunately it sank out of sight before we could reach it and retrieve it

RESCUE

Five hours had passed. The cold was getting more intense. Our strength was sapped by the exposure. Hope was replaced by despair. With night slowly approaching only death seemed the inevitable. Life sprang into our beaten bodies as with joy we sighted the P. T. Boat of the R. A. F. AIR SEA RESCUE on the bleak horizon. It sped towards our bobbing rafts, guided by a P-47 of Air Sea Rescue flying above it. They pulled along side us and assisted all six of us aboard the P. T. Boat. We were so weak we could not lift our own weight. They immediately sank our life rafts with bullets from their sub-machine guns. We were literally carried below to the crews quarters. We were given hot soup to drink and a large shot of rum to warm our spent bodies. The ship's doctor went to work on our radio operator and he later told us that he was in good condition considering his wound. We had done a good job of first aid. The boat crew gave us dry warm clothing to wear and a comfortable bunk bed to lie down.

The P. T. Boat did not waste much time leaving the rescue area since the crew had been fired upon by the German Shore Batteries several times before. The boat seemed to be flying it traveled at such great speed. The trip took about three hours to reach the port of Ostend, Belgium. The vibration of the boat as it traveled at high speeds was so great that it made the trip seem like an endless journey. Of course were were not exactly relaxing tourists. Our condition was not at best after the narrow escape from the jaws of death earlier that day. When we arrived at Ostend, Belgium A British Army Zone, we were sped by ambulance to a hospital. Our radio man Staff Sergeant Jack Share was taken to the British General Hospital in Ostend. We went to a small Field Hospital. The radio man had his lower part of his leg amputated. All we had done to us was to be treated for shock and exposure.

RETURN TO BASE

After about ten days of treatment we were shipped by U. S. Army truck to Brussels, Belgium to an R. A. F. Air Base. Thereafter spending the night we boarded a C-47 cargo plane for the trip back to England. When we arrived at our base in Ipswich, England we all felt relieved. Our arrival was unexpected. In fact we had been listed as missing in action - presumed dead. The British authorities forgot to advise our London headquarters that six of us were survivors. This oversight was corrected by our Squadron Commander. He phoned base headquarters and had the order changed.

We were ordered to the base hospital for a complete physical. After one look at us the Flight Surgeon decided that we needed more rest. They sent us to the rest home in Bournemouth, England. It was a pleasant two week stay. The food was good. The sea relaxing and the many other pleasures afforded by the seashore exceptional. Time passed quickly.

On the 26th of April we returned to our base for active duty. We found that we were taken off of that duty status and now we were non-combatant. In a way we were glad. We had had enough. After a couple of weeks I was assigned to fly as engineer on an aircraft that was to be tested. It has an engine overhaul and major repairs. I evidently performed well and in a few days we were informed that we had been assigned four new crew members. We were to begin retraining as a combat team. We began flying each day with our new co-pilot, bombardier, radio operator and waist gunner. Finally the war ended and we were assigned to fly food missions to the Dutch populace. Shortly after that we flew French P. W. out of Lenz, Austria to return them to Paris, France.

CLUB MEMBERSHIP

Our Squadron Commander gave us applications to file for an international honor society

composed of crews that ditched and saved their lives by using the emergency life rafts, or Dingy' as the British called them. The club was named the Gold Fish Club. We wore an emblem on our uniforms composed of a black field with a gold fish above two blue ripples. The ripples signified an ocean wave. They also gave us a membership card that was made of plastic in case we ditched again in order not to soil the card.

The saving of our lives by getting out of the aircraft in the shortest possible time certainly proved out the air force theory; a well trained crew will be a live crew. Speed and know-how gave us the method to save our lives.

AWARD

One summer day in 1948 my family and I were sitting on the front porch. We were enjoying the comfort of the cool shade afforded by the cover of the porch when a U. S. Army Air Force staff car pulled up in front of the house. A Sergeant came over to me and asked if I was Staff Sergeant Stephen Niatas. I said that civilian Stephen Niatas was the only one that lived here. We both laughed and he then began to explain. The War Department had uncovered the fact that they had not given me an award for the action of April 5, 1945. It should have been given to me prior to my discharge on November 14, 1945, in Roswell, New Mexico at the Roswell Army Air Force Base from which I was separated from the service.

He signaled a Major in the staff car to come over to the porch. The Major repeated the reason for their visit. He read the presidential order signed by President Harry S. Truman. They were awarding me the Soldier's Medal. He asked me if I wanted the presentation at a formal review of the troops at Fort Dix, New Jersey. I did not. I requested that it be presented to me at home with my immediate family to be the only ones present.

About a month later the presentation was made to me for saving the life of my radio operator and other crew members on April 5, 1945. It was certainly a moment I shall always remember.

Stephen Niatas -STEPHEN NIATAS

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

VOLUME III NUMBER II JUNE I 1981

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

Dear Fellow Members of the 34th Bomb Group:

Yes that time has again rolled around. Time for the June Newsletter. It seems as if it was only yesterday that I sent out the March newsletter.

This time of the year always brings back memories of the 34th B.G.to me. I joined the 34th in May 1943 and we started overseas in April 1944. Our First Combat mission was flown May 23rd 1944.Our last, the 170th mission was flown , April 20th 1945. Several food and P.O.W. missions were flown in the following months. As you know the 34th B.G. came home in June 1945.

As you can see by the invitation, with this letter, I have been in touch with both Gen Creer and Gen LeBailly, two of our former Commanding Officers. Both of them will be at the reunion of the 34th B.G. and the 8th AF in St Paul Mn. Oct 15th thru 18th 1981. They are both looking forward to seeing their old friends and comrades of the 34th B.G. at the reunion. Gen. LeBailly will be the speaker for the 34th B.G. banquet which will be held on Friday Nite Oct 16th. So Make your reservations early, for you do not want to miss meeting our two Commanding Officers and the others from the 34th B.G. who will be at the reunion.

Malcolm and Tillie Corum, drove up from El Paso Tx,to visit my wife and me and to go to St Paul with us to attend the meeting, concerning the 8th AF reunion,to be held there Oct 15-18 1981. This was to be a briefing of the things to expect at the reunion. They were great company for my wife and me both going and coming.

We met Bruce Sothern at the Hotel where the meeting was to be held, Bruce was our representive at the meeting.

The Hotels where the reunion will be held,are the Raddison St Paul and the Raddison Plaza. Both Hotels are close to each other with a overhead walk way between them. The Raddison St Paul will have 450 rooms available to us and the Raddison Plaza will have 225 rooms. The Raddison St Paul is located downtown close to the Convention Center and close to the Mississippi River and from the Terrace,one can see the river winding its way thru the edges of the City.

We met Murray Fein, of Rambling Tours, who has charge of planning the reunion,inside of the Raddison St Paul, where the Headquarters of the reunion will be. I might say,that of the 13people, representing variuos Groups of the 8th AF., there were 5 from the 34th B.G. Malcolm and Tillie Corum, Bruce Sothern,our representive,and my wife Hannah and I. Our wives were just as interested in the events,of the reunion, as we were.

I will not go into the events of the reunion but just give a few things which might not be in the brochure, which is enclosed in this letter. Thursday morning will be the breakfast for all Unit Contacts, things will be explained to all the Unit Contacts at this meeting. Each large Group will be given two rooms to be used by the Group, One on the Mezzenine Floor will be the Hospitality Room, it will be opened at 12:00 on Thursday. The other will be the the Banquet Room and this will be on the Lower Level of the Hotel. (There are both elevators and escalators leading from the Mezzenine to the Lower Level).We can have the Hospitality Room from Thursday noon until Sat. at 5:00 in the evening. There will be cash bars,run by the Hotel but one can set up their own bar in the Hospitality room or bring ones own drink to the room. We do not have to buy the bottles, if one wants one, from the Hotel, as we have in the past.

There will be parking available at the Hotel Garages but it will cost so much an hour or day. There is a parking place close by, run by the city and one can park there . It is said to be patrolled by the City. One can ride the bus back to the Hotel or back to the parking place for a very nominal fee as compared to the cost of the Hotel parking. Several of you have trailers or campers and have asked about the facilities for parking them over night. I am not too sure of the facilities for campers but it was said that one could park at the Fair Grounds and ride the bus over to the Hotel. The Fair grounds are not too far away from the Hotels.

I will not go into any of the program, this is explained in the brochure. One thing Murray did promise, the food and service will be much better at St Paul than it was at Orlando.

Some of you have been wondering about the seating at the Sat Nite banquet. This will be taken care of. Each Bomb Group will be given certain tables to sit at and as you receive your tickets, after you arrive and register, you will note on the back of the Banquet ticket the seat and table you will be given. This will be on the tickets of those registered for reservations by Sept 16th. If you want to sit at a table with your B.G. I urge you to get your reservations in as early as possible. The late reservations will just have to trust to luck as to where they will sit. If you do think you will be going to the reunion, send in your reservation as early as possible you can always cancel, if you do not get to attend.

Part of the registeration fee which you pay will be coming back to each Bomb Group. So please register each person who will be there. We get back $3.00 per person. Part of the rest goes to the Memorial Fund of the 8th AFHS.

Some of you have asked about Hotel and Motels close to the reunion. There is one called the Best Western Inn, but it is not connected to the reunion. If one can not get reservations at the Reunion Hotels, one might try this one. But if you are planning on going to the reunion, I repeat send in your reservations early. Those of you who live close by in St Paul and Minneapolis and other cities close and would like to attend the reunion but stay at your own home, can write for another brochure which gives the prices for each event.

We did not stay at the Hotel for the Cocktail Party,given by the 8th AFHS Board Members for the Representives of the various Groups who were at the meeting , but went back to our Motel where we were to meet some of our 34th B.G. people for dinner. For dinner on Saturday Nite, there were four teen of us: John and Lavonne Lyons, Fred and Hazel Berguland, Paul and Betty Schommer, Lyle and Catherine Rhein, Bruce and Marge Sothern. Malcolm and Tillie Corum and Hannah and myself.Of course you know what we talked about, The 34th B.G. and the upcoming reunion. After dinner we all went to our Motel Rooms and talked to the wee hours in the morning. I want to thank all of you who were at the dinner for the hospitality you showed us. We are looking forward to seeing all of you at the reunion this fall.

On Sat morning before the meeting we met Jim Hanson and his wife, Bonnie for breakfast. As you know Jim is the nephew of Oscar Hanson who went down on the Mersburg raid.Jim had been trying to find out something about Oscar and his Crew since he was little. Between the two of us and the help of some of the others of the Group, we have found all but one of the survivors of Oscar's Crew. We had a real interesting talk with Jim and Bonnie. Jim is compiling some data on the 34th B.G. and you may hear from him about it. He may call or write to you about something concerning theGroup, so give Jim all the help you can. Jim and his brother will be at the reunion in St Paul.

After we came back home, Tillie and Malcolm stayed for a few days and we went to the AF Museum at Dayton. This pleased Malcolm, for he had flown in many of the planes like those on exhibit at Dayton.While at the Museum we met George Crump, 34th B.G. Medic, who is writing a book about the 34th. George is real interested in writing this book so if he asks you for help, do so. George it was nice of you to take off work and meets us at the Museum.

While Malcolm and Tillie were here we visited the 500 Race Track Museum in Indianapolis. We also visited the War Memorials in Downtown Indianapolis These are some sites to see. I think that outside Washington D.C,no one City has as many Memorials to their service men as Indianapolis Ind. While Malcolm was here he helped me stamp the envelopes for the June newsletter. Every once in awhile he would say " isn't that about all"? When you stamp 800 envelopes with 3 rubber stamps it takes awhile. At the time of writing this I will have one stamp to go. It was real nice having you visit us, Malcolm and Tillie. We will see you this fall at the reunion.

We had a visit from Charles and Carrie Smith,of Pontiac Mi. Charles was on the flight line in the 7th Sqd. Charles and Carrie came over to the house one day when he was visiting his brother in Anderson. We had a great time talking about all the ones we knew in the 34th B.G. Charles could not believe that the "Pete" Gray I had talked about was the one he was on the same crew with,in the 7th Sqd. I showed Charles a picture of "Pete", which George Ritchie had sent me and lo and behold Charles was in the picture also. We write back and forth now and we get a laugh out of some of the letters. Charles told all about getting on the SS Wakefield to go across and the storn we had going over. He also said that if he was a General, he still Would've hadto pull K.P. It seemed as if he was always on K.P. Once when he arrived at a new Base, his name was already on the Board to pull K.P. and he wasn't even signed in yet. We love your letters Charles and Carrie keep them up. I gave Charles a copy of the list I have of the men from MI. and Charles has been sending me addresses of some of the 34th whom he has found. Thank a lot Charles.

Early this spring, my wife and I went over into Ohio several times to find some of our men from the 34th B.G. On one visit we went to see John Meyer, who was on the Line in the 18th Sqd. Johnny and I were together a lot and we have kept in touch all these years,but a couple. We always have a real good time when they come to Anderson or we go to visit them in Ohio.

Some of you have been wondering how I do all the typing, well I do not do it all,I have some help from Rosemary Fryer of El Paso Tx. Rosemary is the sister of Austin Fryer, 391 Pilot, who went down with his crew over enemy territory and was one of those who was killed. If any of you remember Austin, you might drop Rosemary a line. Her address is on our membership list I am sure she would be glad to hear from you. Rosemary has been doing the typing for some of the stories and for the name and address labels. Thanks a million Rosemary. If you were closer to Anderson,I could keep you busy most of the time.

While we were on the way to St Paul,we were supposed to stop and see Gerald & Wanda Pine at the only Waunakee Wi in the world. Just a couple of days before we left, Wanda called and said, Gerry had gone to the Hospital to have Heart Surgery. He had been called early. Since, we have been home,I have called Gerald and have heard from him and heis getting along good. He is up walking everyday and getting his strength back. He is still planning on coming to the reunion this fall. Gerald has helped me find some of our men by writing 60 or more letter to addresses of our men. Thanks a lot Gerald and Wanda. Keep on improving and we will see you this fall.

As you know I keep in touch with Henry and Ruth Jurgens, for they have been a great help in finding several of our men. Henry and I are wondering if any of you men from the 391st know where Nelson Keyser is. The last address I had,was sent to me by Henry Tepper. It was from Fontana Ca. Nelson stopped writing to Henry several years ago. I have called and written several letter to Fontana but no one seem to know him.

Some of you men in N.Y. try to find Robert Ballesteros.1/Sgt of the 18th Sqd. He stayed over when we came home and we have not been able to locate him as yet.

There is another one we would like to locate. Clarence E. Dick, formerly of Baltimore MD. He has moved from there to somehwere in Pa. Some of you in Pa. go thru your phone books and see if you can find him. These men can help us locate some more of our friends from the 34th B.G.

By the way, you men from the 391st Sqd., one of your Crew Chiefs, Clarence Bradford. is in the Leader Nursing Center Room 224 B,W. Buttonwood St W. Reading Pa. 19611. I am sure he would be glad to hear from some of you who knew him. Clarence has been in the Nursing Home for quite sometime now. He is confined to a wheel chair but may not be able to answer you. He knows everyone and can talk. I have learned of this thru his Sister-in-law and brother-in law, who keep in touch with Clarence. They are Julian and Margaret Straka of 411 Morrison Rd. Reading Pa. 19601. I hope you receive a lot of letters, Clarence. Hang in there and I will stop and see you when I come thru there, sometime in June.

Have all of you who want the 34th History book sent for it yet? It should be ready, to send out by the time you receive this letter. If not and you want the book. Write to The Battery Press Inc. Box 3107, Uptown Station, Nashville. Tenn 37219. There will be a limited Edition of this book reprinted and when they are gone, there will be no more. This could be a good gift to give to your Library, for I do not think any Library has them.

Some of you men, who came home by boat, must have the shipping orders which shipped you home. These could have the addresses of some of our men on them or from the number of the shipping order we might be able to find the order, at the Historical Record Center at Montgomery, Ala. This would greatly help us locate some of our missing men. If you should find one have a copy made and send it to me.

Here is a report on the Memorial to be erected at Davton by the 8th AFHS. I am on the Committee to erect the Memorial at Dayton and I have enjoyed working with the rest of the committee. I will report the progress in future editions of the Newsletter.

EIGHTH AF MEMORIAL

Dear Sirs,

Calvin B. Mattson, President of the 8th Air Force Historical Society, has announced the acceptance of plans to construct an 8th Air Force Memorial on the grounds of the Air Force Museum at Dayton, Ohio.

This memorial will be a stone and bronze monument that will commemorate the part that 300,000 airmen played in the 8th AF in England in WWII. The stone will be dedicated to the nearly 50,000 who paid the supreme sacrifice. It is expected that the memorial will be completed and ready for a suitable dedication ceremony by April or May 1982.

Col. Richard L. Upstrom, Director of the Air Force Museum, has approved plans to site the 8th AF Memorial at the entranceway to a new WWII airbase replica to be constructed at the southwest corner of the AF Museum building on Wright-Patterson Air Force Base.

The 8th Air Force Historical Society, a non-profit veterans organization, formed in 1975, has over 7,700 members and is now growing at a rate of nearly 2,400 new members a year. Though the organization consists mostly of WWII veterans, it was established to represent all 8th AF War Veterans and therefore welcomes all 8th AF veterans who served during U.S. wartime periods.

Donations to the 8th AF Memorial Fund may be sent to 8th AFHS, c/o Edward J. Creeden, Treasurer, 247 Wayne Ave., River Edge, NJ 07661.

Please have a reunion notice placed in your home town Newspaper. similar to the one enclosed.

Some of you may wonder about the weather in St Paul in Oct. Last year the weather was very good. It is said at that time of the year the mean Temp. during the day is 60 degrees. Of course it get a little cooler at night Do not let that worry you for you will not be out too much at night.

Now a message from the President of the 34th Bomb Group. A meeting of all Officers and Baord members is called for 3:00 on Thursday afternoon Oct 15th. There will also be a membership meeting of the Group on Friday afternoon at 2;30.

The Confederate Air Force will stage an Airshow at the Bakalar Airport Columbus Ind July 11-12. This is your chance to see several WW II Aircraft which will be on display and flown during the Airshow.

I will see you all in St Paul in Oct. Until then remember, some people are like chickens, some make a killing, some just cackle and crow and others just lay eggs.

CHEERS

YOUR 34th BOMB GROUP UNIT CONTACT

Ray L. Summa

Avriett, Giles 7
113 Hillwood Dr
N. Little Rock Ak. 72116

Ruprecht, Willis R.18
610 Liberty St
Merril Mi. 54452

Luhrsen, August 4 -18
48940 Eisenhouser Dr
Indio Ca. 92001

Holcomb, Verbal L. 391
1145 East 37th St
San Bernardino, Ca. 92404

Anderson, Paul D. 7
11622W Silver Lk Rd Sp 91
Everett, Wa, 98204

Gartman, Allen O.4
901 Lisa Dr
Maquoketa, Iowa 52060

McMillion, Harry 18
8345 Kanter Ave.
Norfolk Va. 23518

John Hartung
7530 E. Mississippi
Denver Col. 80231

Ulrich, C. B.(G)
45312--13th St W.
Lancaster Ca. 93534

Gardner, Jesse 7
Box 214
Bagley Iowa 50026

Moats, Raymond H 7
38 Oak Blvd.
Lansdale Pa. 19446

Woodward, Francis L.391
1616 Johnson Rd. RRD 1
Ilion, N.Y. 13357

Tooley, Guy D 18
Box 356
Chesapeake, Ohio 45619

Myers, Raymond 18
1908 Sheridan Dr
Orangeburg, S.C. 29115

Schwartz, Robert H. 7
Box 126 Rte 1
Van Wert Ohio 45891

Ruwe, Robert
4371 Lora Lane
Cincinnati. Ohio 45209

Holmes, Lilbrum E. Jr. 7
918 E 27th St
Texarkana, Ark 75502

Simon, Ben 7
4800 35th St N.W. 33319
Lauderdale Lakes Fla.

McGowan, Fredrick D.391
2838 Sunset Circle
Sioux City Iowa 51104

Levy, Irving 18
3901 E Montecito Blvd
Phoenix, Az. 85018

Rice, Louis H.
2011 Carlisle Blvd N.E.
Albuquerque, N.M. 87110

Salek, Chester L. 4
1910 Sternman Blvd
Muscatine, Iowa 52761

Salek, LaVerne 4
RR #1
Letts Iowa. 52754

Laramore, Charles W.
420 Washington,
Blufton, Ind 46714

Foose, Maurice A.
3376 Wagnor Rd.
Black Lick Ohio 43004

Bradford, Clarence 391
LeaderNrsng Center 224B
425 W. Buttonwood St
W Reading Pa. 19611

Rossow, Blair L. 391
118 Butler
Rockwell City Iowa 50579

Wiltze, Claude
Jefferson Iowa 50129

Block, Walter T.
3121 Brunswick St
Dubuque Iowa 52001.

Crook, William (Mrs)
Rt 1 Box 160 B
Newark, Ak. 72562

Burke, Gerald M.
22154 Wingate Ct
Framington Mi. 48024

Emberton, Daniel P.
7780 Louis Ct.
Westland Mi. 48184

Head, Francis S.
18924 Oak Dr
Detroit Mi. 48221

Krebaum, William J.
42104 Gladwin
Northville Mi. 48167

Noehren, Robert
1123 CinnamonRd.
Ft Wayne, Ind 46827

Kenney, William J.
105-00 Shore Front Pky
Rockway Beach Queens.
N,Y, 11694

Grezelak, Charles (Mrs) 7
123 Johnson Rd.
Upper St Clair Pa. 15241

Gilreath, James H. 18
2216 Larkspur Rd.
Birmingham, Al. 35226

Klusmeyer, Emmet E.
1415 No 4th St
Manitowac, Wi 54220

Johnson, Beverly E. 391
1290 Sky Ridge Dr.
Upper St Clair Pa. 15241

Casler, Dudley
303 Millet Ave
Mesa, Az. 85202

Luscher, Raymond
23-50 SW.
Wyoming Mi. 49509

Langenbahn, John 4
18 Robinette Ct.
Ft Thomas Ky.41075

Weese, Russell 4
2995 Easthaven South
Columbus Ohio 43227

Schaus, Joseph 391
137 Abbey St
Massapequa, N.Y. 11762

Lux, Charles W. 391
611-B Main St
Palmyra, Pa. 17078

Hoban, Robert G.
22120 Brackett St
Excellsior, MN. 55311

Hill, Allen P. 4
RR #1
Janesville, Wi. 53545

Dolsey, Kenneth 391
Box 50 Rte I 54615
Black River Falls. Wi.

Otto, Morris D.
413 Finch Dr.
Satellite Beach, Fla 329

Mislak, Frank
34 w Akard St
Ludlow Ma. 01056

Yates, Frank B.
27 Hickory Rd.
Gulford, Ct. 06347

Grinrod, Ray E.18th
5 Carriage Dr
Lincoln, R.I. 02865

Lovitt, Sidney
14 Black Creek Lane
Warwick R.I. 02888

Gordon, Sumner G. 391
21 Cross Hill Rd.
Newton, Mass. 02159

Zeldes, Benjamin
113 Vincent Dr
Newington, Ct 06111

Richards, Robert S
230 Pleasent St.
Birmingham Ala. 48009

Hildebrand, Thomas H 4
Rt #1 Box 165
Rembert S.C. 29128

Jerow, Gordon 18
3119 Kinsington Dr
Avondale Ests Ga. 30002

Rockwell, Willard 7
617 E 2nd St
W. Liberty, Iowa 52776

Mortensen, Frank 7
5128 30th Ave
Woodside N.Y. 11377

Boland, James 18
41-06 Denman St 11373
Elm Hurst, Queens. N.Y.

Stathis, George
154 Beach 121 st
Rockway Beach N.Y.11694

Cotar, Henry
87-44 125 st
Richmond Hts. N.Y.11418

Schonthaler, Kalman 7
1139 E 30th St
Erie Pa. 16504

Borquin Paul 18
20 Dogwood Lane
Pleasentville, N.Y.15057

Peters, Donald J.
3518 Buckeye
Terre Haute, Ind 47805

Schreiber, Julian 4
195 Lindberg Ave 11572
Ocean Side L.I. NY.

Waag Bernard W. 4
43 Satellite Lane
Levitown, L.I.N.Y.11519

Pancake, Charles E. 391
2510 Elm Drive
White Bear Lake Mn 55110

Hawkins, Jefferson R 391
3504 Laurel Lane
Birmingham Al. 35216

Costello, HugoD 7
24 Pearl St
Keene N.H. 02431

Bradshaw, Charles A. 7
418 Cherry
Glasgow, Ky 42141

Devoe, Robert 7
3469 Freedom Lane
Madison Wi. 53704

Dillsworth, Robeert
4337 Westway
Toledo Ohio

Brown, Toulmin H 7
915 E Beach St
Pass Christian Ms.39571

Buona, Ralph 7
Manager Mfg.Eng.
American Meter Div16512
920 N. Payne Erie,Pa

Gill Joseph E.
Rt
Shelburn. Ind 47879

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

TAPS

General John K Gerhart
John T Calamaris 7th Sqd Crew Chief.
David Belcher
John Scholle
LeRoy Kastler 7th Sqd Crew Chief
Bernard Knudson
Marvin Zick

Address Changes or corrections
Dwight Bell to 1706 Glenwood Dr Des Moines Iowa 50312
Correct Stephen Peters address to 7858 Normandie
Robert Alves add #508 to address
George Crump address to 525 Gerogetown Rd Apt 25 Elyria, Ohio
Correct Cyril Laurie address to 3029 Wheaton Way Bremmerton, Ws.
Malcolm Corum's Z.C. should be 79924 46544
Mrs Kenneth Amerman (Frances) Change to234 Village Dr Apt #10 Mishawaka, Ind

You will notethat we have found 78 more of men since the March list went out. Keep this list with the others lists. I have sent.Some of you may not have all the membership list, maybe it is because you did not send for them, when I wrote to you the first time.

June 81

VOLUME III NUMBER III SEPTEMBER 1981

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

Dear Fellow Members of the 34th Bomb Group;

Time is drawing close to the date of the 34th B.G. Rendezvous with the 8th A.F. at St Paul Mn. Oct 15th thru Oct 18th. I do hope all of you who are going have made your reservations. There is one correction from the information about trailers and R.Vs which I would like to make, Those with trailers and R.Vs. who want to stay in them, should park in the parking lot on Pig Island. This is a city owned parking lot. You will be able to ride the bus back and forth from the lot to the Reunion Hotel. Those flying who are flying and need a ride to the Hotels, do not forget to send in the reservation card which came with your reservation acknowledgement. More on the Reunion later.

We had a real nice trip back East this summer. First we went to Washington D.C. to try to see the Congress in action and to visit with my sister who lives close by.

From here we went to Spotsylvania to visit with Mary and "Hank" Lambert. We really enjoyed ourselves with Mary and "Hank" Mary the strawberry short cake was delicious. Maybe next time we will be able to stay longer. I showed "Hank" a picture, which George Ritchie has sent me and found out that it was a picture of the crew which Hank was on. Hank was in the picture and he pointed out one of the ground crew and it turned out, it was "Pete" Gray and Charles Smith another of the ground crew. I have written to "Pete Gray and told him, Hank, one of these days Pete will stop and see you. Hank send his regrets that he will not be at the St Paul Reunion but says he will try to make the one next year in Cincinnati. Hank would like to hear from some of you men who he knew before he went down in Sept '44. He remembers a lot of you Bombadiers who were in his class in Bombadier school and who were sent to the 34th with him.

Next stop was to see Henry and Ruth Jurgens in Del. Henry was busy in the field baling straw but came in early to talk and visit. Al and Olive DiNenno came for a visit at Henry's on Sunday. All of us really hashed over the 34th B.G. while we were there. Al has been helping me with some extra printing and has been seeing about about the reproduction of the 34th B.G. Flag. which we hope to have for the Reunion. We enjoyed the visit with you, Henry and Ruth and Al and Olive. We will see you at the Reunion

Next we went to Reading Pa., to visit Clarence Bradford one of the 391st Crew Chiefs who is in the Leader Nursing Center at W. Reading. He asked about you, "Doc" Allega and also you Henry Tepper. and mentioned a lot of the names of the men he worked with in the 391st. Clarence has been here in the Nursing Center for several years but is in good spirits and would enjoy a letter from some of his former friends. Come on men drop him a line once in a while.

After doing a little shopping at the Reading Outlet store we went on to Waverly N.Y. where we visited Walter Stroud and his wife, whom I had just recently found. Walt is recovering from a heart attack and is feeling better. Walt was a Crew Chief in the 4th Sqd. and talked a lot ablout those who he worked with while in the 34th B.G. He would like to hear from some of you who, knew him especailly his Combat Crew. Come on men, here is a chance to help one of our own feel better, by dropping Walt a line. He lives 50 Lafayette St Waverly N.Y. 14892.

We spent one night with Jean and Bates Davidson at Elmira NY. We had a real good time while there. Bates cooks a real mean steak, just the way you like it. Jean does all the real work, with the rest of the trimmings. Bates was in the 391st and was on Wally Felker's crew as the Navigator. We owe Bates a vote of thanks for the legal work he has done for the 34th B.G. Ass'n. Jean and Bates have a big red Irish Setter, called Gwenie. It is too bad Texas is so far away from N.Y. for then Malcolm Corum's Red Dog could have a girl friend.

We enjoyed the sight seeing around that part of N.Y. especially the Corning Glass Factories. Nor will we forget the visit to the Wineries which are close by. We took a tour of the Wineries and did some wine tasting (it was real good)

We went on up from here and stopped and spent an evening with Jack and Miriam Share at Cortland N.Y. We have received a card from Jack and Miriam who were spending their vacation at Las Vegas. Hope you had a good time in Vegas and hope they did not take all your money.

On the way home, we spent a few hours at Niagara Falls. After over 40 yrs of wedded bliss, we finally got to see the Falls. We cut short our trip thru the East. Our Youngest Grandson age 9 had gone over the handle bars of his bike and landed in the hospital with head injuries and front teeth chipped. He recuperated rapidly as youngsters do.

Bob Wright stopped by one day for lunch, on his way back home to So Bend. He had been to Indianapolis for therapy on the hand he had caught in a saw just after the reunion. last year. I had a letter this week from him and his hand is responding very well to the therapy. He will be in St Paul at the Reunion.

Henry and Ruth Jurgens, spent a couple of days with us on their way out West. Henry makes fun of our left handed bath tub. Henry and Ruth are back home, from their trip. They stopped in and saw Steve Bialas, then went on to visit with Leslie Patrick and then onto Washington to see Tony Lauby. They really enjoyed their trip and seeing the ones Henry was in service with

We received a nice card from Beulah and Dex Jordan, who were on a tour thru Europe. Sounded great. Hope to see you two in St Paul.

We had a letter from Jerry Pine, who is recuperating from heart surgury. Gerald is feeling better but does have some problems which he hopes will work out. He will be at the Reunion in St Paul. Take care of your self Jerry, Keep those letters coming. We both enjoy hearing from you and Wanda.

After several phone calls to Cincinnati and several visit to Indianapolis Ind. to the Federal Building and the State House, to see both the Federal and State IRS, the 34th Bomb Group is an Exempt, Non= pofit Organization I am now on first name bases with the IRS agent in Cincinnati. Thanks to Bates Davidson for helping me fill out the forms, required and to the ones who worked on the By-Laws. You can now take your donations to the 34th B.G. off on your Income Taxes.

We saw the Confederate Air Force show at Bakalar Field, Columbus Ind. Despite the hot weather 92 in the shade, it was one of the greatest attended air shows put on by the C.F.A. On Sat 70,000 to 80.000 people were there. On Sunday over 100,000 people were there. I talked to a lot of men who had been in the AF and they did not know the 8th AFHS was in existance. I gave quite a few of them the information about the Organization. There were the greatest amt of WW II plane in flying conditions there, as has been shown at any one time. It was a thrill to see the 2 B17s and the one B24 take off and land.

Doug Underwood says to tell you who have asked him for information that he is behind at the present time but hopes to catch up soon. Also all of you who have not returned the questionier to do so as soon as possible, but not to send any pictures as yet.

Malcolm Corum has a project going and would like for all of you who remember the name and numbers of your planes to send the information to him.

I had a letter from Mrs Pat Watkins, wife of Jim Watkins of the 7th Sdq telling me Jim had passed away April 13th. Jim was from Salisbury, N.C. He will be missed by his friends from the 34th B.G.

Received a phone call from Mrs Maxine Hudelson Ray's wife, telling me

she had read about the death of Tom Brennen of Rapid City S.D. Tom was with both the 18th and 391st Sqds. I called Tom's home in Rapid City and talked to his brother about Tom's death. He told me, Tom had not been feeling very well for sometime and recently returned home from the hospital. I will miss Tom very much, for he wrote very often to me.

I have just received a letter from the family of William Ambler of Arcadia Fla., telling of the passing of William Ambler. Some of you may remember Bill the Mailman at Blythe Ca. before we went over seas.

On my way to Ky.Lake in Ky. I stopped in Evansville Ind and called two of the 34th B.G. men who lived there, Bill Barrett and Tom Melcher. Bill was not at home but Tom Melcher was, I talked to Tom quite awhile about the ones we knew from the 34th B.G. Tom has been ill but is feeling pretty good now and would like to hear from some of you men whom he worked with when he was attached to the Headquarters. Tom promised to tell Bill I called, How about hearing from you two Hoosiers?

While in Ky., we went to Paducah and stopped at the Holiday Inn to see Trevett Wilson, whom I had found some time ago. T.A. is the Manager of the Holiday Inn in Paducah. We really had a gab fest talking about one of the trips he and several of the others were on, going and coming from Ireland. Lonnie Crook, Charles Metz and the rest of you who were on that trip, Do you recall it? Trevett also told me how he and A.T. Connley 7th Sqd Supply Sgt set up the 7th Sqd Supply after they reached Mendlesham England. Boy that was some setup. Connely, do you rememember your old Supply Officer?

I was in Hopkinsville Ky also and called Laurence Sherman but he was not at home when I called. Laurence had sent me some pictures of Mendlesham when he was over there a couple of years ago.

I had a letter from Tom Hildebrand of Rembert, S.C. asking me to send him a list of our men who were formerly from S.C. Tom has really gone thru that list and has found several of our lost men in S.C. Keep up the good work Tom, I appreciate all the help I can get.

Bill Kenney of the 18th Sqd has been doing the same thing with the list of our men from N.Y. which I sent him. I have a list broken down by states, Cities and alphebetically and will send your state to anyone of you, who will help locate our lost friends

You men from the 4th Sqd Flight Line will be happy to know we have located your Line Chief Lowell Larson, not in Mn, but in Ca. I had a letter from him saying he would try to make the St Paul Reunion. His address is on the new Roster, which is in this letter.

There are a lot among you who have travel orders, with addresses of our men on them. If you do have, please have a copy run and send it to me for it will help me find your friends. We are not getting any younger and I am sure you would like to find some of the freinds who were with you, when you were in the 34th B.G. Come on now go thru your attic and search for those important papers.

As of August 13, I have received 25 names of those who have made reservations, for the Rendezvous. Charles E. Smith; Wayne Howarter; Doug Underwood; Harold Rutka; Ray Summa; "Pete" Gray: Ken Lockwood; Edmond Bouty ; Charles Lux; Gerald Pine: Seymour Issacs; Jack Shade; Paul Buss; Henry Butler: Eli Baldea; Walter McAllister; Robert Wright; Gordon Spilker: Milton Hansen: Ken Humphreys; Earl Saeger; Al Dinenno; Bud Babcock; Ralph Bush; Henry Butler. There are more of you I know but Ihave received no word of your reservations yet.

Here is a little something "Pete" Gray sent. This is a clipping from one of the newspapers around Norfolk.There were"bullet holes above-bullet hole down and bullet hole all over the hallway" after two old men each armed with an antique pistol, shot it out at point blank range in an apt. building and emerged uninjured, Police say. Each had fired 6 shots at the other in an effort to settle and old grudge, but all the bullets missed though the men were only 5 ft apart. The Police speculated the bullets went wild because one had to prop himself up with a cane, while the other had glaucoma The men ages 76and 77, were released after saying they did not wish to press

charges. The same story was published in another newspaper with an added paragraph. "Both men had served as aerial gunners with the 8th AF during WW-11 and had had been credited with shooting down several enemy planes".

To you men who have English wives, Did you know there is an organization. for the English Girls who married Americans and came over her to the U.S? To find out more about it, write to Mrs Joan Poynter, 4725 Old Salem Rd. Englewood, OH. 45322. She has put the notice of the 34th B.G. Unit Rendezvous in the newspaper, she sends out to all who belong to that Organization.

We are to have an elections for some members of the 34th B.G.Board of Directors at the business meeting on friday afternoon Oct 16th.

Bill Creer and his wife Viv have just returned from a trip from Fla up the Atlantic Coast to Connecticut. How was your trip Bill and Viv? A little different than being out in Las Vegas, quite a bit more water.

We now have a Chaplain for the 34th B.G. Association. He is Reverend Fred Brooks, former Armanent Officer for the 391st Sqd. He is now a Pastor at the St John's Episcopal Church at Preempton Ill. His address is 2614 23½ Ave Rock Island Ill. 61201. The last word I had from Fred was , he will be coming to the reunion.

Some of you have receievd letters from the 8th AF Clearinghouse signed by Elmer Fessler. Elmer is retiring from his job with the Airlines this month. We wish him all the happiness in the world on his retirement. We of the 34th B.G. appreciate all the work you have done and all the help you have been in helping us find our lost men. Elmer will still be with the 8th AF Clearing. house.We must not forget that his wife Jean also helps him run the Clearing house.

The year 1981 is over ½ gone and I find there is a lot of you who have not donated or paid you membership fee to the 34th B.G. If you will look at your ad address label,and see an 0, it will mean you have not sent in your membership fee. The ones who have numbers on the label, this is your membership card label. I apologize too, if I have made any mistakes. If I have let me know.Ok means Ok.

On the list of names that you receive, if there are any mistakes in the addresses be sure and let me know so I can correct them.

My wife and I will be in Virginia and at Atlantic Beach N.C. the first two weeks of Sept and will leave for St Paul Oct 12-13 and will be at the Reunion Hotel on Wed Oct 14th. We will see you at the Reunion.

Please keep me informed if move or I do not have the correct address on your address Labels, for when I ask for the letters return it is now considered as first class mail and cost according to weight. This is costing us money.

I will leave you with this last thought. Don't bug me about my mistakes Look at all the thought that went into them

SEE YOU ALL IN ST PAUL.

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Ft Meyers, Fla. 33901

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Crestwood Mo. 63155

Smith Ralph K.
243 W Sanner St
Somerset Pa. 15501

Smith Ray C. 18
Rte 4 Box 21A
Oklahoma City Okla. 73111

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6425 Ulmerton Dr.
Largo Fla 33540

Smith, Thomas H 18
10 S 2nd St
Bellwood Pa. 16617

Snelling, Tom P Gp.
109 Pennhurst Rd
Richmond Va. 23221.

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Spellic, Fred 18
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Spence, Guilford 391
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Spencer, James L 391
6449 Love Rd
Smiths Creek Mi 48074

Spilker, Gordon
10185 #2 Pike 92708
Fountain Village Ca

Sprinkle, Maurice
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Sproul, C.C. 391
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Pompano Beach Fla 33060

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RR #1 Box 218
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Stampon, Peter 7
RFD #1
Gray Maine 04039

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Rockway B. Queens N.Y.

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Manhattan Ks. 66502

Stewart, Norman W.
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1709 Quarry Hill Rd.
Louisville Ky. 40213

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RFD 2 Bards Rd Exit
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DeBarry Fla 32713

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4160 Kingsley Ave
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609 Penn St A 1205
Pittsburgh Pa. 15222

Stroud, Walter R 4
50 Lafayette St
Waverly N.Y. 14892

Stufflebean Dan L 4
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Leweston Ill 61542

Sturdivan, Walter 18
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Stockton Ca. 95270

Stutts, Charles 391
102 Janwood Circle
Forest Ms. 39074

Sudderth Clyde 7
103 Howell Place
Greensboro, N.C. 27408

Summa, Ray L 18
2910 Bittersweet Lane
Anderson Ind 46011

Sutton, Charles 4
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Harrisburg Ill. 62946

Swick Gideon W 18
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Ft Lupton, Co 80621

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Syverson, Marvin A
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Wanamingo MN. 55983

Tallichet Edward 391
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W. Rockbury Ma. 02132

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Terre Haute 4nd 47801

Tepper, Henry 391
5074 Village Dr.
Las Vegas Nev. 89122.

Therrin, Romeo 7
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Ft Wayne Ind. 46805

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Chesapeake Ohio 45619

Topping, Lonald 391
8?? Woodbine Dr
St Louis Mo. 63126

Trauchnicht, Carl Jr
68 Cleremont Lane
St Louis Mo. 63124

Tremblay, Eugene 18
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Hartford Ct 06106

Tripodi, Al
727 7th Ave Patterson Hgts
Beaver Falls Pa. 15010

Truek Mitchel 4
324 Holiday Ave
Suffield Ct. 06078

Truex, Otto 18
66610 County Rd #3
Wakarusa, Ind 46573

Tull Seymour, 7
693 Wildwood Rd.
W Hempstead N.Y. 11552

Turnipseed, Sam GP
993 Ralph McGill Blvd N
Atlanta Ga. 30329

Tuma, E. L. 7
12 H St
Beaver Falls Pa. 15009

Ulan, Kem 7
PO Box 2631
La Habra Ca. 90631

Ulrich, C.E. GP.
45312 13th St W.
Lancaster Ca. 93534

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301 Bowling Green Ave.
Montgomery Ala 36109

Unwin, John 391
1312 North St
Pittsfield Ma. 01201

Varga, Edwin 4
487 W Harvey
Struthers Ohio 44471

Varga, Paul J. 391
18265 Ada St
Lansing Ill 60438

Villano Peter
424 Main St
Centerport N.Y. 11 1

Visconti, Louis 4
169 Kruze St 11010
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Covina Ca. 91723

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Geramntown, Wi 53022

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Independance Ks. 67301

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Irving N.Y. 14081

Wiltze, Claude
Jefferson City Iowa 50129

Wolinski, Walter 7
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Cleveland Ohio 44132

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Illion N.Y. 13357

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Railto Ca. 92376

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35 Riverside Airport Rd.
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So Bend Ind 46617

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Guilford Ct 06437

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Yothment Robert
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Tucson, Az. 85715

Young, Charlie 7
2425 EastElwood Cresent
Williamsport Pa. 17706

Young James C. 7
662 Second Ave 17701
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Zeldes, Benjamin 4
113 Vincent Dr
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Zinzola, Paul L
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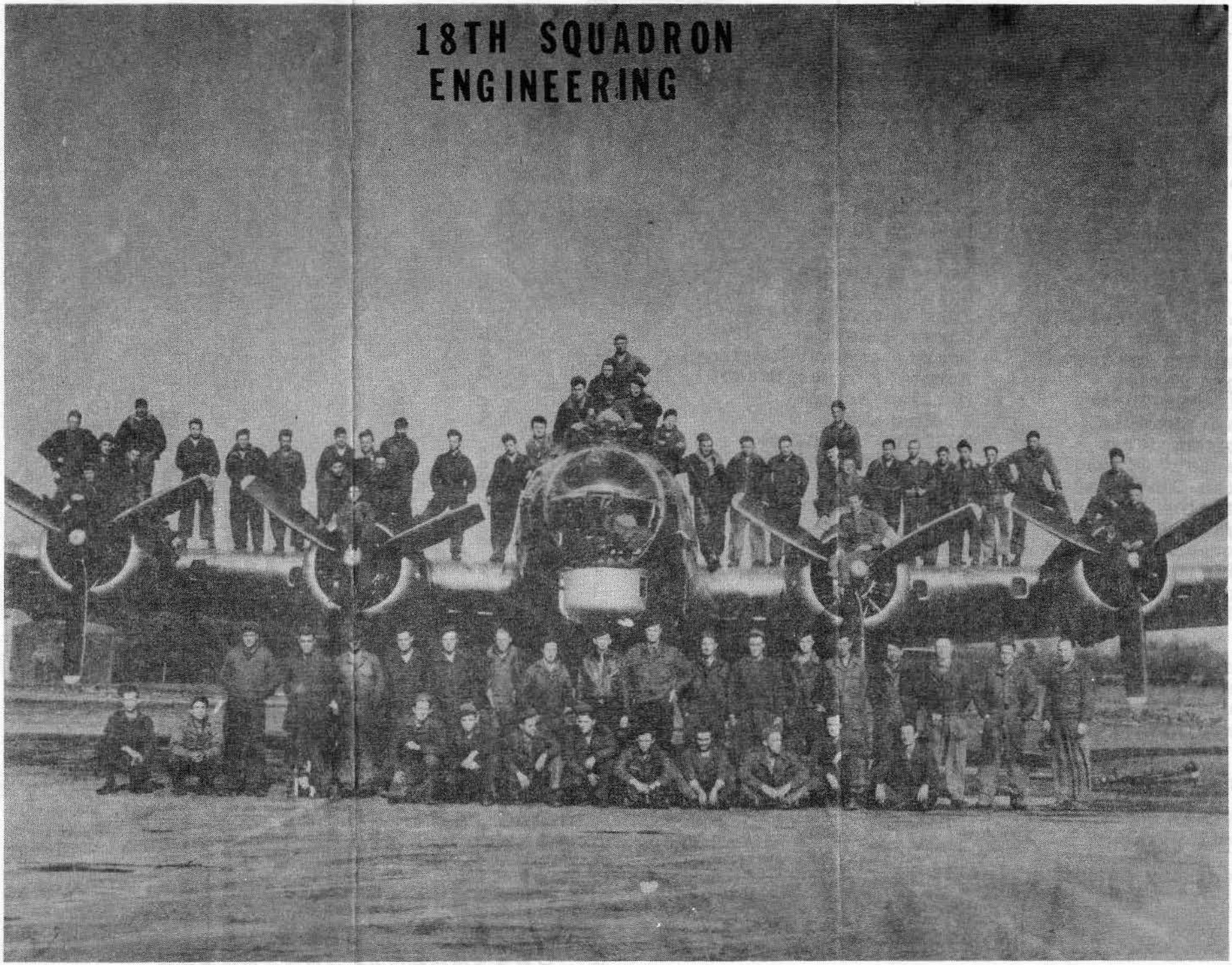
Jenkins, Richard P.
3793 W 20th Ave
Vancouver, B.C.
Canada.

Milford, Bob 4-7
400 Armour Blvd.
Kansas City Mo 64109

Subject, Paul
101 Harvey St
Gray' Lake, Il.60030

18TH SQUADRON
ENGINEERING



18th SQUADRON
ENGINEERING

Kneeling in front
Robert Sugarman
Leean Adkins
Gerald Gooney
William Johnson
Anthony Lauby
Tex Hendrie.
Fred Tawa
Lealie Patrick
John Jennings
Richard Cessmat

Standing
Left to right
Alan Perkins
Richard Long
Melvin Tressler(Zeke)
Ray Summa
Kenneth Anderson
John Farley
Vincent Farley
Paul Borquin
Gordon Jerow
Herbert Mitchell
John Santariso
Stanley Okvanski
Myles Schubert
Norman Dybsetter
William Lotz
Eph Link
Clarence Dick

Prop Hubs
Joseph St Pierre
Ray Huddelson
Robert Martin
Fred Spellic.

Wings
Martim Brandimier
Harold Scannel
Russell Robinson
Eugene Langevin
Robert Rowan
Layrence Ryan
Jack Odom
John Pratico
Jack Woodruff
John Roberts
Francis Allen
Junius Cobb
Kenneth Rogers
Unidentified
John Carrol
Larry Sinott
Henry Jurgens(standing)
Robert Burgner(Seated)
William Logan
Edwin Aska
William Breedlove
Florian Schneider
Winslow Enny
Francis Skinner(Standing)
Max Setzer
Granvel Pierce
James Harkless
Howard Logg
Paul Scholl
Joseph Wong
Clarence Squires
William Reynolds
William Kenney

Engineering Officers were:

Gordon Jerow and Paul Borqin

Line Chiefs

Anthony Lauby and Leslie Patrick.

Bob Wrights Crew by Gerald Pine

7th Sqd 34th B.G.
Our B17 was a mighty ship
She fired from,the tail, and the hip
We had old Waltdown in the ball
and Alex in the top turret where he stoos ten feet tall
Bob and Dave handled the controls
Luke would navigate us to our goal
Mcphee was our Bombardier.
But he went to lead where the vision was clear
Ed Tuma came aboard as a Toggeleer
Hutch and Pine from the Radio
Would man waist guns and make them go
Now on the ground-- Rose and Sal
Kept us flying in that grand old Gal
We flew the tour without much hassle
Ending at Hamburg and starting at Kassel
Near two score later its Reunion time
We remember the fun and the Big Ben Chime
We laugh-- we cry to no avail--
Hey-- Donot forget Aldo way back in the tail

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Sept 1981

VOLUME III NUMBER IV DEC 1981

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

Warmest wishes
from our house
to your house...

Dear Fellow Members of the 34th Bomb Group:

Yes it is that time of the year again. Hannah and I wish all the best to you in 1982.

It doesn't seem as if it should be this late in the year but I guess it is, for Summer is gone and Fall is almost gone with winter just ahead. We have really enjoyed this year, with friends from the 34th dropping in and visiting some of you, when we were traveling around, searching for some of our lost men. We enjoyed our visit to North Carolina last September. On the way there we stopped at Virginia Beach Va. and paid a visit to "Pete" Gray, who took us thru some of the country around Va. Beach. We enjoyed the visit with you, "Pete". While there we called and located several of our men from around Norfolk as you can see from the enclosed list. We went on to Atlantic Beach N.C. and here we rested up for about 10 days. The weather cooperated very good and we both soaked up plenty of sunshine and exercise. On the way home, we stopped in several Cities of N.C. and called several of the men from the 34th.

When we returned from N.C., we had visitors from Pa. Bernard Flanigan and his wife Geraldine. I had been in touch with Bernard for awhile and when he told me he was coming to Indiana to see their daughter, I asked him to stop by for a visit. Bernard was assigned to the 34th B.G. and flew a few missions with the Group but when the extra gunner was taken from the crews, he was transferred to Italy on B25s and flew as a gunner. His B25 was caught in a storm and he and the crew were forced to bail out. He flew with John Beyer's crew when he was with the 34th and has been trying to locate some of them for sometime now. We have found two and possible three of the Crew , Robert Hoban of Mn. and Erwin Medart of Ark. and we do have a lead on his Co-Pilot Edgar Garneau. We enjoyed your visit Bernard and Gerry and are looking forward to your visit this spring.

Time soon rolled around for the reunion and we left a couple of days early for St Paul. I had always wanted to go thru Milwaukee and stop to see Edward Pendowski, one of my first flying crew members. I had not seen Ed in 36 years but had been in touch with him for about 3 years. We decided to go thru Milwaukee on the spur of the moment for I had just received a card from "Penny" saying he had planned to attend the reunion but due to a recent illness would not be able to. These last two years have been tough on him. The last part of '80 he had heart surgery and was getting over this, when he went for a check up, the Doctor put him back in the hospital for another operation, he was getting over this and had to undergo two more operations and was in the hospital 36-38 days. "Penny" and his wife Ann were home and we stopped by for a couple of hours to talk over old times. "Penny" had not changed much except, he had lost quite a bit of weight. He was still the same soft spoken fellow I had known a long time ago. Not many know this but Ed and part of his crew would go to London and "Penny" would broadcast, in Polish to the

people of Occupied Countries on the Continent, over Radio Free Europe. The crew went along for cover up so the enemy would not know who was doing the broadcasting. Penny is feeling much better now and I am sure he would enjoy a letter or card from you who knew him. "Penny" we enjoyed the visit with you and your wife Ann. I hope it will not be as long before we meet again.

After we left Milwaukee, we went on to St Paul and arrived a day early. It was a dismal day when we checked into the Hotel but we explored the city of St Paul by the Skyway which connects the downtown area.

Now a lot of you are thinking, why doesn't he tell about the reunion? Well here goes. When we went to the Raddison Hotel on Wed we met Gerald and Wanda Pine in the Lobby. They had checked in and was waiting on their rooms to be ready. We checked in and then waited on Malcolm and Tillie Corum, who were flying in from Denver. Soon they arrived and we found we had rooms connecting We unpacked and got ready for the Board Of Directors meeting on Wed afternoon.

I can only say this to those who did not attend, you missed one of the best reunions yet. There were a lot of the ones, who had attended before and a lot of those who were attending for the first time. I have counted 81 of ourmen who either stayed or spent sometime at the reunion. We were not No. 1 but we were No. 2 this year. We hope to make it No 1 next year, we were only beaten by 10 this year. The report was we had 129 registered. I might add, we had as visitors on friday afternoon, 4 men, Relatives of Oscar Hanson, who had gone down on one of the Mersburg raid in Nov '44, two sons and two Nephews of Oscar's. The two sons of Oscar's were Jerry Christopherson and Dwight Hanson Jerry's wife Maureen was with him. The nephews were Jim and John Hanson both from Mn. The sons were from Texas. They have been, for a long time, trying to find out about Oscar. and have been looking for the remainder of his crew. We have found all of them but one, Sidney Brown, who did reside in Conn. Some of you who live up in the East, might look for Sidney C. Brown and send me the address, if you can, tell him his crew and the Hansons are trying to find him.

The Board of Directors met on Wed afternoon to go thru the plans for the program for the reunion and to settle some business matters. After this in the evening, the 8th AFHS held a Cocktail Party on the Lower Level of the Hotel. Here we met several others of the Group who had checked in that afternoon. The first ones we saw upon intering the room were Gen LeBailly and Bob and phyllis Gay. This was the first time most of us had seen Ben LeBailly, for over 35 years and we can say he still looks the same and still as active as ever. My wife says he looked like a football player. He was having a real good time talking and kidding those he had not seen for many years.

Thursday morning was check in day for those who had not checked in on Wed evening and for the ones who had arrived on Thursday. All the Unit Contact from all the Groups held a breakfast and a meeting on Thursday Morning and were brought up to date on business of the 8th AFHS. that pertained to the membership of the Historical Society and help was offered to all Groups to help get organized.

The Hospitality Room was opened at noon and a lot of our people came there to meet their friends whom they hadn't seen in a number of years. Fred Sauermilk and his wife Alene, brought in a couple of large boxes of California Raisins for the group to eat. Boy were they good. I would like to thank Fred and Alene for bringing the California sunshine contained in those raisins. Thursday nite was the USO type dance and cocktail party, held in the Ball room and a lot enjoyed the dance and just sitting around talking to friends. The place, even as large as it was seemed to be crowded. We left the dance and went upstairs to the bar to celebrate, that Bob Wright had been able to sell his store and now soon may retire from business. He had just retired from the AF Reserves. On the way up we met Bill and Vivianne Creer who had just checked in. Their plane was late. It was real late when we all turned in that night.

Friday morning we had an early breakfast as we were to tour the Twin Cities of St Paul and Mn. Afterwards we stopped at Ft Snelling for a Memorial Service to honor our fallen heroes of WW II. The ones of Walter McAllister's Crew who were at the reunion laid the flowers on the graves. As you know Walt and his crew went down and spent the last part of the war as Prisoners of War in Germany. From here we went to the Prom building in St Paul for a 12-81

welcoming to the St Paul Area by a member of the City Government. During the lunch which was served, we were entertained by a group of musicians from Ireland . who played Irish music and danced some Irish dances. Everyone enjoyed the music and the lunch. Then back to the Hotel to start our 34th B.G. business meeting. Several articles of business were discussed. One was to purchase a heavy duty typewriter for the Unit Contact. A motion was made and passed when Bill Creer asked to amend the motion and add to it to buy a dictionary to go with the typewriter. (I can't help it if this typewriter never took spelling in school). Bruce Sothern made the remark, that it would-n't be Rays writing if some mistakes weren't made(Thanks Bruce) Corum our V.P. who had charge of the meeting, due to the absence of our President Grady Deatherage made the remark, the typewriter Ray has runs on alcohol and had to be taken to AA every tuesday. (Not so). Now is the chance for those of you who are Office Equipment Salesman or have access to a good discount on a heavy duty, good typewriter to let me know, send me the figures. I have have bought the last two machines myself and will need another in the very near future.

A motion was made and passed to erect a Memorial at the WPAF Museum at Dayton Ohio. This consists of a metal marker and a tree, the estimated cost to be between $1600 and $2000. The marker to have the same inscription on it as the memorial in Mendlesham. The cost of the marker will be in accordance, as to how soon we let the contract, the longer we wait, the more the cost. and we would if we can,have it dedicated the same time the memorial of the 8thAFHS. is dedicated, next Oct 9th.

So many of you have stated the 34th did not get the recognition we justly deserved in the History books. Now is the time thru,the Memorial at the AF Museum we can get some recognition. If any of you Crews want to make this a project of your crew, it would be greatly appreciated. Money, for the Memorial,is coming in now. There will be more information in the March Newsletter.

An election of Officers and Board Members was held. Malcolm Corum was installed as President, Bob Wright was V.President. Harold Rutka was to be Secretary. I tried to resign and have someone else to take my place but , it did not go over so good so I guess you will have to put up with me as Unit Contact and Treasurer for another year.I hope you do not get too tired . of me. But to help me out, I must hear from you, so keep those letters coming also the money for the Memorial and for the expenses of the Organization. This Organization and its growth depends on you,the members of the 34th Bomb Group. We the Officers can not do it all. I will make a list of the Board Members and the Officers at the end of the newsletter.

At the end of the meeting the Hansons expressed their thanks to all members of the 34th for their help in locating Oscar Hanson's Crew and for the information that has been given to them by all of you.

After the introduction of the new Officers the meeting was adjourned,so we all could get ready for the 34th Bomb Group Banquet, to be held in the same room as our meeting.

Suddenly here it was friday nite, the night most of us had been waiting on for a long time, the night of the 34th B.G. banquet. There were 129 at the banquet. I can not remember just what we had to eat, due to all the excitement of being with our 34th friends again. Father Fred Brooks opened the Banquet with an invocation, Father Fred was the Armament Officer for the 391st Sqd. This began a most enjoyable evening.

Due to the absence of our President,Grady Deatherage, our Vice President Malcolm Corum was the Master of Ceremonies He introduced George Ritchie, who presented Gen. LeBailly with a plaque. You should have heard the appropriate comments of Both George and Walter McAllister (.Boy how those two could talk) Then Gen Creer presented me with a plaque, which was a real surprise to me as Malcolm had said I did not have to do anything or give a speech, just sit there and keep my mouth shut (If you remember me, you will know that is hard for me to do.)

Doug Underwood took over next and after reading a letter from Grady Deatherage he introduced the speaker for the evening. This was Gen Ben LeBailly. As you will remember Gen LeBailly had joined the 34th at Blythe and had been 7th Sqd.

C.O. until going on to Group Hdq. Gen LeBailly told of his service in the Air Force, after the 34th B.G. was disbanded. He served in the Pentagon in Washington D.C. and in both Korea and Viet Nam. He flew combat missions in both wars. He gave some of the reasons why we did not completely win the Wars or Police Action in both Korea and Viet Nam. This would amaze you. We learned thru his talk just what the Air Force is today. He would have talked longer, but he said he had just talked to his wife at home and she told him she was timing him and not to talk too long. We could have listened to him all night.

He said he was glad he had come to the reunion for it gave him an opportunity to meet old friends from the 34th B.G. Especially those, who had gone down and were reported K.I.A. The reports when we left England still listed them as dead.This reunion to him was a happy occasion. The last words of his talk were "I will see you all in Cincinnati next year".

After LeBailly's talk, several crews were introduced. Gene James Crew was first with 7 members present. This was hard to beat. Walter McAllister's crew was next introduced and then Fred Berguland introduced his crew.Three of Jack Blackham's crew were introduced. Bob Wright introduced the ones from his crew who were there. Several of the Crews had 2 and 3 members there. Next all those who had to bail out on June 7 '44 were asked to stand. They were Jack Blackham, Carroll Forister, Ken Humphreys and Don McCarthy. All of these were given a big hand. All crews vowed to have more at the reunion in Cincinnati next year.

After this, the 34th B.G. flag was presented to the Group. This was to honor the men from Walter Felker's crew, who had made it possible to have our Flag reproduced. Two of Wally's crew were present, Paul Buss and Anthony Habiger. Thank you men. Here I,too,want to thank Al DiNenno, who followed this project thru, until the Flag was done and then brought it from Phil.-idelphia to the reunion. Al was the one who brought all the caps to the reunion.

Before and after Gen LeBailly's talk,Robert Wright was selling raffle tickets for a clock, which Gerald Pine had made and donated towards the expense of the Memorial. Malcolm asked for an honest man to do the drawing, so Father Fred Brooks drew the winning name from the hat. Gen Creer read the name of the winner. It was Kal Schonthaler and his wife Evelyn who won the clock. I do hope they made it home safely with the clock for they had come by plane from Erie Pa. Thanks a lot Gerald. Your efforts brought in $134.00 to the Memorial Fund.

Gen LeBailly and I were both presented another plaque from the 34th B.G. At this time I want to express my thanks as well as the thanks from my wife who also was given a neckless from the B.G. After this the 34th B.G. Banquet was closed with a benediction by our Chaplain Father Fred Brooks.

After the banquet, those who did not go to see and hear Gen Galand, German A,F. General, who had opposed us during the war and who had been the speaker at the Symposium on Wed, stayed to see the film, I had brought to show at the reunion. There were 3 rolls of 16mm film taken on and around our Base at Mendlesham. These showed the Base and country side and one city close to Mendlesham. One of the men thought it might have been Stowmarket. These film belonged to George Kline, one of our men from the 4th Sqd. who said he had not looked at them. He had offered to lend them to me to show at the reunion. The other film was an 8mm film and showed one of the last B24s to be brought home from England. Joe Edwards had taken this film when he went to England to be Navigator on the plane to bring it home. Did any of you recognize your plane in the film of the Base? Thank you Joe Edwards and George Kline for the pleasent memories, those films brought back to us. I must add that just before Joe shipped the film to me, he was chased off the Interstate, one night as he was returning home from a Barbecue and held up. In the Scuffle, Joe was shot but I have heard from him since and he is back to work and getting along very well.

Saturday was the trip to the Air Base to see some of the WW II planes. It was not a very nice day to be out but most of the people braved the misty rain to see the B17 and the rest of the planes. Those who did not go came to the Hospitality Room to watch the ball game or to talk to old friends.

Sat night was the 8th AFHS banquet, the weather cleared and we were transported to the Convention Center by shuttle buses. Each B.G. was assigned tables so there was not too much of a mixup finding the right table to sit at. Hannah and I had been assigned to a table with Bill and Vivienne Creer, Doug Underwood, Gen LeBailly, Father Brooks, Gordon Jerow, who had been one of the Engineering Officers of the 18th Sqd. and and a couple from the 392nd B.G. We had a table close to the stage and could hear and see all that went on. We really enjoyed the visit and talk with the ones who were seated at our table. Hannah had a very interesting talk with out 34th B.G. Chaplain, Father Fred, He told her he was real glad he came to the reunion and next year he would be at the one in Cincinnati and would bring his wife with him.

The ceremony after the dinner was quite impressive It was called the "Honor Ceremony"It consisted of the lighting of 5 candles honoring all Ground and Flying Personel, Wives,Children, British Friends,and the last to honor those who did not come back and those who are no longer with us.

There was also a Flag Ceremony called Flags of out Heritage and showed the forming of all of the United States Flags.

The speaker for the evening was Col Cass S Hough Ret., who spoke of his Career in the Air Force and the days he participated in the still Controersail P-38 Terminal Velocity Test.

After the dinner was brought to a close,a dance was held for those who wanted to dance. The dance floor was real large and one could really swing his partner. My wife and I chose not to dance but to spend time visiting a and talking to several of the 34th people. This way we were able to meet and talk with more of you.

It was late so we caught the shuttle back to the Hotel and thought perhaps we would go to bed but this was not to be for several friends had gathered in Gerald and Wanda Pine's room, which was next door so we spent quite a few hours with them. It was real late when we finaly got to bed or maybe I should say it was early in the morning.

Next day was Sunday and the final breakfast, where old friends said Goodby with vows to meet next year in Cincinnati Ohio. at the next reunion, which should be Oct 7th thru the 10th.

We left the Hotel after saying goodby to those whom we had met and those whom we had known for a long time.

You will note I had not said anything about the Symposium which was held on Thursday afternoon, I did not attend it as we were too busy setting up the reunion and meeting our Friends of the 34th B.G. I guess I should have attended it for I was told it was very good. The Symposium was called the Luftwaffe Vs. The Mighty Eighth,with Roger Freeman, well known British Writer who has written several books about the "Mighty Eighth", as the Moderator. The German General, who headed the German part was Adolph Galland, Generaleutnant of the German A.F. The 8th AFHS hope to have something similiar to this at all the next reunions.

I know, I have just hit some of the highlites of the reunion but I do not have the space to tell all about it. I could write a book on all the happenings and all which was said at the reunion, so next time if you want to know what we do and say and whom we meet at the reunions, you will just have to come to the next one and see for yourself

REUNION ST. PAUL 1982

ANDERSON,PAUL AND BERYL	EVERETT WA.	G.C. 7
APPLEGATE RALPY ANS MARY	SO BEND IND	MEDIC.
ASHBURN, RALPH AND FRANCES	HASTING NEB.	FLIGHT CREW 7
BABCOCK, BUD AND LUCILLE	KANSAS CITY MO.	FLIGHT CREW 391
BAER, BOB	TERRE HAUTE IND	FLIGHT CREW 4 7 18
BALDEA, ELI AND ROSE	CROWN POINT IND	FLIGHT CREW 7
BERGLUND FRED AND HAZEL	BLOOMINGTON MN.	FLIGHT CREW 7
BLACKHAM, JACK AND DOTTIE	EL PASO TX.	FLIGHT CREW 4
BOUTY EDMOND AND JUNE	SPAULDING MI.	GROUND CREW 391
BROOKS, FRED. REV	ROCK ISLAND ILL	GROUND CREW 391
BUCKLEY BEN AND MARY	WISCONSIN RAPIDS WI	FLIGHT CREW 7
BURNELL, WILLIAM AND LORETTA	KIRKLAND WA.	FLIGHT CREW 7
BUSH, RALPH AND MARGE	SPRINGFIELD ILL	FLIGHT CREW 7

BUSS, PAUL AND MARY	OLNEY ILL.	FLIGHT CREW	391
CASLER DUDLEY AND NAN	MESA AZ.	GROUND CREW	391 GP.
CORUM, MALCOLM AND TILLIE	EL PASO TX	FLIGHT CREW	391
CREER WM. AND VIVIENNE	LAS VEGAS NEV.	M.G C.O.	34TH B.G
CROOK, LONNIE AND DORABELLE	SHREVESPORT LA.	FLIGHT CREW	GP.
DINENNO, AL ANS OLIVE	KING OF PRUSSIA PA.	FLIGHT CREW	391
DWYER, HAROLD AND DARLENE	HASTING NEB.	FLIGHT CREW	391
FORISTER, CARROLL AND SYLVIA	KIRKWOOD MO.	FLIGHT CREW	4
GAY, ROBERT S. AND PHYLLIS	DEARBORN MI.	GP ADJUTANT	
GRADIN, ROBERT AND VIRGINIA	SUPERIOR WI.	GROUND CREW	7
GRAY, WM "PETE"	VA. BEACH VA.	GROUND CREW	7 C.C
GRIMES, BRYANT AND MYRTIS	HOUSTON TX.	FLIGHT CREW	7
HABIGER, ANTHONY AND DONNA	TOPEKA KS.	FLIGHT CREW	391
HANSEN, MILTON AND KAY	MADISON, WI.	FLIGHT CREW	7
HEASTY, HAP.	SPARTA WI.	GROUND CREW	391
HOWARTER, WAYNE AND LAVERNE	WILDA KS	FLIGHT CREW	7
HUMPHREYS, KENNETH AND REENE.	FT WOTRTH TX.	FLIGHT CREW	4
ISACCS, SEYMOUR	SUMMIT PARK UTAH	FLIGHT CREW	7
JACOBBAUSKI, MIKE AND MRS.	VAN NUYS CA.	FLIGHT CREW	7
JAMES, GENE AND HELEN	WHITE HOUSE ST N.J.	FLIGHT CREW	7
JEROW, GORDON	AVONDALE ESTATES GA.	GROUND CREW	7 391 18
JOHNSON, RICHARD	ST PAUL MN.	FLIGHT CREW	18
LEBAILLY, BEN	OAK HARBOR WA.	C.O. 34th B.G.	
LOCKWAOOD, KEN	CORDEL OKLA.	FLIGHT CREW	18
LUX, CHARLES AND FRANCES	PALMYRA PA.	FLIGHT CREW	391
LYONS, JOHN AND LAVONNE	BLOMINGTON MN	FLIGHT CREW	18
MARTIN, JAMES	SANTA ANA TX	FLIGHT CREW	7
MCALLISTER, WALTER AND RUBY	ORLANDO FLA.	FLIGHT CREW	7
MURPHY, RALPH AND GLORIA	PERRIOPLIS PA.	FLIGHT CREW	7
PARISH, HAROLD	CARBONDALE ILL.	FLIGHT CREW	18
PINE, GERALD AND WANDA	WAUNAKEE WI.	FLIGHT CREW	7
PRILLMAN, HARRY AND	MARTINSVILLE VA.	FLIGHT CREW	7
RAE, HAROLD	RAVENNA OHIO	FLIGHT CREW	18
RHEIN, LYLE AND CATHERINE	ST PAUL MN.	FLIGHT CREW	7
RITCHIE GEORGE AND JUNE	FAYETTEVILLE N.Y.	FLIGHT CREW	7
ROSCHER , PAUL	ALEXANDRIA VA.	FLIGHT CREW	7
ROSE, EVERETT AND PEGGY	TACOMA WA.	GROUND CREW	7
RUTKA, HAROLD AND GENEVIEVE	DULUTH MN.	FLIGHT CREW	7
RYAN, RICHARD	NO MADISON OHIO	FLIGHT CREW	4 18
SAUERMILCK, FRED AND ALENE	FRESNO CA.	GROUND CREW	7 C.C.
SCHADE, JACK	SALT LAKE CITY UTAH	ASSOCIATE	
SCHMIDT, FRANCIS	FORSYTH MT.	GROUND CREW	7
SCOCH, FRED AND CLARA	SPOKANE WAS.	FLIGHT CREW	7
SCHONTHALER, KAL AND EVELYN	ERIE PA.	GROUND CREW	7
SCHOMMER PAUL AND BETTY	ST PAUL MN.	GROUND CREW	7
SMITH, CHARLES AND CARRIE	PONTIAC MI.	GROUND CREW	7
SOTHERN, BRUCE AND MARG	MINNEAPOLIS MN.	GROUND CREW	7 C.C.
SPILKER, GORDON AND SUE.	FOUNTAIN CITY CA.	FLIGHT CREW	7
SCHRUPP DANA AND JUNE	BOZEMAN MT.	FLIGHT CREW	7
SUBJECT, PAUL AND MRS.	GRAY'S LAKE ILL	FLIGHT CREW.	18
SUMMA RAY AND HANNAH	ANDERSON IND	GROUND CREW	18 C.
TOBIASON, HENRY	REMMER MN.	FLIGHT CREW	4
UNDERWOOD DOUGLAS	MONTGOMERY ALA.	FLIGHT CREW	4
WRIGHT, ROBERT	SO BEND IND	FLIGHT CREW	7
ARMSTRONG, WARREN AND MILLIE	ALBUQUERQUE, N.M.	FLIGHT CREW	7
MCCARTHY, DON AND MICKEY	CRYSTAL, MN.	FLIGHT CREW	18
THOMPSPO, HARRY AND NORMA	NORTHWOOD, IOWA.	GROUND CREW	G2
KONTE, AL	WILLOWICK OHIO	FLIGHT CREW	18
MILLER, GEORGE AND FAYE	W ST PAUL MN.	FLIGHT CREW	7
SCHWARTZ, ROBERT	VAN WERTZ OHIO	FLIGHT CREW	7
RANCK, MERT	MINNEAPOLIS MN.	FLIGHT CREW	7
HELLAND RICHARD	BURNSVILLE MN.	FLIGHT CREW	391

PANCAKE, CHARLES	WHITE BEAR LAKE MN.	FLIGHT CREW391
CARLSON, GLEN	EAU CLARE MN.	GROUND CREW
KINNEY, JACK	SANTA BARBARA CA.	FLIGHT CREW 7
WRIGHT, TOM.	MURPHYBORO ILL.	FLIGHT CREW 7
HAJLO. JOHN	ST PAUL MN.	FLIGHT CREW 7
ANDERSON, CECIL	NEW BRIGHTON MN.	FLIGHT CREW 391
HANSON, JIM	ROCHESTER MN.	OSCAR HANSON'S NEPHEW
JOHN HANSON	STEWARTSVILLE MN.	"" "" "" "" ""
HANSON DWIGHT	LONG VIEW TEXAS	OSCAR HANSON'S SON
CHRISTOPHERSON, JERRY AND MAUREEN	LONG VIEW TEXAS	""" "" ""

I am sorry if I have left any of your names out. I do know there are some wives names missing. It was because their names were not put on the registeration book. If I have any wrong names or have left anyone out let me know and I will put them in the next newsletter.

I want to thank you all for coming to the reunion and we will be looking for you at the next one in Cincinnati Ohio Oct 7th thru 10th 1982.

As you know, Dec, starts another fiscal year for the 34th B.G. Ass'n and that means, the 1982 membership dues are due. Quite a few of you have paid your 1982 dues ahead of time but there are still a lot of you who have not paid their 1981 dues. I am enclosing a return envelope to make it easy to send me your membership fee. You will note, I have put a place on the slip for you to give to our Memorial Fund. Please indicate the amt. you are sending. A slip and envelope is included in each envelope. So if you have paid your dues and want to contribute, fill out the slip and send to me. The money for the Memorial fund is already coming in. I have already taken the prelimanary steps towards finding out about the Memorial. I will tell more in the March newsletter. I repeat the success and growth of our 34th B.G. Ass'n and the things it wants to accomplish, is all up to you, the members of the 34th B.G. Ass'n. I might add it would make it easier for me to send out your 1982 Membership cards, if you were to send in a self addressed, stamped envelope

I have received word that two of our members have undergone heart surgey in recent month. Paul Bresh of No Ft Meyers Fla and Earl Saeger of Erie Pa. We do hope you both are feeling better and will be able to attend the next reunion. We wish you speedy recovery. There is nothing better to help a friend over an illness than a letter or a get well card. So why not write one today.

I had a letter from Gordon Spilker who sent me a T shirt with the symbol of the 8th AF reunion and Symposium on it. He has a few more. I do not know the price but if you want one, you can write to him at 10185 #2 Pike, Fountain Valley Ca. 92708 and he will tell you the price. Thanks very much for the 2 T shirts you sent to me Gordon.

One thought I would like to leave you with: All of us may have grey hair false teeth. wrinkles and a touch of Arthritis but we have something else: Memories, wisdom and experience to name only a few. They seem to go together and we wear them like a badge of honor, PROUDLY!!!

Hope your holidays are happy days!

34th Bomb Group Unit Contact

Ray & Hannah Summa

12-81

4 Nov. 1981

Presidents Report to the Association Members

Our reunion at St. Paul was the best ever and we must pass our compliments to the members for their attendance and support, also to those who wanted to attend but couldn't, due to other commitments. It was really great and everyone, I believe, enjoyed themselves immensely.

Ray has printed, in the newsletter the new group of officers and Members of Board. We wish to pass on thanks for a job well done to Grady D., Bill Cheek, Ken Humphries and Jack Blackham.

Everett M. Rose has been appointed to fill the vacancy on the Board of Directors left open when Bob Wright was elected to the post of Vice President. Welcome aboard Everett.

The general membership voted to have Ray secure a new typewriter from EGA funds. Good luck Ray, I hope the new one can spell.

The general membership also authorized investigation into the possibility of having a Group Memorial placed on the perimeter of the parking lot at the Air Force Museum, Dayton. Investigation will center on cost, position of placements and other facets of the project. Ray has agreed to be a committee of one for this project and I have asked Bob Wright to assist Ray when and where he can on this task. I have included a drawing of the memorial markers and their placement which Ray will incorporate within a newsletter in the future.

The EGA must say thanks to the Felker crew for the beautiful 34th Bomb Group Flag which was presented to the Association on Friday evening. Mr. & Mrs. Paul Buss and Mr. & Mrs. Anthony Habiger were present and represented the crew at the presentation. Thanks again to all of the Felker crew. I must at this time say thanks to Mr. & Mrs. Al DiNenno for overseeing the manufacturing and transporting to St. Paul of the flag, a job well done. Ray is custodian of the flag.

To the local contingent of 34thEGA members who assisted so admirably in seeing to our needs and welfare at the convention Hotel, our special thanks - Bruce Sothern, Fred Bergland, Paul Schømmer, John Lyons, Lyle Rhein and to all others that I have missed - thanks again.

I must encourage everyone of the members to start making plans for Cinn. '82, which will be better yet - we're going to be #1 in '82. Call all of your friends - write letters to your crews - lets get everyone out for the reunion. Move over 306thBG - here comes the 34th.

Again thanks to everyone - St Paul was great.

Malcolm

I too would like to add my thanks to those of Malcolm's, to those who helped at the reunion and those who were on the comittees both the election and the auditing comittees.

New Officers for the 34th B.G.

President	Malcolm Corum
V President	Robert Wright
Secretary	Harold Rutka
Archivist	Doug Underwood
Directors	Bruce Sothern 84
	Wayne Howarter 84
	Pete Gray 85
	Ralph Murphy 85
	Seymour Isaacs
	Dana Schrupp
	Everett Rose
Chaplain	Fred Brooks
Contact Treas.	Ray Summa.

12-81

Dodson, Robert
331 W 14th St
New York N.Y.

Hinchee, Raymond d.
862 Blvd
Salem, Va 24153

Hyler, Robert D.
406 Cleveland Ave
Belton Mo. 64012

Freeman, Jesse r III
112 Rollingwood Dr
Lexington, S.C. 29072

Garrett Samuel H
496 Raymond St
Woodside Ca. 94062

O'Grady, Harry E.
1002 SO 72nd St
Mesa Az. 85208

Lonergan, Edward J.
1471 Fawnvalley Dr
St Laouis Mo. 63131

Rose, Everett M. 7
14711 25th Ave Ct E.
Tacoma Wa. 98445

Kautsky Arnold H
37 Nimitz Dr
Billings Mt. 58101

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Remer Mn. 56675

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P.O. Box 131
Avon Park Fla 33825

Forseman, Don.
1203 Country Club
Carlsbad ,N.M. 88220

St Lawrence Robert A.
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Hillsboro N.H. 10033

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Hanson Ambers E.
Rte Box 55B
Auburn Al. 36830

Chaotian, Leonard
8078 Dorian Way
Fair Oaks Ca. 85629

Noble, Leonard
2533 Landis Dr.
Durham, N.C. 27705

Bacalis, Theodore N.
705 Edwin Dr.
Virginia Beach Va, 23462

Gardiner, Daniel F Jr.
401 Lenox Ave
Norfolk Va. 23502

Tew, Howard I.
2744 Meadow Dr
Chesapeake, Va.23221

Robbins, A.W.
705 Wormley Creek Rd.
Yorktown, Va.23690

Embertson, Edwin N.
2389 CTH Ab.
McFarland Wi 53558

Lombardo, Vincent M
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Staten Island N.Y. 10312

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West Allis Wi. 43209

Deloye, Robert B.
P.O. Box 1293
Marathon Fla. 33050

Hirsch, Andrew
11 Stuart St
Great Neck L.I. N.Y. 11023

Gorki John
18 Linden St
New Hyde Pk L.I. N.Y. 11040
Lipsky, Borah
363 Jeruslem Ave.
Wantah L.I. N.Y. 11793

Turko, Walter 4
3047 Wallace Circle
Huntington, W.VA. 23705

Goetsch, Forest 4
9094 Doercrest Dr.
St Louis Mo. 63126

Nerwin, Ted 4
5620 Aalla
Ft Worth Tx 76133

Nolan, Eugene 4
2109 So Bristol Ave
Westchester Ill 60153

Neel, William 4
Drawer M.
Mississippi State Ms.39762

Galla, Chuck 391
8031 Picket St
Clay, N.Y. 13041

Anderson, Cecil 391
8720 Griggs Ave
New Brighton Mn. 55112

Abrams, Mort 18
20931 Pacifico Terr
Boca Raton Fla. 33433

Black, Jack 18
1829 Forest Haven Lane
Birmingham Ala. 35216

Steiner, Robert 18
3022 "P" St N.W.
Washington D.C. 20007

Cook, Patrick B.
1414 Roselind Rd S,E,
E Grand Rapids Mi. 49505

Langdon, James 18
689 N.E. Court #402
Boynton Beach Fla. 33435

DeRange Michael 18
314 Woodward Dr.
Baltimore Md. 21221

Johnson, Richard
1457 E 3rd St
St Paul Mn. 55106

Hann, John F.
501 holly
Denver Col. 80220

Hanson, John W.
508 6th St
Stewartville Mn. 55976

Bloyznski, John
612 Cherry Ave
Marshfield WI. 54449

Rae, Harold 18
6301 Washington St
Ravenna, Ohio 44266

Cannon, Dale C 7
1917 Edgewood Dr.
Schofield Wi. 54476

Cole, Robert L.
4315 Meadow Lane
So Bend Ind 46619

Head, Francis T,
4603 Taft Rd
W Lafayette Ind 47906

Giardini, Al
204 12th St
Rockford Ill 61108

Oren E Smith Z.C. to63126
Jeter Brauly name to Jeter Brawley.
Fred Spelic to 19851 Lakeshore Dr Euclid Ohio 4119
Robert Hassett Address to 205 Central Ave Houma La. 70360
Thomas Bond to P.O. Box 216 Oakton V.A. 22124
Henry Tobiason to Rte1 Box 167 Remer M,N, 56672
Willis Griffis to 156 Anderson Rd. E Sequim Wa 98382
Baglio Sam. Z.C. to 18643
Dirk Gombert to1442 Kilcrease Circle Paridise Ca. 95969
Clarence Peterman to 7 Tall Timber Lane Caropins Myrtle Beach S.C. 28577
Mrs William Crook to Rt 1 Box 46 Ash Flats Ark 72513
Robert Campbell 500 Hickory Grove Circle Florence S.C. 29501
Harry Prillman P.O. Box 110 Martinsville Va. 24112
Harold Dubre to3515 Hawk St Sebring Fla. 33870
William Yothment to 7515 Cline Ave Crown Point Ind 43607
Fred Muente Correct spelling to Muente
John Griffith spelling of city to Lansford Pa.
Robert Hassett address to 205 Central Ave. Houma La. 70360
James Meehan to 2912 Manns Ave Baltimore Md. 21234
Earl Stoval to 14409 Oldham Acres Rd Prospect Ky40059
Otto Graff Address to 240 Carr Ave Keansburg N.J. 07754.
Meehan, James Change to 2912 Manns Rd
Spelic Fred change to 19851 Lake Shore Dr. Euclid Ohio 44119
I have had two letters since I came home, telling of the death of two of our men from the 34th B.G. Phil Sheridan of 838 Parkridge Dr Media Pa. 19063 and Robert Morrison of 6370 Well fleet Drive Columbus Ohio. 43229. Phil was from the 4th Sqd. and Bob was from the 391st Sqd. We are sorry to hear of their death. They will be missed.

Taps

Phil Sheridan
Robert Morrison
Ethan Elliot.
John Jennings, 18th Sqd line supply Sgt.
Ed Creeden.

I LEARNED TYPING AT A COLLEGE IN HAWAII--WHACK-A-KEY U.

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

VOLUME IV NUMBER I MARCH I 1982

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

34TH Joins AF Living Tree Memorial

The 34th Bomb Group is taking part in the US Air Force Museum's program for the living Memorial Trees and dedicatory Plaques on the Museum's groung, at the Wright-Patterson AF Base in Dayton. Tree planting and marker base preparation will get under way the next coming months. Marker plate mounting will soon follow, Dedication of the Memorial will be on Sat Oct. 9th

There are currently over a dozen Memorials established, among which are POW/MIA Memorial, Bicential-99th B.G. Memorial, 75th Troop Carrier Sqd. Memorial, 91st B.G. Memorial, 44th B.G. Memorial, Second Schweinfurt Ass'n Memorial, 379th B.G. Memorial, 384th B.G. Memorial, 91st B.G. Memorial, Several others are being planned by other WW II Groups.

The 34th site is near the 8th AF Memorial. On the same side of the site sidewalk as the Nissen Huts (See sketch below)

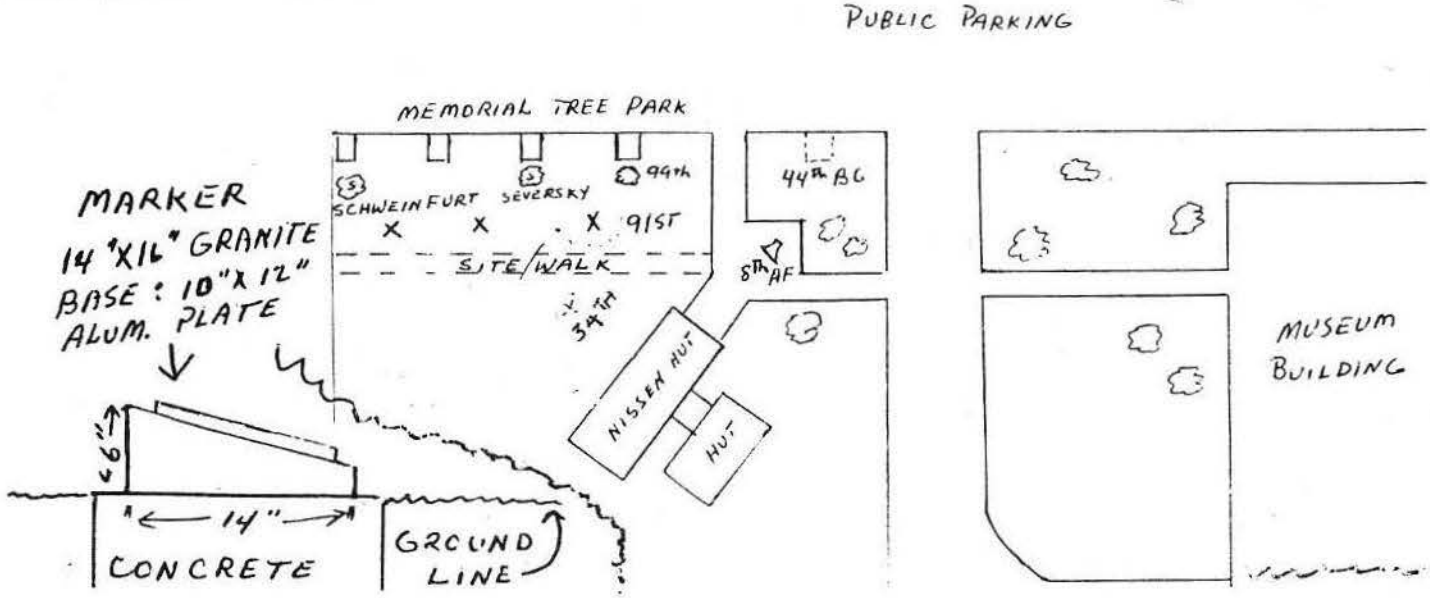
Cost of the Memorial will be approxmatly $1500.00 which will come from the 34th B.G. Memorial Fund. The AF Museum will be responsible for the maintenance of the Memorials.

The living tree Memorial will be a 4" diameter oak, to be planted by the Siebenthaler Co. Landscape Nurserymen of Dayton Ohio. Cost of the tree will $500.00 and will be guaranteed for one year. Tree planting will be last of Feb.

Cost of the Marker Plate will be $455.00 and will be of aluminum. Wording to be same as on the Memorial at Mendlesham. It will be prepared by Meierjohan Wengler Inc. of Cincinnati Ohio.

The Marker Base will be provided by the Dayton Monument Co. It will be of grey granite. Cost of installing Marker Plate and Marker Base will be $430.00, if the Museum installs the cement base. If the Monument Co. installs the cement base the cost will be $615.00.

Plans for the Memorial were voted on at the reunion in St Paul last Fall. My wife and I have made several trips to the WPAF Museum, to complete the planning for the Memorial.



Guy Gipson's Crew
and B24 "Off Limits"

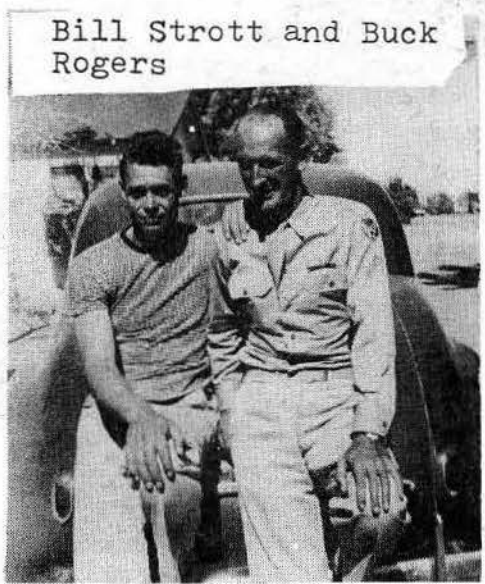
Ray Summa.

Radar Unit

Ed Bouty and Oliver
Bolduc.

4th Sqd Bomb Dokies.

Bill Strott and Buck
Rogers



Bob Gay & Ben LeBailly

Wanda Pine, Carrie and Charles Smith & Hannah Summa.

Fred Berguland
Malcolm Corum
Ken Lockwood
Ray Summa
Gerald Pine

"Pete" Gray at the Summas

Doug Underwood
Viv & Bill Creer

MENDLESHAM, SUFFOLK, 1944-1945

Dear Fellow Members of the 34th B.G.

Well!!! it is that time again. Nothing eventful has happened so far this year but the nasty weather all over the country. I am sure we are all tired of it. I see by the calender that March 20th is the day spring arrives, so lets all think SPRING and maybe the weather will change.

First of all. Hannah and I would like to thank all of you who sent Christmas cards to us. We received many. We keep going thru them to read the messages you sent.

I will not say too much concerning the 34th B.G. Memorial as I already have one page on it. I would like to say this, the response has been great and if you have not sent in your donation for the Memorial, there is still time to do so. As you see from the front Memorial page all systems are go.

My wife, Hannah, and I made a trip to Washington D.C. in Dec to check on some records of the 34th B.G. which are located at the National Record Center at Washington. There are just 3 book of records at the Research Center but all the Bombing Mission reports are there. Guess we will have to make another trip to the Resaarch Center at Montgomery Ala. to get what we need.

Henry Jurgens called while we were in Washington and asked us to come to Del. as Paul Bourquin, one of the Engineering Officers from the 18th Sqd was coming for a visit. Paul lives in Pleasentville N.Y.

We were a little apprehensive about the weather, for it had been threatening all around us. The weather held up good and we made the trip without difficulty. We had a nice visit with Henry and Ruth and with Paul, whom we had not seen since we left Mendlesham in '45. We relived old memories of the 34th and the 18th Sqd. Scenes from yester years were recalled and our memories of the 34th were refreshed by our talks with each other. It was a short visit but worth every minute of it. Thanks, Henry and Ruth and also to Paul for the good memories we shared.

While in Pa. we stopped to see Clarence Bradford. Clarence is about the same and said to tell every one hello and he still would like to hear from more of you.

We took two days to drive from Washington D.C. to home. I stopped several times on the way home to call some of the 34th men who lived close to the Pa Turnpike and I 70. We did find a few of our men as you can see by the the list I am including.

On our way home, we stopped at the WPAF Museum at Dayton to present plans to the Museum of our proposed Memorial to be placed at the Museum. Bob Baughman of the Museum was glad the 34th is planning for a Memorial and let us choose a spot close to the Nissen Huts and close to the 8th Air Force Memorial being place there by the 8th AFHS.

I know you are all looking forward to the next reunion of the 34th B.G. It will be in Cincinnati and we will again rendezvous with the 8th AF. Besides the dedications of the 34th B.G. and the 8th AFHS Memorials, it will be the 40th Anniversary of the founding of the 8th AF. Dedication of the Memorials will be on Sat Oct 9th at the WPAF Museum.

Your Unit Contact and two members of the 34th B.G, who live at Cincinnati Ohio, Harold Witham and Robert Elsener, will meet with the Board Members of the 8th AFHS to review plans for the coming 8th AF reunion, at the Stouffers'

Bob Elsener as you recall was the 1st/Sgt of the 4th Sqd.
This will be April 23rd and after the meeting with the Board Members, we are hoping that some of you will meet us for a dinner, If any of you from the34th who live close to Cincinnati, wish to meet us , for dinner, contact Harold Witham or bob Elsener. Harold lives at 3393 Citrus Lane Cincinnati, Ohio 45329 Ph 521 6647. Bob Elsener lives just across the river at 119 Glazier Ave, Bellevue Ky. 41073. Each person will take care of their own check Harold will just make the reservations for dinner. Come on now, you men and ladies of the 34th B.G. who live close to Cincinnati, here is a chance to meet some of your old friends from the 34th who live close by

I have been receiving a lot of letters lately from our members I will write a little from each. John Wooten, Crew Chief, 4th Sqd 609 S Lilac Ave Rialto Ca. 92376 says if any of you are coming that way, to stop for a visit He w would like to see some of you. John, your old line chief,Lowell Larson,Lives close by.

Geroge Rohrbaugh, writes that he was at Pearl Harbor when it was bombed by the Japanese. He is a member of " The Pearl Harbor Survivors". He was with the 481st Ord and came to the 34th B.G. and flew his missions with the Group as a Gunner in the 7th Sqd. How many of us can match his record? His letter was dated Dec 6th. You can imagine what he was thinking about.

Had several phone calls from Geroge Crump 34th B.G. Medic, who said to tell every one, he is still putting together his 34th B.G. book and anyone who has information about the 34th, to send it to him. He wonders, if any of you has the address of Thomas E Temple, head of the M.P. Unit at Mendlesham. Let's all help Geroge produce the book about the 34th B.G.

I received several pictures from Joe Rapisarda and Dave Palmer. Joe is from Richmond Va and was a Radar Man at Mendlesaham. Dave was transportation Officer for the 34th and other Groups before and after the 34th. I will return your pictures soon as I have had them copied. Dave was formerly from Hawaii but has now moved back to Fla. to 5305 89th Ave Temple Terr. Fla

Some of you asked who was the Control Officer at the end of the runways, talking you in on those bad days and nights. He is Ray Grinrod from 10 Carriage Lane Lincoln R.I. I have heard from him and he would like to hear from some of you whom he talked in. We owe Ray and his boys a vote of thanks for the good work.

Mrs Ruth Stroud wrote about the death of her husband Walter. Crew Chief 4th Sqd. He had just had a By-pass Operation and was home and feeling pretty good and while watching TV, he had a heart attack and passed on. Walter's Pilot , Joe Marks, had taken time out of his busy schedule, flying the Air Lanes, to visit Walter, this last Oct at Walter's home. This seemed to perk Walter up and make him feel better. I did visit Walter this spring. Ruth, we are sorry about Walter.

Had a letter from Gerald and Wanda Pine, who are wintering in Guy Texas, away from that cold Wisc winter. Jerry's neighbors talked him into buying a pair cowboy boots and a nine gallon hat. Jerry said a ten gallon held too much Old Milwaukee Beer. He said he is glad to get out of the cold weather but would be glad to return to Wisc. as soon as the weather breaks. How about you Wanda? Have you bought cowgirl boots also?

Received a letter from Malcolm and Tillie Corum,who says Geroge and June Ritchie stoped by on their way home, from Ca. They were taking their sons car back as he had been shipped out with the Air Force. George and June are playing golf all across the country. That must have been some night out on the town by George, June,Ritchie, Jack and Dottie Blackham and Malcolm and Tillie Corum. Sure would have liked to have been there. Tillie says George likes her biscuits for breakfast.

By the way George and June have bought a retirement home in N.C. close to the golf courses. Just have to go out the back door and tee off. Have you moved to N.C. yet, George? Maybe we will see you down there one of these days as we usually spend some time near by at the Beaches on Emerald Isle. Send us your new address.

I had a letter from Rose Marie Anderson, former wife of Eldon Erwin, who was a Pilot in the 391st and went down on a mission over enemy territory

She was looking for the records of Erwin. She had never received them after his death. I was fortunate enough to have found some of the survivors of Erwin's Crew and I have sent her the addresses. She has contacted them and talked to them and says she will be at the reunion in Cincinnati to see them. Erwin had named his plane after her. "The Sunshine Rose". Some of the survivors of the crew are Roy Jones, Horace Lamar. Dirk Gombert, and Bud Babcock. This was the same plane which Jumping Joe Eaton went down on. Do you know where some of the other survivors are? Same AA burst that hit us- especial Barel

We have found Steve Rutkowski, Crew Chief of the 391st, but a little too late. according to his wife Eleanor. Steve passed away in 1978. We are sorry to hear about Steve. He was the crew Chief of Oscar Hanson's plane. He often told his wife that Oscar was the one Pilot, he felt safe with when flying. Eleanor Rutkowski now lives at 20 S Nicholas Dr, Tonawanda N.Y. 14150. She would be glad to hear from some of Steve's friends.

Charles Lux says he will or has visited the Casinos at Alantic City, which is not too far from where he lives. How much have you won or lost so far? Place a good bet for us.

Are any of you from the 34th B.G. Radio Hams? If so then you should get in touch with Clarence Hackney of 185 Middle Rd. Portsmough N.H., 03801. His call letters are W1 DZZ. Clarence was a Crew Chief also from the 391st.

I have received several letters from Ken Lockwood. Ken was with the 18th Sqd as one of the flight crews. One letter was written Jan 20 and it was 38 years ago that he and his crew lost 2 engines and were forced to bail out and he spent 2 weeks in the hospital and flew the last two missions with Major Crabtree C.O. of the 18th Sqd. Thanks for all those letters Ken and keep them coming.

Will the person whom I talked to about the 34th emblem, please send me a copy of the drawing he has?

By the time most of you receive this letter, Hannah and I will be on our way to the So West. We hope to visit Texas and N.M. with stops in between. We will leave here Wed morning March 10th, First stop Little Rock Ak. We will travel from there to Shrevesport La. Lonnie Crook has set up for us a tour of the 8th AF Base at Barksdall. I have been wanting to visit the Base now for some time and this gives us an opportunity to do so. While there we will meet Lonnie, Guy Gipson, Rabbi David Lefkowitz and possible Bill Kelly All are from Shrevesport except Bill, who is from W Monroe La. The tour of the Base will be on Friday with a dinner afterwards. As you know Guy Gipson was the first Pilot of my plane "Off Limits" and David Lefkowitz was the Jewish Rabbi at Mandlesham. Lonnie was an Instructor Bombardier. Bill Kelly was a Pilot in the 7th Sqd.

From here we will go to Dallas and say hello to some of those around Dallas especialy to Joe Edwards , who lives in Grand Prairie Tx. not too far out of Dallas.

We will go from here to El Paso to meet Malcolm and Tillie Corum and Jack and Dottie Blackham. Jerry Pine and Wanda will join us here in El Paso. If any of you may want to talk or come to El Paso, get hold of Malcolm and Tillie and see when we will be there. We would enjoy seeing some of you from Texas. Do not know how long we will be there, guess till Malcolm and Tille get tired of us hanging around.

We do hope to make Albuquerque N.M. this time and hope to see some of you in Albuquerque. Will try to let you know when we will be there.

As yet we do not know which way we will come back. It depends on the weather and road conditions.

Battery Press say they still have some of the 34th B.G. History books. The price is $22.50 postage paid..If you should want one send the money to me and I will order your book sent to you. We of the 34th will get a precentage of the cost for selling the book. This will go in to our Memorial Funds. Here is a chance to own one of the 34th Books and also help the 34th out money wise. This book is a reprint of the original, by Edwin Smith, published in 1946 and second Edition in 1947.

I stated in our Dec newsletter that our 1982 membership dues are due. I have heard from quite a few of you but there still are a lot who havenot sent in their dues. Let me hear from you. When I came home from the reunion

last Oct, by the order of the Board of Directors of the 34th B.G. I sent out 240 letters to those who had never contributed to the 34th B.G. I had been sending newsletters to them for over a year. I received answers from 100 of those who sent were sent letters. The rest I have dropped from the mailing list. I had to do this as the cost of printing has gone up 25% and the cost of the mailing has doubled, even the non-profit mailing. Some of you will find a slip in your letter this time asking if you have sent in your 1982 dues. If you are in doubt look at the address label on the envelope. It will tell you if you have paid your dues. There should be your number and a one or a two after it. If there is no number then you have not sent any dues in If there is a one after the number that means you have sent your 1981 dues in but still should send in your 1982 dues. Of course those with a 2 have sent in their 1982 dues. Now the dues are just $5.00 a year and we are trying to keep them down. There are other Groups whose dues are $12.00 to $15.00 a year. We do hope we never have to go that high. While you are sending in your dues, send a little extra for our 34th B.G. Memorial Fund. Now let's hear from all of you who have not sent in your dues. I send you by return mail a 1982 membership card for the 34th B.G. Remember now, your dues and donations to the 34th B.G. as well as the 8th AFHS are tax deductable, you who have sent donations and dues, take advantage of this.

Another thing, we are associated with the 8th Air Force Historical, but we are an Organization of our own. When you send your dues to the 8th AFHS it is for their dues, which are $8.00 a year. Send to 8th AFHS c/o Aida Kaye, 495 N.E. 157 Terr Miami Fla 33162, if you are sending in the AFHS dues. For the 34th B.G. dues, send to me and mark you check 34th B.G Ass'n

Had a nice letter and card from Sam Turnipseed who sent me me a couple of names one was from the Gp Hdqs and the other one was the RAF Liason Commander of the Base at Mendlesham, when the 34th took over the Base. Sam says his own son, who had been ill, is better and Sam hopes to be in Cincinnati. We will look for you and Roy Jones, this fall.

Jim Hanson sent me a color photo of the B17, Jerry Christoherson, Oscar Hanson's son flew, which was used fighting fire in Montana. It is supposed to be the only B17F Model flying today. Of course it had been converted to a tanker to fight the fires. It looks a little different from those B17 we flew in during WW II but you can still see it is a B17.

Have just received a letter from William McDannold of Cameron Mo. Pilot of 7th Sqd who is just recovering from two Major Operations. Hope you get better fast now Bill and be able to come to the reunion in Cincinnati. Let us hear some more from you.

Just received a letter from Bill Fandel who is recovering from an operation, He says he is feeling better. Note the change of address for Bill. Hope you are well enough to attend the reunion in Cincinnati in Oct.

How many of you are planning to come to the reunion in in Cincinnati. Oct 7th thru Oct 10th? Let me know.

I am enclosing a slip which tells about the reunion. Try to have it placed in your newspapers and magazines.

THERE IS A GIANT ON THE BEACH

He who does nothing makes only one mistake, he does nothing. He who makes no mistakes learns nothing, So I make a lot of mistakes, Now can I keep my job.

CHEERS

Ray L Summa

YOUR 34TH B.G. UNIT CONTACT

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Portland Or. 97259

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Bloom, Jerome A
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TAPS

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John Melnrick
Earl Williamson. 4th Sqd Engineering Offier. Jackson Ten (Cleveland Te)
Arthur Blarr Buffalo N.Y.
Walter Stroud. Crew Chief 4th Sqd. Sayre Pa.
Steve Rutkowski Crew Chief 391st Sqd. Tonawanda N.Y.
Gregory Handy. L.I. New York
Harold Yohe. Elwood Ind.
Jack Whittaker. Lone Wolf Okla.

Corrections and Addresse changes

Kincaid Gerald Change to 17012 41st St Bellevue Wa. 98008
Beaver, Joseph should be 1826 So %th St Hartsville S.C. 29550
Amerman Kenneth Mrs Summer ddress 3301 Concord Ct Mishawaka Ind 46545
Bell Dwight 2307 Glenwood Dr Des moines Iowa 50321
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Casler Dudley address should be 305 Millett Ave EMesa Az. 85202
Marks Dan, 1369 Jane Dr Manahawkin N.J. 08050
Radford Robert Add apt #309
Langdon, James 689 N.E. 6th Ct #402 Boynton Beach Fla. 33485
Strona, John 4160 E Kingsley Apt H Montclair Ca.91763
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Weese Russell 2995 East Haven Ct So Columbus Ohio 43227
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Seofert, Walter 55 Columbia St, Hyde, N.Y. 14463
Cohen, Lou Ballard St instead of Hallard St.
St Lawrence Robert Z.C. to 03224
Merwin Ted change to Nerwin,Ted
Wingo Truman Change to 2822 Verda Pointe Santa Fe N.M, 85701
Fandel William Change to 4917 Ravenswood Dr Apt 261 San Antonio Tx 78227
Palmer, Dave Change to 5305 98th Ave Temple Terr Fla. 33617
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Statement of Purpose

To bring together Veterans of Worlds War II, who were members of the USAF 34th Bombardment Group , both in England and the USA, to encourage Social Fellowship: to uphold and defend the Constitution of the United States of America: to perpetuate Americanism; to preserve the spirit of comradship among its members.; to perpetuate the memory of the dead and assist their widows and children.

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

VOLUME IV NUMBER II JUNE 1982

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

Dear Fellow Members of the 34th Bomb Group Ass'n

"There is a Giant on the Beach"

Those who flew know the meaning of this, but those who did not fly, it means we have a mission scheduled and to conduct your self accordingly.

Yes, we do have a mission scheduled, in fact we have 3 missions scheduled. No 1--Reunion with the 8th AF in Cincinnati, Ohio, Oct 7th-10th. Your briefing is in this newsletter and also will be completed in the Sept Newsletter. No2--Dedication of the 34th B.G. Living Tree Memorial at the WPAF Museum at Dayton Ohio Oct 9th 1982. Most of the briefing will be at the reunion meeting in Cincinnati.
No3--Restoration of the 34th B.G. Memorial at the old 34th Base in Mendlesham, England. Some briefing in this newsletter and the final briefing at the business meeting Oct 8th at the reunion. (Also see the Presidents report by President Malcolm Corum in this letter).

Bob Elsener, 1st Sgt of the 4th Sqd, Harold Witham, 18th Sqd, and my wife Hannah and myself met with several other representives of the Units of the 8th AF,at the Stouffers Towers , Cincinnati Ohio, April 24th and were taken for a tour of the reunion facilities , by Murray Fein of Rambling Tours, who briefed us on the events and happenings of the upcoming reunion.

Tuesday eve. will be the kickoff Cocktail hour,for the early arrivals at the Stouffers Towers.(Cash bar). Tuesday nite and wed all day the registeration desk will be open at the Stouffers Towers. All othere days the desk will be open across the street at the Convention Center. Get your Hotel Room and then register.

Starting at 1:00 on wed will be the POW and Escapee and Evasion Symposium moderated by Roger Freeman.POWs, will be first and then after a break it will be the Escapee and Evasion. There will be a dinner for those attending the Symposium afterwards. (See brochures enclosed for the cost of this event)

Thurs. will be the official start of the reunion,and registeration day for those who come on thurs. That evening there will be an Aero Club Dance at the Convention Center. A Beer Garden will be provided at the Center on thurs. nite, profits will go to the 8AFHS. Prizes will be awarded for various things at the dance. Rendezvous room at the Convention Center will be opened at 12:30 on thurs. for all of the Units having rendezvous. Each Unit can do its own thing.

I might add here: Be sure to register all guests,for each Unit having rendzevous will receive $4.00, from the registeration fee, if registered by Sept 17th.

Unit Contact breakfast will be held on thurs. at 8:00, followed by a workshop for the Unit Contacts and their helpers.

Friday morning will be the General meeting of the 8th AFHS,this will break for lunch by 12:00. In the afternoon, it will be the Business Meetings of the Units.There will be short break in the afternoon during the Unit meetings.The Wives of those attending, will be transported to the Ohio River Front, for a sight seeing trip,aboard two Paddle Wheel Boats. At 6:15 to 7:15 there will be a social hour,either in your rendezvous room or in the auditorium of the Center. The Rendezvous dinner will follow at 7:30

Now on Sat morning, after an early breakfast, we will board the buses for the WPAF Museum at Dayton. Please make this on time, for we are scheduled a very early and busy day. Dedication will take place at 11:00, for the 8th AF Memorial, following this the dedication of various other Memorial, from other Units of the 8th AF will take place. Remember the 34th has a Memorial to dedicate. Not too much time will be alloted to these dedications and taps will be played at the end for all Units having Memorials. A box lunch will be served and it is promised it will not be an ordinary box lunch, it will be catered. In case of rain (God forbid), there will be a large tent big enough to sit 2,000 people for the dedication and for use as a lunch room after the dedication. Several Digniteries will attend the dedication. Gen LeMay, Gen Doolitle, Gen Harris and possible Jimmy Stewart. After lunch one is on his own, and can go sight seeing thru the Museum. Last bus back to Cincinnati will be at 3:00.

As you know, sat nite will be the 8AF Banquet and will be served in the Convention Center. If one get his reservation in by Sept 17th it is possible to sit with their own Unit. After this date one will be seated, where there is an opening.

Sunday will be the farewell breakfast.

I am urging each of you who would like to come to the reunion of the 8th AF, to do so this year, especialy those east of the Mississippi, for this may be the last 8th AF reunion in the East until 1986.

There are 700 rooms at the Stouffers and 200 more at the Terrace Hilton available for this reunion. Those who register early will be given rooms at the Stouffers Tower. The rest will go to the Terrace Hilton just a block away from Stouffers and the Convention Center. In case all rooms at these Hotels are taken, there will be rooms at the Holiday Inns, but one will have to make his own reservation for the Holiday. There are several package deals one can get for the reunion. If you live around Cincinnati, write to Rambling Tours (Address on the brochure) for the reservation form you might want. Do it as soon as you receive this letter. Remember if you are coming to the reunion, send in your reservation early and if you have to cancel by a certain date, your money will be refunded, except for the 10:00 registeration fee.

We are not supposed to bring our own liquor to the Convention Center and if one buys from the Center the cost is $27.00 a bottle. So if you bring one be very discreet about it and keep it hidden until you reach the rendezvous room. Bring it in a brief case or a suitcase, but keep it hidden from the Guards until you reach the rendezvous room.

The theme for the 34th Rendezvous, will be the Ground Personel and honor will be paid to those men of the Ground Forces of the 34th B.G. at the Banquet. As you can recall, a certain amount of glamour was attached to those who flew but not too much glamour was attached to those who " KEPT 'EM FLYING" and others such as the Medics, the Cooks, the KPS, The Base Maintenance Personel, The Drs. the Technicians, the Barbers and all other of those "Ground Pounders", whom it took to keep the Base going.

Now the speaker for the evening, who in most opinions, is the most suitable person to give the talk at the Dinner, is Bob S. Gay, our Group Executive Officer. He is the one, of all Officers on the Base, had more to do with the ground personel, than any other Officer. Bob joined the 34th B.G. in the early day, in the State of Washington and followed thru until the 34th was disbanded in 1945 at Sioux Falls S.D. He came to the 34th from the Tank Corps and before that he was with the Cavalry . As he once said, he did not want to die in a tank, so he transferred to the Air Corps.

There will be more about the reunion in the sept newsletter. I will say once more get those reservations in early.

My wife and I have made several trips to the WPAF Museum at Dayton and to Cincinnati to see about the Memorial. The Plaque is almost done and will be delivered to the Monument Co at Dayton when completed, for mounting on the stone. The oak tree has been planted at the Memorial site and it is one of the largest trees, which has been set out at the Museum. We have, as yet no idea, when the cement for the base will be poured but it will be ready for the dedication Oct 9th 1982. Money is still coming in for the Memorial and

and those of you who have not contributed and wish to do, send your contribution to me for I am also the Treasurer of the Ass'n. ALL MONIES LEFT OVER WILL BE USED TOWARDS RESTORING THE 34th B.G. MEMORIAL AT OUR OLD BASE AT MENDLESHAM. All donations are put in a seperate account and is used only for the Memorial.

In a letter I received from Gene James, he says he and all his crew will be at the reunion in Cincinnati and any crew who expect to beat his crew with the most men there, had better start their engines now and have plenty of gas. Gene's crew had the most members present at the reunion in St Paul. Any crew want to take them on?.

I received a most welcome letter from Bill Cheek and I will repeat part of it:Bill says, I would like to hear from anyone who flew the 7th April Mission to Rostrow. The 7th, 18th, 391st flew that day.We were attacked by ME 109s just as we reached the I.P.and went into the bomb run. Our leader reports 15 ME 109s, were after us. Records show we shot 1 down,4 probables and damaged 8 I would like to hear from some of the others as to what they saw and remember.

I have thought of this many many times these last 37 years. I have tried to find all I can about this mission. the thing which has stuck in my mind is that the fighter that bored in on my aircraft,did not appear to be firing his guns. I have wondered about this. Roger Freeman wrote in his book about the G.A.F.doing some ramming tactics near the end of the war as the Japanese Kamakazi Pilots did. I have an 8th AF bulletien, which came out after this mission that suspected this but gave it no credence. I saw a book printed by Jane's London. copywrited 1981 that states the following--- the last major resistance put up by the G.A.F was april 7th 1945. Says the fighter pilots were aided by martial music played on their radios and they were to carry out suicide ramming tactics against the bombers. It is titled the "German Air Force"

Freeman also discusses this in his book "The Mighty Eighth"

The ME 109 that I shot down was coming in on us at 6 O'clock level. There was no way that I could miss hitting him. I think we were low Sqd. and my plane was tail end Charlie. I could see my tracers ripping into his plane. It begin smoking badly and to loose altitude and went right beneath me on the way down. His speed overtook us and I got a good look at him as he zoomed by us. The Pilot' head was leaning on the right side of his canopy, which leads me to believe he was personally hit.

The thing I am wondering about was that I was not aware of his guns firing So then I could not figure out why he was attacking. Now this new news,I guess his intentions were to ram us. The 8th AF bulletien reports the 3rd Air Division lost 16 bombers that day and some of them went down due to ramming.

Any of you who remember this raid, write to me, Bill Cheek 301 E Maxwell St Lakeland Fla. 33803.

My wife Hannah and I went to Cincinnati April 23rd to be briefed on the reunion facilities. On friday evening we met some members of the 34th B.G., at the Stouffers Towers where the reunion will be held , for dinner. We had a wonderful time talking over old times with them about the 34th B.G. Harold Witham and Bob Elsener set up the dinner party and we had invited anyone from the 34th who lived close on in Cincinnati to come. There were 11 counting our wives.Bob Elsener, Harold and Lee witham, Clarence and Rita Arand, Myron and Jane Thompson, Lou and Anita Bolce, Hannah and myself.It was sure nice meeting you all. We enjoyed every minute of the time spent with you. We hope to see you this fall at the reunion.

I suppose a lot of you are wondering about our trip out west.We did enjoy our selves and saw things we had wanted to see for a long time.Saw a lot of the 34th B.G. people. We called a lot of you,but some how we missed several of you.

We stopped in Shrevesport and saw Lonnie and Dorabelle Crook, Guy and Senia Gipson.Took a tour of the 8th AF Base at Barksdale. We did get to go into the Command Post on the Base and listened to the reports from several of our Posts across the World, including the Looking Glass. We saw a B24 and a B17 being restored at the Base, and had a look into the cockpit of one of the new fighters. We had a tour of the Museum at the Base and that night

Next stop was Grand Prairie Tx., where we stopped to see Joe and Verna Edwards, Joe was from the 391st and had taken the film, which I had shown at the reunion showing the B24, which was being brought home from England, He was the navigator of the plane. We had dinner at the Steak and Ale Resturant, where we met Tom and Betty Foster. Tom was a Pilot from the 34th. He was just getting over an operation and was beginning to feel better. Hope you continue to feel better, Tom and we hope to see you and Betty at the reunion. We had a wonderful time visiting Joe and Verna. You should hear them both play the Cornet and their two sons jazz the piano, with Verna playing the Cornet. Quite a musical family. Joe and Verna we had a wonderful time with you and are looking for you in Cincinnati.

We called called several men from the B.G. and found some of you home and some not. I should have looked at the map before I made my plans to visit Tx. for I did not realixe that Ft Worth and Dallas were that close. I am sorry I did not get in touch with all of you but next time we come that way, maybe we car can have a getogether somewhere close to both cities.

We drove from Grand Prairie to El Paso in one day, stopping to call men from the 34th B.G. along the way. Some one was right when they said, the real west began, just over the first hill from Ft Worth. We admired the oil wells and ranches acrossTx. and wish the wind would blow some of them to Indiana instead of the dust.

We were greeted at the Corums by Malcolm and Tillie and Wanda and Jerry Pine who had flown up from Guy, Tx. to be with us. Malcolm's directions to his place were good but my Navigator gets lost as soon as we drive out of the Garage.

During one afternoon we argued which Sqd was the best, no decision. We only had 3 Sqd present. No one was there to represent the 4th Sqd.

Gerald, Wanda, Hannah and I took one day to visit old Mexico across the river from El Paso. Makes one glad he lives in the good Old USA. The only way the Taxi Driver could get thru the crowd was to lay on the horn.

Sat was a get together of 34th man who came to El Paso. Bill Creer flew in from Las Vegas (We missed you Viv). James Martin from Santa Anna, Jerry and Wanda Pine from Wis. and from El Paso, Malcolm and Tillie, Jack and Dottie Blackham, and Rosemary Fryer, sister to Austin who went down on a mission with the 34th B.G. and of course Hannah and I. We spent the evening at the Empire Club, where the food was good and the music was the kind we all loved.

Sunday mornig we all sat down to a breakfast with Tillie's home made biscuits Tillie you get the golden biscuit award.

We went from here to the White Sands Missle Range but weren't able to get near the Shuttle landing strip, so we went to the wnite Sands Park. It is something to see. Different than anything I have ever seen.

We went on to Albuquerque and met Warren and Millie Armstrong. Warren showed us the city of Albuquerque, also the B17 which was at the Airport andwas to be sold the next day. One evening we had dinner at the Offiers' club with Warren and Millie, Weller and Betty Franklin and Gerald Feit. Sorry I could not give you more advance notice as to the day I would be there. Maybe next time we can and be able to meet more of you. We enjoyed being with you at Albuquerque.

From here we went to the Carlsbad Caverns and took the long trip thru the Cavern. It is a wonderful place and if you are ever close to it better stop to see it.

We wound up in San Antonio Tx and called several of the 34th men there, who did not know the 34th was back together again. Here to we called Len and Velma Breaux and Bill Fandel. We are sorry we could not spend some time with you, maybe next time we can. It was nice talking to you.

From San Antonio we started home, only stopping to call men from the 34th who lived close to the places we were going thru. I do want to say this; No money from the Bomb group has been used when we are on a trip visiting and trying to find our men from the 34th B.G. It gives us pleasure to do something for the 34th B.G.

To all of you whom we saw and visited, we want to thank all of you for your hospitality and the good times you showed us. Thanks a million.

I have beeen receiving several letters from Europe lately. One was from a person at Ipswich England wanting to know if we had located Robert Korf. I have not answered his letter yet as I have not been able to locate him. Robert S Korf was with the 34th B.G. and was a Lieutenamt at the time he left for the states in 1944. He was from Rockford Ill but is not listed there now. Some of you from around chicago, try to find Bob.

Had another letter from a man in the Netherlands , asking about a B 17 which went down on Oct 7th 1944 just off the Coast. The crew of the life boat could not speak to the ones they rescued as the German's had a guard on the prisoners. He tried but the German Guard made him quit . Ite was a B17 S/N 43-38188 and was from the 34th B.G. If was one of the 56 Bombers lost that day by the 8th AF. Do any of you remember that day? Were any of you on that plane? Hille van Dieren Zuid 13a 8894 KH Formerun,Terschelling Island, the Netherlands would like to hear from you. This would be a chance to get in touch with the man who probably help save your lives. If you do get in touch with him let me know. Perhaps there is an untold story here.

Do not forget to send in your reservations early for the reunion. If you do it is possible you will be at the Stouffers Towers which is just across the street from the Convention Center.

When I asked for the drawing of the 7th Sqd emblem in March's newsletter I received two drawing and also 2 original patches. I will keep the drawings but as soon as I have the patches photographed I will return them. Thanks for your response and I can assure you I have taken good care of them. One from Trevett Wilson and one from Carl Nichols.

I have been receiving several photos from people. I am keeping these seperate and will start to reproduce them as soon as the newsletter is out and I will send them back to you as soon as this is done. Thanks very much for lending them to me. I will try to use them one of these day in the newsletter.

Jerry and Wanda Pine just arrived today to help get the newsletter out, It was good to see them once again. We were together in Texas for awhile. so if you if you donot receive all your newsletter, you will have some one to blame it on beside Hannah and me.Ha. Of course it could be the Old Style beer Brass Monkeys, Manhattans or the Wisconsin Cheese, Jerry and Wanda brought.

By the way, if it is possible, we would like to see as many of the Board of Directors of the 34th B.G. on Wed for we have a few things to discuss. Also there will be an election of Officer at the business meeting on friday afternoon., Oct 8th.

Just received a package from Doug Underwood, who sent me the history of the 34th B.G. as it appears in the records. Doug you did a wonderful job and I know it took a many hours of your time to do the research for the information I had asked for. Thanks a million.

Doug also sent the addresses to write to for information about different things. I will if there is space put them in the next newsletter.

I will leave you with two thoughts: Never make the same mistake twice, when there are so many new ones out there to be discovered:Also Please excuse my mistakes, just remember, the greatest artists were once beginners.

CHEERS

Ray L Summa

34th B.G. Unit Contact

DO NOT FORGET TO PLACE THE REUNION NOTICES IN YOUR HOME TOWN NEWSPAPER

Some of us on the Board have come up with an idea for the Unit dinner on Fri. nite that will serve 3 purposes and at the same time will solve 3 problems One--Getting everyone to contribute to the success of the reunion, whether they are in attendance at the reunion or not. Two--Giving the reunion a festive air and having everyone actively participating. Three-- Raising money and having fun doing it.

We shall call it "AUCTION USA"!! Its success will be up to each member of the 34th. We are asking each member to send us an item, to be auctioned during the dinner, which is typical of your area. A collectible from your home, a manufactured item item from your company, a serious gift, whatever, surprise us.

Such as:

New Emgland States--Syrup, Textile products, Jewelery.
N.Y., N.J. Pa. Ohio.--Wines, Pottery, Food stuff, Wood products.
W.Va. Va. Md. Ky. Ten. N.C. S.C. Small Appliances, Toys, Whiskey, Tobbacco, Candy
Fla. Ga. Ala. Miss. La,-- Fruit, Nuts, Souvenirs, Agricultural products.
Tex. Ark. Okla. N.M. Fruit, Oil Wells, Cotton products Etc.
Ind. Mi. Ill. Wi. Mn. Iowa Mo.-- Cheese, Dairy products, Plastic products, Candy
N.D. S.D. Neb. Kas.-Art, Minerals, Leather goods, Wool products.
Mont. Wyoming Col. Nev.-Idaho. Wool products, Mineral fashioned into souvenirs
Alasks, Wa. Ca. Hawaii- Grapes, Fruit, Candy, Can goods, Raisins, Wood products.

These are just a few suggestions to go by.

Now when you send a gift, please enclose a letter, with your name, address, and a short history of your status of the last 38 yrs. Also give Sqd and what you did in the 34th B.G. (keep it short) We will post each letter with the gift on the"AUCTION USA" display table.

All letters will be answered and each gift acknowledged and the value is tax deductable. You will get an offical receipt if you want one.

George Ritchie, 7th Sqd. will run the Auction. Here is the procedure, if you plan to come to the reunion, please bring the gift and turn it over to Ray Summa, Malcolm Corum or George Ritchie, on arrival.

B If you are not coming to the reunion, please mail or send by U.PS. to

George Ritchie
7139 Woodchuck Hill
Fayettevill N.Y. 13066

Ray L. Summa.
2910 Bittersweet Lane
Anderson, Ind 46011.

They are both driving to the reunion and will bring the gift along.

C--Only as a last resort, should you mail the gift to the Hotel. You may but the timing is important. They can't arrive too early or too late. Plan it to arrive not over 2 days before the reunion, Mark each package to the attention of Malcolm Corum or Ray Summa C/O 34th B.G. Stouffers Towers, Cincinnati Ohio.

D-- Do not forget a letter, say hello, give personel history and a few comments.

E. You may send the gifts to Ray or George anytime, please do not put off or forget. Here is a chance to participate in the reunion in a personel way.

F-- The acknowledgement letter and receipt will be sent after the reunion, so please be patient, if send your gift early. Make it something good, some thing typical of your area-- meaningful to the recepient, dollar value is not important. The gift must come from the heart.

G-- Speaking of dollars, All money earned will be used to move and rebuild the 34th B.G. Memorial at Mendlesham England (see Presidents message.)

We are very excited about this idea, with the cooperation of everyone doing something a little extra, should make this reunion more exciting and enjoyable.

This project can only be successful if everyone makes and effort, It is not asking too much, so please show us our efforts are appreciated and enjoyable, This year, you can be in Cincinnati, one way or another.

You may have family or friends who want to participate and donate a gift via their advertising budget, Ask a friend if he would like to help. Use no pressure--but ask them.

Dead line to send gifts Sept 10th

New names and addresses for June.

Gorski, Clarence
10901 No Star Way S.W.
Tacoma Wa. 98498

Perry, Harry
P.O. Box 1817
Hendersonville Ky. 28279

Frankenstein, Hyman
137-10 64th Rd.
Flushing N.Y. 11627

Williams, Herbert H.
613 Bigler St
Franklin La. 70538

Quinn, Edward H.
32 Grove Lane
Levittown N.Y. 11756

Jalving, Marvin W.
4299 Indain Spg Dr SW
Grandville Mi. 49418

Hoag David C Gp.
M6222 Lincoln
Spokane Wa. 99208

Triplett Paul "Pete" Ap C.
3413 Traskwood Circle
Cincinnati Ohio 45208

Muntzer Willaim
4020 Hartel Ave
Philidelphia Pa. 19136

Rice Ernest A Jr 4
P.O. Box 15772
Nashville Ten. 37215

Kelley, James 4
P.O. Box 692
Colorado City Tx 79512

Frischmuth, Otto 7
140 Palo Duro
San Antonio Tx. 78232

Black, Wm B. 7
116 S Court St
Tiptonville, Ten 38079

Holmes, Gerald 7
2514 Nottingham St
Grand Prairie Tx. 75050

Young Wooten L.
1209 Travis Hgth Blvd
Austin Tx. 78704

Ballardm Winston P.
417 Hammond Ave
San Antonio Tx 78210

Anderson , Kieth
3327 Work Rd.
Ravenne Ohio 44256

Mixon, James Rev.
109 Sorindal
Birmingham Ala 71953

Gardner, Henry +. 391
Box 392
Mena Ak. 71953

Gerhardstein, Eugene
628 W Bauer Rd
Naperville Ill. 60504

Ratcliff David W 18
1117 Prospect Ave
Pulaski Va. 24301

Antkowiak Chester 391
527 W 3rd St
Elyria, Ohio 44035

Whiting Jack C 18
2914 Noyes Ave
Charlestom W, Va. 25304

Ivey, Kivett 7
301 Meadow Rd.
Goldsboro, N.C. 27530

Rombro, Marvin J, Dr. 18
8 Stonehenge Circle
Baltimore Md. 21208

Dickmann, Jerome
5531 Candieland Lane
Grafton Wi. 53024

Fredette, Raymond H. 7
1127 Powhatan St
Alexandria Va, 22314

Simmons, Fred L 4
Rt 4 184 Erwin Hill Rd.
Ashville, N.C. 28806

Eisenberg, Benjamin
5444 East View Park
Chicago Ill 60615

Ellis, Charles W.
19727 St Ana Ct
Saratoga Ca. 95070

Baldwin, James Jr 391
1438 9th St No.
Fargo N.D. 58102

Schildman William W.7
RR #1
Alexander Ill 62601

Terry John P. ~ 7
950 No Louise St #305
Glendale Ca. 91207

Taps.
John J. Walker
Gordon Barbaras
Bennie Copeland.

Change of Address:
Ken Ulm to P.O. Box 5782 Fullerton Ca. 92635
Moore, George 914 Lincoln Dr,Van Buren,Ak 72956 ()8807)
Charle Eberle , Clinton Gardens Bldg 1 #2 Clinton N.J.
Steve Feltovich 2255 Par Lane Ap 1009 Willoughby Hills 44094
Tom Murphy Box no 147
Feda, John 658 Dellridge Ave St Paul Mn. 55119
Share, Jack 6 Wadsworth Cortland N.Y. 13045
Hudson Hawlet P.O. Box 914 Bonita Spgs Fla 33923
West, Rolly 2848 Haig Ave Kettering Ohio 45419
Eide, Geroge Memorial Home Maddock N.D. 58348
Bouline Jean 15303 Walters Rd. Houston Tx 77068
Ulrich, Clarence put W after 4343 Errun Lane
Bell Dwight 2303 Glenwood Dr Des Moines Ipwa 50321
Ross John J. 525 Nortern Blvd Great Neck N.Y. 11021
Change Jack Longmire's Box the Box 629
Mrs Bennie Copeland P.O. Box 586 Minco Okla 73059

Presidents Report

To All Members -- 34th Bomb Group Association Inc.

First let me pass on the desire and hope that all of you can and will attend the 8thAFHS reunion to be in Cincinnati, Ohio on 7-10 Oct. The 8thAFHS will dedicate a memorial at the Air Force Museum, Dayton on Saturday - 9 Oct. The 34thBGA will dedicate a memorial immediately following. I sincerely wish all of you to be there - it will be most rewarding to all. Along with this the Museum is a must for anyone who has been associated with airplanes, past, present or future.

We have been in communcation with our English friends near Mendlesham since November of 1981 concerning the condition of the Mendlesham Memorial to the 34thBG. The Monument is in a state of disrepair and is deteriorating due to English weather and heavy traffic on A-140 (main route Ipswich - Norwich). Bill Creer has been and is in touch with Mr. George Steadman, principal trustee and owner of the land upon which the monument rests, Jack Blackham has been in touch with Mr. Ian Hawkins, neighbor of Mr. Steadman and professional engineer, concerning the monument. All of these gentlemen are interested in the restoration of the monument.

Now, what has gone on up until this time follows: Ian Hawkins sent plat map and contractors statement, concerning the rebuilding. Some suggested moving the monument to a new site near the old entrance road to Station 156 hanger and technical area. It is believed by those present at a conference at the Corum Homestead on 20 March that the present site is where it should be - if we consider moving it back from the Road (A-140) about 20-25 ft. The members attending also agreed that the monument should remain about the same size and physical shape. A report on this meeting will be read to the general membership in Cincinnati. Those attending the meeting were Ray Summa, Gerald Pine, Jim Martin, Bill Creer and Malcolm Corum (Jack Blackham planned on attending but had to work that day).

It will take the efforts of all of us and donations from all to properly restore this symbol of the 34thBG's participation in WWII.

The monument is located near the old check point going to Ipswich (south) at the end of the long runway (west end). Ray plans on placing some Xerox of photos to indicate the size and shape, plus the inscription on the bronze plaque in the next issue of Mendlesham Memories (be looking for it). See the LeBailly story attached.

We have had a suggestion from Jack Blackham that the Association obtain a copy of the 34thBG History - have everyone at the reunion in Cincinnati sign the book and present this book to Mr. and Mrs. (Joan) George Steadman to show our appreciation of his dedication to the 34th Bomb Group. We have the book, all that we need is your autograph when you are in Cincinnati (Jack will be in charge of book if he attends Cincinnati). Don't forget to add your name and squadron to this great book. Thanks Jack for the idea.

Will close out for the present, will report to you again prior to reunion. If you have any suggestions or ideas or comments, please let me hear from you. Hopefully, I will see all of you in Cincinnati. Corral gate is open, water your horse and come on up to the house for refreshments - you're welcome anytime.

Respectfully,

Malcolm

P.S. Thanks to all of you who have taken the time to telephone and offer words of encouragement, suggestions and comments.

THANKS - TO THOSE WHO TRAVELED LONG DISTANCES TO BE AT THE EL PASO MEETING -

The following Narrative written by Lt. Gen. E. B. LeBailly

MENDLESHAM MEMORIAL
How It Originated

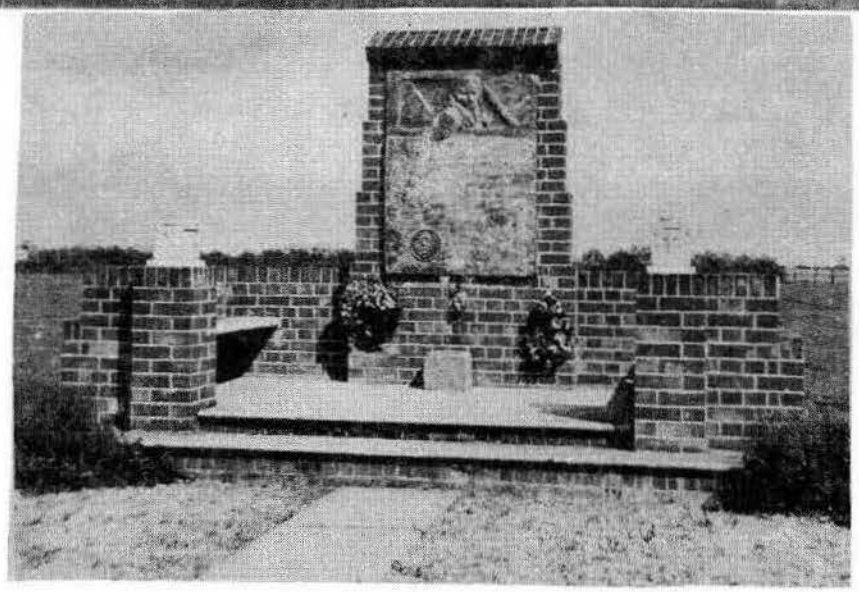
In the spring of 1945 as we were getting ready to wrap up the base facilities at Mendlesham if was brought to my attention that we had considerable funds accumulated at the officers club.
Someone as I recall but not sure who I think it was Joe Ray (I believe Gp. I.G. at the time) formerly pilot, lead pilot etc. and Cecil Duke our (Intelligence Cfficer) came up with the idea of erecting a memorial to those we had lost.
We gathered as many people together as possible - and found that everyone was for it - We touched base with George Steadman, local farmer, and he agreed to furnish the land for the monument. We hired someone - local brick masons I believe, to erect a brick base for the future Bronze Plaque - (then we took off in all directions). Some years later, spring of 1949, when I was assigned to Dept. of Defence, Public Affairs Cffice in the Pentagon, a large bundle of papers arrived on my desk. The original was a letter from George Steadman and the people of Mendlesham pointing out that the brick base was still standing but nothing had been done about the Bronze Plaque. I searched around and found Bill Creer in a key slot in the Pentagon and either through him or other contacts in the finance office we were able to retrieve enough money for a bronze plaque -- also enough to pay for some upkeep, and the artist expense.
We had contacted a Capt. E. S. Smith now living in Baltimore - formerly member of 34th Gp. in England. He, being an artist agreed to find out the cost of a bronze design that he would prepare. Then he prepared the design and I guess Bill Creer and I ok'ed it. E. S. Smith --- had it cast in bronze at a Baltimore foundry.
Then in August 1949 Capt. Smith agreed to be called to active duty - we made arrangments for him to ride a USAF aircraft with the plaque, to England where on 22 August 1949 it was unveiled by Capt. Smith and a USAF honor guard from some USAF Base in England.
In 1967 while I was commanding the 16th AF in Spain I went to Mendlesham for Armistice Day - Veterans Day or whatever they call it and attended a ceremony, they hold each year at the monument. This is done by the local Mendlesham people, as there are no USAF units near there.
At the old base East Anglia Broadcasting has a T.V. Station - but a few of the old Quonsets were left and about 100ft. of runway, (see 12 o'clock High - show how it was).
So thats how I remember that.

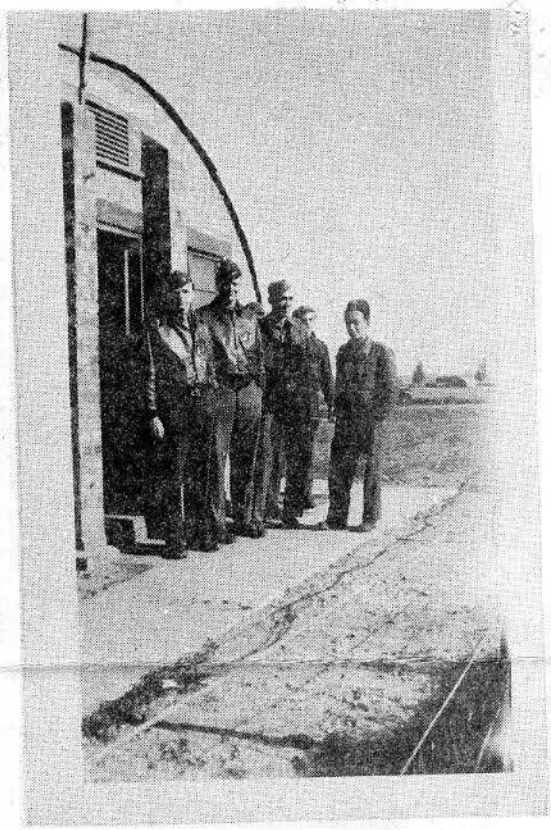
E. B. LeBailly

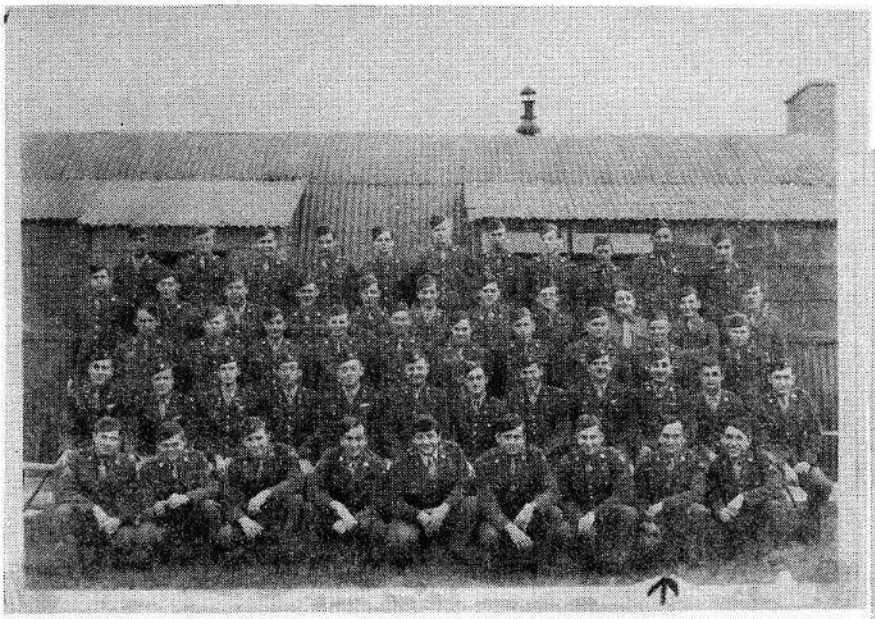
Malcolm - hope you can decipher.

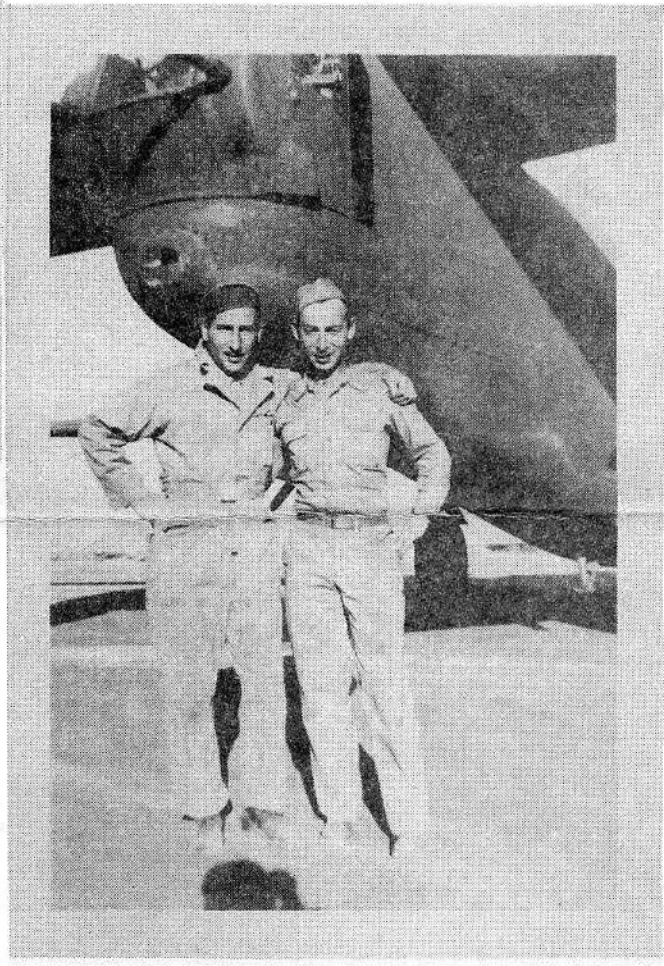
From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

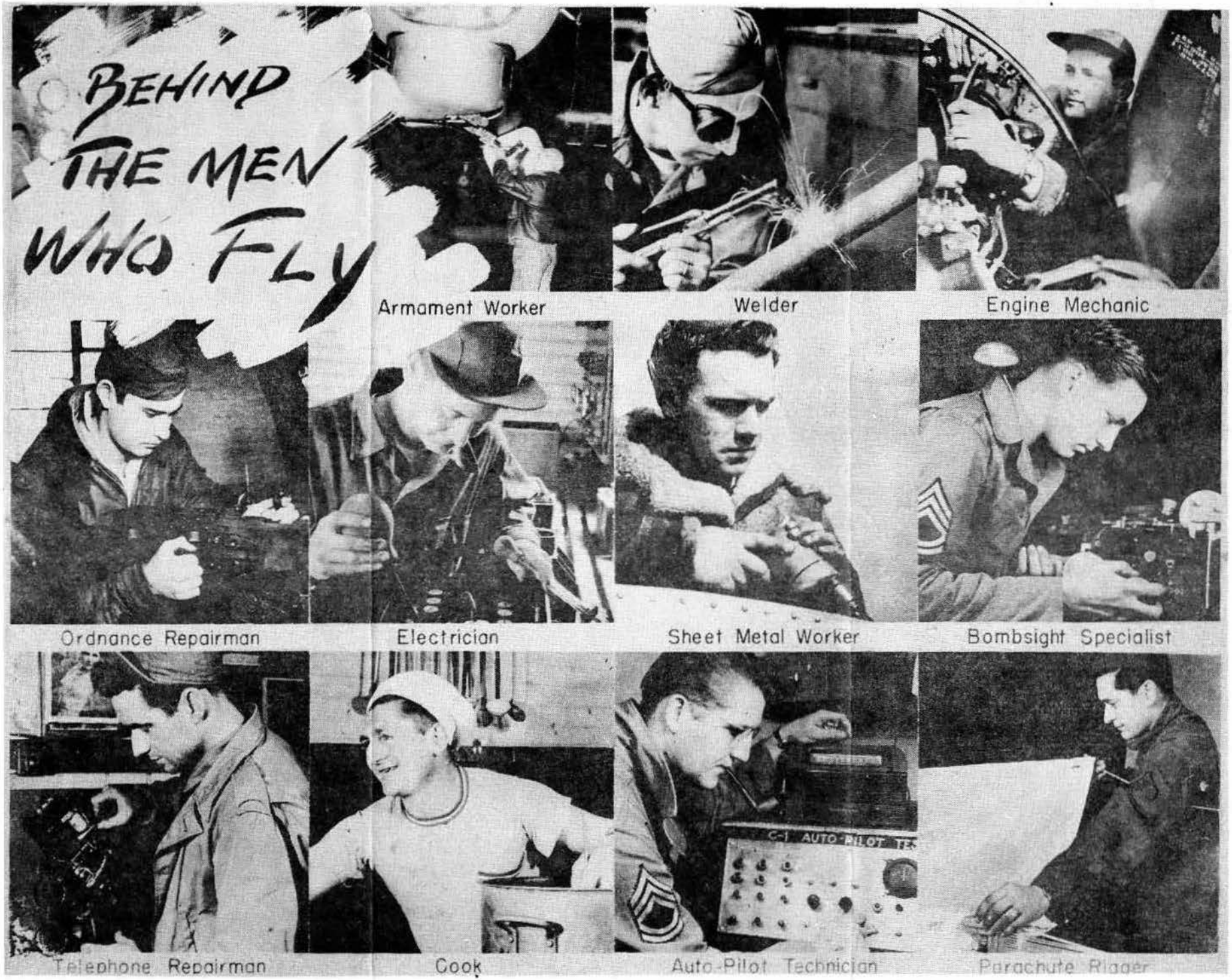
TO THE AMERICAN AIRMEN
OF THE 34TH WHO, IN VALOR
GAVE THEIR LIVES TO THE VICTORY
THAT MADE REAL THE CHALLENGE
FOR WORLD PEACE AND UNITY










BEHIND THE MEN WHO FLY
Armament Worker
Welder
Engine Mechanic
Ordnance Repairman
Electrician
Sheet Metal Worker
Bombsight Specialist
Telephone Repairman
Cook
Auto-Pilot Technician
Parachute Rigger

WM "Pete" Gray

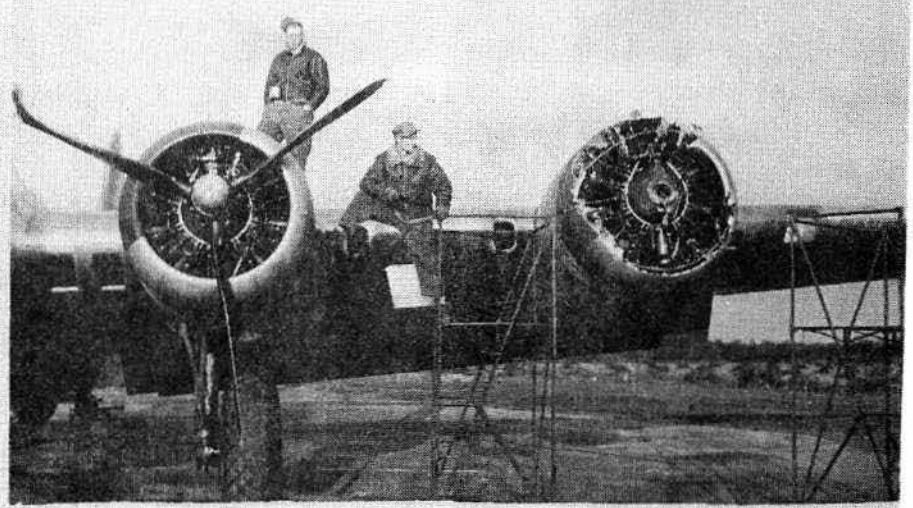
Red Cross Donut Mobile

H Roeder, Leo Harrison
John Farley, ??
Harold Scannell

Henry Jurgens

John Meyers

Ray Huseldon,



MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

Fellow Members of the 34th B.G. Ass'n

THE GIANT IS STILL ON BEACH!!

Remember I told you it stood for missions scheduled and to those who were scheduled togo, to act accordingly. This time we still have three missions scheduled.

The date of the missions is rapidly approaching. First is the reunion scheduled for Oct7th thru Oct 10th in Cincinnati Ohio. Second the dedication of the Living Tree Memorial at,the WPAF Museum, Dayton,Ohio,Oct 9th. Last but not least, the moving and restoration of the 34th B.G. Memorial at our old Base, Mendlesham,England.

First the briefing on the reunion in Cincinnati. So far the response has been exceptionaly good, with 54 people signed up, as of July 13th. This has far surpassed the first reoprts of all other reunions. I have estimated 200 of our people will respond and attend the reunion. So please do not make me wrong.

Next comes the dedication of the Memorials at the WPAF Museum, Dayton. First to be dedicated will be the 8th AFHS Memorial. This will be the longest one. After this will come the Unit Memorials, which will not last too long. The timing of these event have been worked out by the 8Th AFHS and Museum Committees. Please follow the cues, which will be given at the Museum and every thing will go as planned.

I am on the 8th AFHS Committee, as well as having charge of the 34th B.G. Memorial Dedication. I have attended all Committee meetings at the WPAF Museum this last year. I have also been following the development of the 34th B.G. Memorial, when I attended these meeting. The Oak Tree is leafed out and looks good.The Memorial Marker has been completed and is now mounted on the stone and by the time this newsletter reaches you, the cement for the base will have been poured and the stone mounted on the base.

Third mission of the 34th B.G. Moving and restoration of the 34th B.G. Memorial at our old Base at Mendlesham. Our Group Ex Officer Robert Gay, has recently returned from Memdlesham, where he laid a wreath on the Memorial to honor those who did not make it back. Bob has taken several slides of the Memorial and will show them at the business meeting, friday afternoon Oct 8th. he will also give a report on the condition of the Memorial and why it should be moved.

At this time I would like to thank all of you for the donations, you sent to the Living Tree Memorial, to make it possible for us to honor our fallen comrades. To those who have not sent donations and with to do so. it is not too late. All monies left over will go toward moving and restoring our Mendlesham memorial, should the 34th care to take the task on.

I would like to give some examples of the phone call and letters I have received from you men Now this is just a couple and I wish I could have room for more. Harold "Buster"Thomas of Austin Tx. called me and said "Ray the 34th B.G. means a lot to me and I would like to pledge the cost of the stone. Tell me where to send the money and when" Needless to say "Buster" has sent the check He also said to tell Roy Tavasti, hello for him, if he is at the reunion. He remembers you quite well Roy. "Buster" flew several missions with Roy.

I received a letter from "Pete" Gray with a check and a note saying: Ray, played poker the other night and when the others saw my winning hand, they decided to donate to the 34th B.G. Memorial Fund".(Guess I will have to set you up in business "Pete".)

I have also received many letters from the wives of those who have passed on, giving donations in memory of their husbands. To these a special thanks.

Some of you may have been confused about the banquet and the AUCTION USA. The Banquet will be held first and afterwards we will hold the AUCTION USA. George Ritchie will be the Auctioneer for the occasion. With George's ability to talk, he may sell the shirt off our back. George says, for those who will not be at the reunion, to send their articles to him or to me. He will take them to the reunion even tho he may have to hire a truck Those,who will be at the reunion to bring their articles and turn them over to him.or to Malcolm or to me. Remember

SEP. 1983

all proceeds go to the 34th B.G. Memorial Fund.

Our Hospitality Room will be open thursday at noon.After you check into the Hotel and register make your way across the street to the Convention Center and to the Hospitality Room and make yourself known to those who will be there. PLEASE SIGN THE 34TH B.G. REIGISTERATION BOOK. Your name will not appear in the Dec newsletter unless you sign the book. If you are bringing refreshments to the Hospitality Room,(and I hope you are) please be discreet about it and keep it hidden until you get to the Room,(someone may take it away from you) It will be alright in the Hospitality Room.

Some of you have asked about the parking facilities at the Hotels, There is ample parking all around the Hotels and at the Stouffers it will be Valet Parking for those who stay at the Hotel. When we were there in April there was no cost for those who stayed at the Hotel. I am not sure of any changes since then. I do not know the cost of the other parking garages which are just across the street from Stouffers and the Center.

I will be leaving Anderson for the WPAF Museum, where we have a Committee meeting, on Tue. morning Oct 5th and after the meeting we will be going to the Stouffers at Cincinnati and will be there when most of you arrive. To some of you who have never seen the Museum, you may want to come early or stay over another day, for it almost impossible to see all the exhibits at the Museum in one day, especially the day of the dedication. There is ample Motels and Hotels around and in Dayton to accommodate everyone who will need a room.You may want to sign up as a Friend of the Museum and receive a discount on all things sold at the PX. The cost is just $10.00 a year. The Museum is non profit and depends on contributions to keep it going. I have belonged for several years.

To those who would like to purchase the 34th B.G. History Book, reprint of the 1946-'47 book by Edwin S Smith, it can be ordered thru me. The cost is $22.50, send the money to me and I will have the book shipped to you from the printers. The 34th B.G. does make a little from the book.

The Ray Summa family have had several visitors this summer and have traveled quite a bit. Gerry and Wanda Pine were down and helped with the June newsletter. Hannah says Wanda is more of a slave driver than I am when it comes to putting the newsletter together. After the Newsletter was sent out, Hannah and I visited Wanda and Gerry at their home in Wanaukee Wi. and at one of the lake where they had their trailer. Wanda and I went fishing one morning and Wanda left the lid to the fish basket open and we lost most of the fish we had caught. (Wanda will tell a different story). We had a good time with the Pines and saw a lot of the beautiful country side of Central WI.

We received a call from Keith Anderson of Ravenna inviting us to breakfast the next morning. We wondered how we were to fulfil the engagement, until he told he and a friend would be flying in the next morning from Ravenna Ohio. Early the next morning the plane landed at our Anderson Airport and we took Keith and his friend to breakfast and then to our home, to see several pictures and talk about the 34th B.G. Time was short and the weather over Anderson Ind was turning bad so the two of them had to leave earlier than expected. All of you of the 7th Sqd. will remember Keith as the one who pulled the burning gas truck from the flight line when someone shot a hole in it and set it afire. I have several pictures of the truck after the fire was put out. These were sent to me by Carol Nichols.. Fly in again Keith and perhaps the weather over Indiana will be better.

Charles and Carrie Smith stopped in one wed. afternoon on their way home to Pontiac Mi. We enjoyed your visit very much and are looking forward to your return. I had a picture of Smitty holding a dog, which "Pete" Gray had sent. Smitty could not place the dog but Keith Anderson had told me he thought it was one which one of the crews had brought back from the Continent.

One Sunday Ed and Mary Jane Olson dropped in for a short visit. Ed had promised to stop by and finaly kept his word. Ed was in the 34th back up in Washington and when the 34th left Blythe did not go with us overseas. He had been wondering what had happened to the 34th all these years until he saw an articel we had put in a magazine. We do hope you will come back to see us again soon.

We also had a visitor one sunday, when we were gone. Dale Finley from Crothersville Ind had stopped by to see us. We are sorry Dale we were not home, you see it was the 50th anniversary of the Anderson High School Class of '32 and I had been in it. We had a brunch that morning and it lasted quite sometime. Come back for another visit sometime.

Bob Gay called me one day from his home in Mi. and said he would be showing his Arabian Horses at the Fair Grounds in Indianapolis Ind and could we meet him there. We were delighted to do so, for Bob had just returned from England and wanted to fill us in about the Memorial and laying the flowers on the Memorial.Those were beautiful horses you have Bob. He is very proud of the horses and the honors they have taken all over the country. We will see you at the reunion this fall. We missed you Phyllis.

One of the thrills we had this summer occurred at the CAF Air Show at MT Comfort Ind. For sometine now I had been trying to find one of the 18th Sqd Pilots Marvin "Lefty" Gardner and was able to locate him in Mercedes Tx. After talking to him on the phone, he said he would be at the CAF Show near Indianapolis. Due to some illness in the family I had decided not to go to the show but when he told me he would be there flying a P38 I knew then I had to go. I met him at the hangar and we went to the flight line to see his plane which he had flown from Tx the day before. He told me all about the plane and the CAF which he had been in since the '60s. He also owns and flies a P51. . In talking to some of the other Pilots of the show I found out that "Lefty" was considered one of the best at the show. While the others were crowding the flight line to see the show, we were perched on top the P38 with a ring side seat watching the show. Boy, when it came "Lefty's" time to take off in the P38, he really put the plane thru its paces and I can see why he was one of the stars of the show. Sorry I could not get back with you after your performance but I had to take off for home. "Lefty asked about his old crew chief Melvin Dybsetter and I had to tell him Dybsetter had died o a heart attack several years ago. I will have a letter coming to you after this newsletter is out.

I was honored by the Exchange Club one thursday nite at their weekly meeting, for flying the American Flag. You see the flag in my yard flys all the time except when the wind threatens to tear down the flag pole. You see in these troubled times I think if we Americans would show more patriotism in flying the flag, there would not be so much unrest in the country today. I was given two plaques and an American Flag. I was proud of the fact, I had been one of those who was selected for this award.

Thanks to those who have sent me pictures. I have returned all those who wanted them back after they were copied, except one bunch from Borah Lipsky. Borah, I will return those as soon as my copies are finished. Some of your pictures were used in the last newsletter.

Carol Nichols sent me a box of pictures which he had brought home with him. I will take care of them Carol and when the 8th AF Museum at the 8th AF Base at Barksdall is ready I will see if they can use them or let some of the men have them, who recognize some of the men in the pictures. Thanks a lot Carol. Sorry you will not make the reunion this year. We will Hoist one in your honor at the reunion.

"Pete" Gray sent us a Virginia Ham one day and we have been feasting on it for sometime now. It was real good "Pete"He says even tho the state of Va is known for the large amount of people there is a larger hog population than human. It is hard to believe is it not?

Had a letter from Henry Tepper of Las Vegas and in the letter was a silk escape and evasion map, like the ones you men carried on your flight over eneny territory. He also sent an outline diagram of a B24 which was used to determine the damage on a B24 to see whether the plane was to be scrapped or not.Thanks a lot Henry. He was a Sqd Inspector in the 391st.

When I wrote the story Bill Cheek sent in I messed up a couple of times. The city should have beem Gustrow instead of Rustow. I also had his address wrong, it should have been 210 E. Maxwell St Lakeland Fla. Sorry about that Bill, but even we great ones make mistakes. I make so many I really must be the best.

"Jack" Terry of the 7th Sqd, whom I have recently found,asked me to send him the list of those in Ca whom I have not found. Sorry the list did not copy very good. I will have a new one for you after this newsletter goes out. "Jack" went down and was a prisoner of war in Germany for sometime. Sorry to hear about the passing of you wife earlier this year. "JacK' has already found Bill Brophy for us.

Some of you have inquired about the pictures in the last newsletter. Upper Left 18 Sqd crew chiefs Wes Franklin,Henry Jurgens,and Steve Bialas. 2nd from left Fred Spellic Mec. 4 on rt. Either Miers or Morrison. Top Rt Picture 18th Sqd Eng Officers Paul Bourquin, Gordon Jerow, M/Sgt Leslie Patrick, M/Sgt Tony Lauby and the one in back is Kenneth Anderson. Left Center picture. 34th B.G. Medics Lower Left, your Unit Contact. Lower Rt I only know them by Elie and Low.

I received some more pictures today from Willis R Griffis who live now in the state of Wa. Willis thanks a lot. I remember those planes but do not remember who the flight crews were or the Ground crews. Planes were Heavenly Body, Paper Doll, Picadilly Tillie, Tommy Thumper, Misschief, Shadrach and one more with Cookie's Waiting Wall on the front,can any of you identify whose planes these were? Let me know.

Had a call from Bob Wright in July, he had just returned from a visit to the European Continent and to England where he visited our old Base at Mendlesham. Bob took several pictures of the Memorial and the old Base. He also visited with several of the men from around the Base. We are looking forward to seeing those pictures this fall at the reunion.

Some of you have wondering if you have to belong to the 8th AFHS to come to the reunion, according to the reservation form, you do have to belong as they are the one who sponsers the reunion. It is worth while to be a member of the 8th AFHS.

Just received a letter from "Pete" Gray who was at the Open House Dover AB in June and the CAF B17 was there and it couldn't be serviced by the gas trucks for all they had were gravity feed. All the gas had to be pumped into the tanks by hand. How would you men of the ground crews, got along if you had to gas up your plane, if you had to pump it in by hand?

Do not forget, this reunion of the 34th is to honor the Ground crews and also the other ground personel. Hope you like the pictures this time. Thanks to all who contributed their pictures, which I used.

There are still a lot of you out there, who haven't sent in their 1982 membership dues yet. Time is getting short and soon the 1983 dues will be due. If you do not receive a newsletter in Dec. You will know the reason.

I will leave you with this last thought, the biggest mistake you can ever make is to do nothing and not make any.

We will see you in Cincinnati Oct 7th thru Oct 10th

CHEERS

Ray L. Summa

Unit Contact 34th B.G.

Presidents report to general membership

Our own Robert & Phyllis Gay were at the Mendlesham Memorial as guests of George and Joan Steadman on Memorial Day. A wreath was laid at the memorial as part of the ceremonies. Bob made an inspection of the site and other options open to us. Bob did a great job, as always, and his report was most specific as to what needs and should be done to bring this memorial (one of the earliest, I might add) up to acceptable or better standards. All of this will be decided at the business meeting on Friday afternoon.

I will try to have xerox copies made of site plus optional sites so that all members present at business meeting will have an idea of what we are doing.

I again encourage all of you to make plans on attending this reunion - Our 34thBG living tree memorial will be dedicated at Air Force Museum, Dayton, this alone, should be incentive to all.

Don't forget to sign the 34thBG history book that we plan on presenting to George & Joan Steadman - Jack Blackham, will have the book, so see him.

Let me say that you must sign the large roster in order that you may be counted in the total number of attendees - we are trying to overtake the 306thBG, who has been first in total members at every reunion - they may have been first over Germany in Jan 1943, but the 34thBG will be first in total attendees in Chio in 1982. How many of you knew that the 34th provided cadre for the 306th at Wendover AAF, Utah in April/May 1942, including then Lt Colonel Curtis E. LeMay.

See Ray or Bob Wright or any of us as to where the sign-in roster will be located.

Hope to see you all at Cincinnati. Be sure to support George Ritchie with items for his AUCTION USA. PS We in Texas are sending a used Oil Well.

Respectfully,

Malcolm

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Fresno Ca. 93711

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2522 Landis Dr.
Durham N.C. 27705

Noe, John 391
Rt #2 3043 Kerry St
Mt Morris Mi 48458

Noehren Robert E
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Ft Wayne Ind 46825

Nolan Eugene 4 *
2109 So Bristol
Westchester Ill 60153

Norton G.E. 7
3508 Sidney Dr
Mesquite Tx. 75150

Novicki Joseph I 18 *
8914 123rd
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St Bernard Ohio 45217

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Rew Pa. 16774

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UNIT RENDEZVOUS REPORT # 1 DATE : 13 July 19
8AF REUNION - CINCINNATI '82
KEY: 'UNIT' =YOUR UNIT CODE '+'= MEMBERSHIP STATUS (Y/N) IN 8AFHS G=GUEST

LAST NAME	FIRST NAME	STREET	CITY/STATE/ZIP
BUSH	RALPH & MARGE	34 W. FAIRVIEW	SPRINGFIELD, IL 62707
JORDAN	DEXTER & BEULAH	RT.1, BOX 854	HUNTERSVILLE, NC 28078
SUMRA	RAY & HANNAH	2910 BITTERSWEET LANE	ANDERSON, IN 46011
SMITH	ROBERT & PAULINE	6425 ULMERTON RD	LARGO, FL 33541
FULTON	BILL & LOUISE	144 HIGH ST	CHELMSFORD, MA 01824
GAY	ROBERT	601 RIDGEMONT	DEARBORN, MI 48124
JURGENS	HENRY & RUTH	RD 1 BOX 274	SMYRNA, DE 19977
SMITH	CHARLES E. & CARRIE	2854 YORK ST.	PONTIAC, MI 48057
O'GRADY	HARRY & ADA	1002 S 72ND ST	MESA, AZ 85208
BABCOCK	L.W. & LUCILLE	7718 WASHINGTON	KANSAS CITY, MO 64114
LUI	CHARLES & FRAN	611 'B' EAST MAIN ST.	PALMYRA, PA 17078
HOOD	JACK & HETTIE	428 S. COLUMBIA ST.	LAKE CITY, FL 32055
HOLCOMB	VERB & BETTY	1145 EAST 37TH ST.	SAN BERNARDINO, CA 92404
SCHONTHALER	KAL & EVELYN	1339 EAST 30TH ST.	ERIE, PA 16504
RITCHIE	GEORGE & JUNE	7139 WOODCHUCK HILL RD.	FAYETTEVILLE, NY 13066
SHARE	JACK & MARIAN	6 WADSWORTH ST	CORTLAND, NY 13045
CASLER	DUDLEY & NAN	305 E. MILLETT AVE.	MESA, AZ 85202
DI NENNO	ALFRED & OLIVE	441 W CHURCH RD	KING OF PRUSSIA PA 19406
GRAY	MM. N. 'PETE'	5601 SEDGEMOOR RD.	VIRGINIA BEACH, VA 23455
CASSELL	ALBERT & LUCILLE	2194 INDIANA AVE.	COLUMBUS, OH 43201
HOWARTER	WAYNE & LAVERNE	RD #1	WELDA, KS 66091
CAMP	JACK	9290 N. BAYSHORE DR.	MIAMI SHORES, FL 33138
UNDERWOOD	LAWRENCE	301 BOWLING GREEN DR.	MONTGOMERY, AL 36109
ARMSTRONG	WARREN	P.O. BOX 8306	ALBUQUERQUE, NM 87198
PARRISH	HAROLD & NORMA	700 EMERALD LANE	CARBONDALE, IL 62901
RUTKA	HAROLD & GENEVIEVE	11 EAST ARTAVIA ST.	DULUTH, MN 55811
PINE	GERALD & WANDA	R.R.1	WAUNAKEE, WI 53597

TAPS.

ENGLEHART, RAY RR #4 Park Rapids Mn. Crew Chief 7th Sqd.
GRIFFIS, ROBERT R. Buffalo N.Y. Johanson'screw.
MEISNER, MAURICE 1ST/SGT 34TH B.G.
PAPALEO, COSMIOD N.Y. N.Y.

From the records of the 34th B.G.

Cpl Donald N. Johnson works in the VHF/Uf station which is a portable radio truck the prime purpose is to give voice bearing to aircraft within a fifty mile effective radius Cpl Johnson has worked in the ground operator as a code operator and is a distinct asset to the squadron. Cpl Johnson id a reliable person, punctual, has swilling spirit, and emenates a spirit good for the rest of the Department.There is no doubt of his ability as he was selected by Division to work a VHF/Df stationin France where he is at present The Department is looking forward to his return so that some of the expierence on the Continent can be related.

ENGINEERING SECTION

From the Engineering Department a resume of the Activities for the month has been made. 116 sorties in 13 missions has been made .This brings the total number od sorties above the 1000 mark going up to 1043 for the 115 missions flown by the Squadron .

There were 18 engineering abortions during the month, bringing the total number of abortions to 26 for the number of missions flown. To date , the presentage of abortions for the missions flown is 2.43%

M/Sgt Williard Fagar, crew chief, leads all crew chiefs in seeing his aircraft participate in 11 of the 15 missions flown during , the month . M/Sgt Ambrose J. Majchrzak, crew chief, has continued his fine mechanical work and has run his string of consecutive missions without an abort to the total of 75. M/Sgt O'Malley, T/Sgt Mehl and T/Sgt Hackney saw their fine record marred by abortions during the month They had 51, 62, and 57 missions respectively to their Credit.

Following the lsit of crew chiefs and the number of consecutive missions to their credit, to date withour an abort (30 or more missions).

M/Sgt Patterson	69	T/Sgt Rutkowski	49
M/sgt Sageny	56	M/Sgt Bolduc	43
M/Sgt Siegfried	60	M/Sgt Fagar	38

A new inspector M/Sgt Donald E. Kuppig, formerly a flight chief, has been assigned as a member of the technical inspector's staff and will assist M/Sgt Henry O. Tepper, inspector.

The following enlisted men of this department received a promotion to the next highest grade:

T/Sgt Sass	Sgt Simpson
T/Sgt Jones	Sgt Towers
Sgt Bonafed	Pfc Coates
Sgt Kide	Pfc Varderber
Sgt Hammel	Pvt Jacobs.
Sgt Poliquin	

Upon the recommendation of Major Edmund F Freeman, Commanding Officer of the Sqduadron, a building, "The Snack Shack" complete with pinup girls was built for the purpose of serving hot coffee and doughnuts, cake or sanwiches when avaible, to the line men in the early hours of the morning or late evening hours when their presence is needed on the line. It is being used as a club room during the lull periods.

The past month has been a hectic one for the Engineering as maintenance has been hampered by the severe weather.

M/Sgt Michael Sass, M/Sgt Petterson. T Sgt Stephen Rutkowski and T/Sgt Theodore Janut, crew chiefs, saw their aircrafts participate in 12 of the 14 missions flown during the month.

M/Sgt Majchrzak, MSgt Petterson, and M/Sgt Siegfried saw their continous record od missions without an abortion marred after reaching 84, 70, and 68 missions respectively.

On 23 Felrary 1945 at a group presentation the following crew chiefs were awarded the Bronze Star Medal for their untiring efforte and fine mechanical abilities, having completed fifty missions or more consecutive missions with out an abortion

M/Sgt Ambrose K Majchrzcak	M/Sgt Thomas J Sagany
M/Sgt Albert N Petterson	T/ Sgt Clarence D Hackney Jr.
M/Sgt Ralph D Siegfried	T/Sgt Fredrick W Mehl.

The following list of crew chiefs and the number of consecutive missions to their credit, to date, without an abortion (30 or more missions)

M/Sgt Sageny 56	56	M/Sgt Fagar	47
T/sgt Rutkowski	60	M/Sgt La Sacla	38
M/Sgt Bolduc	53	M/ Sgt Bradford	36

the following crew chiefs were recommended for the bronze Star Medal in accordance with the Third Air Division Instructions. 36-2A, dated 19 October 1944, having compled over fifty missions consecutively without an abort

M/Sgt Oliver Bolduc T/Sgt Stephen Rutkowski.

1St Lt Gordon W Jerow, formerly Assistant Engineering Officer of the Squadron, is now acting in the capacity of Engineering Officer of the 18th Bombardment Squadron.

1st Lt Darrel J Berg, former Engineering Officer of the 18th Bombardment Squadron, is now serving as Assistant Engineering Officer of the 391st Bombardment Squadron.

T/Sgt Frank T. Sligh and crew assisting M/Sgt Ralph D Siegfried and crew changed an engine, oil tank, oil cooler, and feathering pump in approxmatly (5) hours.

T/ Sgt Fredrick W Mehl, crew chief on airsraft number 45-38289, finally changed engine number one and two after reaching 554:40 hours engine time, 345:45 hours were combat time.

There was very slight battle damage to the planes of the Squadron during the month.

Communications

Radio mechanics were refused release to the infantry because of their speciality. Because permanent cook's helper were sent to the infantry, two members of the Communications took their place. Those assigned as cook's helpers are Cpl Stiles and Cpl Cote. The Communications Officer, Lt Herman Roben sees an inconsistany in this shuffle.

John G Nelson st Lt John G Nelson Sqd Historian

VOLUME IV NUMBER IV DEC 1982

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

FELLOW MEMBERS OF THE 34TH BOMB GROUP ASSOCIATION.

Whether we are ready or not, the Holiday Season is upon us. So with this in mind, my wife, myself and all the Officers of the 34th B.G. Ass'n, wish to say to you;

HAPPY HOLIDAYS

I expect all of you are waiting patiently for a report of the 34th B.G. Ass'n Rendezvous at Cincinnati Ohio. If you will permit me to tell it in my own words, I will make a report of the happenings at the reunion.

Time began for us on tuesday morning Oct 5th, when I had a Memorial Committee meeting of the 8th AFHS at the WPAF Museum Dayton O. Upon arriving at the Museum, my wife and I placed a wreath on the 34th B.G. Memorial at the Museum, then I continued on into the Museum for the meeting. Here,the first thing Bob Vickers,Reunion and Memorial Chairman and John Woolnough, Editor of the 8th AF News, congratulated me, for having the most preregistered members from the 34th B.G., for the reunion. I had told them we would have 200 registered, but as it turned out we had 191, by Sept 17. This made the day for me. I did not do it alone, for I had the help of a lot of you,who were trying to find your crews and get them to come to the reunion.

After the meeting at the Museum, we went on to Cincinnati,to the Stouffers Towers where the reunion Hdq. was to be. Upon arriving at the Hotel, it seemed that we were no the only ones to be holding a reunion, for the cars were lined up around the block waiting to get in and unload. There were two other reunion going on that week, one was already in progress and another Organization were coming in. They were expecting over 1000 to their reunion and here the 8th AFHS was expecting over 2000. After registering and unpacking in our rooms, we went down to the Lobby to greet anyone from the 34th who were arriving early. Here we met Gerald and Wanda Pine and Malcolm and Tillie Corum.

Tuesday nite was registeration nite for early comers to the reunion. Also a cocktail party was to be held. We attended the cocktail party and met more of the 34th B.G. people who had come early to be rested up for the Symposium the next day. George and June Ritchie had come early and "Hank" and Mary Lambert had come early,also. "Hank" was interested in the Symposium as he to had been a P.O.W., having gone down on a mission.Several others from all the Groups had come early also.

Next day, Wed,was the Symposium, I have a write up of it by George Ritchie and will let him tell it. He can tell it better than I can, It will be a little later in this letter. George, also was a P.O.W. having been shot down on a mission with Walter McAllisters' Crew.

After the Symposium and dinner on Wed nite, there was another cocktail party for those who had just checked in that day at the hotel. Things were picking up for there were a lot more of the 34th arriving and the news that the 34th was No 1 in registeration was happy news to all.

Thursday morning was the Unit Contact breakfast and workshop for all Unit Contact and wives. This I had to attend, to learn some proceedures in forming Groups, charters, by-laws and other things pertaining to the Organization. I left the meeting early to take part in the Board of Directors meeting of the 34th B.G. The meeting had started when I arrived as it had taken me sometime to cross over to the Center, as I had stopped to greet a lot of our men on the way. I soon caught up with the business,which had gone on before I arrived and gave the financial report and the summary of the events for the dedication of the Memorial,to be held on Sat at the WPAF Museum.The business meeting was adjourned and we then proceeded to officialy open the hospitality room. With help from several of those present, Bob Wright opened up our

hospitality room, cocktail bar. He then proceede to act as bartender while the rest of us did a lot of Hangar Flying. "Pete" Gray and Charles Smith were at the heights of their glory for their first crew and the last crew they had were holding a crew reunion at the rendezvous.

Gerald Holmes was the first crew and Randall Martin their last. "Pete" did Randall's Crew get any of that Southern Bourbon, you promised them? I do hope you have some pictures of the crew members who were there. Would be nice if you had a picture before overseas and a picture of the crews members who were at the reunion. Would be a good one for the next Mendlesham Memories.

Several crews had reunion this year. I did not get them all but I know part of Gerald Holmes' crew were there. Randall Martin had rounded up most of his crew and 8 of them were there and so were part of his ground crew. Randall did real good. He had written me several times enclosing a letter to all his crew. Each time he had found one or two more and finally a letter came. Randall had found all his crew and all would be at the reunion except 3. One had just passed on and the other could not make it this year. He also sent me a letter from the wife of the one who died. She said he would have been the first to accept the invitation to be at the reunion, had he been alive to do so, this was Roy Fleming.

Part of Walt McAllisters crew had come. Bill Cheek had rounded up several of his crew and they were present. Two of Jimmy James' crew had come, he is still looking for some of his crew. Part of"Gene" James' crew had come also. 3 Of Myron Thompson's crew were there.Several of John Schroeder's crew came. J.W. "Soapy Thompsom was finaly able to get away from his grainery business, due to wet weather,and was able to attend the reunion. He was on Schroeder's crew. I know there were more crews represented than I have down here, so if I have left any crews out, please forgive me this time, maybe next year I will be able to get them all down. Better yet, someone from each crew, even the ones I have mention, send me a list of those from your crew who attended the reunion. I would like to know who they were.

We closed the hospitality room in order to get ready for the Aero club dance. This is a thursday nite affair at all the reunions of the 8th. Several prizes are awarded every year to those who wear their old uniforms and various other things. Several of our men wore their old uniforms and they all seem to fit as they did years ago. Jack Blackham was one of these. I have a picture of Jack in his uniform.

Friday seemed to be the business sessions of the 8th AFHS and the B.G. Election of Board Members of the 8th AFHS was held and several people,who had come from Europe and had helped our men escape from the Germans, were introduced,to the people attending the business meeting. All of them received a standing ovation for the work they had done,helping our downed flyers back to England. The 34th B.G. was recognized as having the most preregistered people at the reunion and I guess I left a little too soon for one of our men gave a speech about the 34th B.G. and the work I had been doing to bring them back together again. Thanks Ralph Applegate.

After a lunch in the Hospitality Room, our wives went on a River Boat trip on the Ohio River. Some of the ladies, thought their busses had been hijacked to Ky., for the drivers got lost and crossed the river into Ky, for a story about this ask Wanda Pine.

While the ladies enjoyed themselves on a boat trip,the 34th B.G. held their business meeting.

A report of the election Committee was given. Walt McAllister headed this committe. The nominees were presented to the Group and nominations were asked from the floor. No nomination came from the floor.A motion was made and seconded,that those chosen,be accepted unanimous by the Group.This passed and Robert Wright, Gerald Pine and Ralph Bush were elected to be officers in the 34th B.G. Bob Wright President, Gerald Pine V. President, Ralph Bush to be on the Board of Directors. Everett Rose was to be on the Board also,as he had been acting as a Board member,instead of Bob Wright, when Bob was elected V. President last year.

After the election, Bob Gay and Bob Wright showed slides of the Mendlesham Memorial and Bob Gay gave a report on the Memorial and told of its condition and the reason it must be moved. It was deteriorating very badly and was next to the road on undeeded ground. The Ipswich, Norwich Hiway was being widened and the Memorial would be torn down as the hiway would be on the spot where the Memorial stood. He then suggested a vote be taken to see if we of the 34th would take on the project of rebuilding the Memorial in another location and the ground would be deeded to the 34th B.G. Ass'n Inc. by Mr George Steadman, on whose ground the old Base stood. He gave a report of the cost. The motion passed and we are to take on the project. Bob then said, he would give a check for $500.00,for the rebuilding of the Memorial and he would see to it; that the Memorial was started,for the estimate was just be good until Nov 1. His offer for $500 gave incentive to the rest and we were busy. Dana Schrupp, myself and other, for quite a while taken donations and pledges for the re= building of the Memorial. All pledges are not in at this time so I will not say the total

until the March Newsletter, when I will break it down and let you all know the exact amount. raised for the Memorial. At the same time I will have the exact cost of the rebuilding and moving the Memorial, at Mendlesham. *I will ask at this time, if any others of you would like to send a donation towards rebuilding the Mendlesham Memorial, you can send it to me, please say Memorial donation on your check, I have all the money now in a seperate account, except that which we have already sent over to England. You see we not only have to rebuild our Memorial, but we should perpetuate it at least for our lifetime.* While we were taking pledges and donations, Bill Creer got up and told us, If you can not raise the money at this time, so we can start the project, I will lend the Group the balance, at a reasonable amount of interest, even if I have to mortagage my Shopping Center in Las Vegas. (Now Bill we are even for the remark about me needing a dictonary along with my news typewriter.) He also stated, he did not think he would have to lend the 34th the money, for he had the same faith in the 34th as he did when he was the Commander. I also have the same faith, Bill and the men are proving it every day. I might add here, Bob Gay has already set the plans in motion for the rebuilding of the Memorial in England.

Our Business meeting was adjourned with the benediction by Rev Don Forseman. It was opened by our Chaplain, Father Fred Brooks.

The 34th B.G. Rendezvous dinner was attended by over 200 of our people. There was quite a mixup to start. You see,we were in the same room as several more B.Gs, who were supposed to be in one section of the room but wher we arrived,they were scattered all over the room. and had taken several of the tables meant for the 34th B.G. I am sorry about the mix up and confusion,as the banquet started. There were supposed to room to set up one more table if there was not enough room,but the Caterer would not set up another table.

Well, any way, the banquet was opened with a prayer by our Chaplain Father Fred. and after the dinner, Gen Bill Creer, introduced our speaker for the evening, Robert S. Gay, who was the Group Executive Officer and whose signature appears on more of the 34th B.G. records than any other signature.Bob was to the ground forces of the 34th, what the C.Os of the Sqd and the CO of the 34th was to those who flew. Bob was a ground pounder along with a lot of others of us.

Bob talked on the days work of the ground crews and what it took to run the Group for one day. . . After his talk , with the help of Bob Wright at the projecter, Bob showed some slides taken in England,when he was there on Memorial Day this year.The slides were of Mr and Mrs George Steadman and their family,also of towns and cities and surrounding places near our old Base. They were very good slides,Bob, they brought back a lot of memories to all of us who were there.

Now it was time for "AUCTION USA". George Ritchie had asked to have charge of this. I would at this time like to thank all who helped in the Auction,especially George and June Ritchie, Tillie Corum, Walt and Ruby McAllister, Eli and Rose Baldea and Robert and Pauline Smith, all of the men,who helped,were on Walt's crew.(Just as I sat down to write this, I, received a call from Walt McAllister, telling me that Robert Smith had passed away on, Sat. nite(Oct 30th) , with a heart attack.

You know I think, George Ritchie could sell the shirt right off your back, without you knowing it. He said he had a ball selling the things,you wonderful people of the 34th B.G, donated to the Auction. The Auction went real well and I am sure we all had a good time. Every time I looked around,Jack Camp,was buying something. Thanks Jack, also thanks to the rest of you for making the Auction a success. Money will be used to help defray the expense of our Memorial.Amount will be disclosed in the next newsletter. George says, those who need receipts for their donation, if you will write to him or to me, we will send you a receipt. Remember all donations are tax deductable as are your membership fees.

At the intermission, to give George a rest, we had the drawing for the clock, donated and built by Gerry Pine. We had been selling tickets for it,during the Auction. To make things honest,Father Fred was asked to pull the winning number from the hat. The winner was Everett Rose. I think he was taking it back to his wife, who was unable to make the reunion this year. After the excitement died down, the meeting was adjourned by Rev Don Forseman.

Sat morning being dedication day and a long journey to Dayton ahead of us. We were all up bright (not quite) and early. I was on the first bus (by the way they were school buses), to leave as I was on the Memorial Committee for the dedication and had to be there early. The sky was overcast, as we left, just like the skys in England were,when our plane went on a mission. We were about 20 miles from Cincinnati when the weather closed in, it started to rain and get foggy,all the rest of the way. It did let up a little when we reach-the museum. We were inhope it would let up during the dedication but it seemed to close in.

more and more. Ceiling zero, when the planes from the 8th AF Base at Barksdal La. roared over. They couldnot be seen, due to the overcast. The roar of their mighty engines brought back memories of those days in England, when we sweat you boys out coming thru the fog, returning from a mission.

The Dedication of the 8th AF memorial, got off on time but the tent which was supposed to seat 2000 people was not large enough, for a lot of our people were standing inside and out. The speaker, for the dedication, was Lt Gen Herres, Commanding General of the 8th AF (SAC).

After the dedication was over, there was a brief intermission, while the press interviewed several of the Distinguished Guest, who were present.While this was going on, pictures were being taken, of the various Memorial being dedicated.

Just as the individual dedications were to begin, the rain came down in buckets full. This did not dampen the spirits of the 34th people for they stood out in the rain for the dedication. Between the tears and the raindrops Father Fred did the dedication and blessed the Memorial. He dedicated it, not only to those who had died over there but to those who had since passed on and to those of us who were still living. This was Father Fred's second dedication that day for he had been asked to help dedicate and bless the 8th AF Memorial. Rev Don Forseman, gave the benediction for the ending of our Memorial dedication.

After lunch and a visit to the Museum, we all returned to the Hotel in Cincinnati to rest up for the 8th AF Banquet and dance that night.

For awhile we thought we would have to abort the return to the Hotel. For on our way back to Cincinnati, we broke an oil line and were almost out of gas. Fortunatly we were near the garage and were able to pick up another bus for the rest of the trip. I knew how you men felt with an engine out and almost out of gas but we were fortunate enough to be able to change buses and not have to sweat out a landing.

We returned to the Hotel for the 8th AF Banqet. the speaker that nite was Lt Gen Harres, who had spoken to us at the dediaction. We spent most of the time, instead of dancing, visiting with those of the B.G. whom we had not had time to talk to. I know they were a lot of you whom we were not able to visit with, this I regret,If things work out as they should, it is quite possible I will have more time to talk to you next year. One of the prizes, which was given away on sat nite was won by one of the 34th B.G. men, who was also from another B.G.,Merle Wilson.

Sunday morning's breakfast was a sit down breakfastand most of the time was used to visit and say good by to friends, some we will never see again and others we will meet at the next reunion.

I do want to thank all those crews, who had a crew reunion this year. I do not have all of you down. There was one who until this year had no idea where his crew was. Randall Martin, who started in with letters to all of the old addresses and between him and some of the others were able to locate all but one. "Pete" Gray was his crew chief. Pete did Randall and his crew get the southern Bourbon, you promised?

Bob Schwartz had quite a few of his crew there and Fred Berglund,from the crew,told me a story about Henry Webber Butler. Webber was the engineer of the crew and when ever Bob Schwartz, as the pilot, would let his attention sway from the instruments, Webber would hit him on the head. Bob says, this is the reason he has lost so much hair.

There is another story about Webber Butler. He was at Pearl Harbor, when the Japanese hit. He survived the attack and came back and joined the the 34th B.G. in England. Webber is the second of the 34th B.G. men to be at Pearl Harbor when the Japs hit. George Rohrbaugh is the other. George was also at the reunion and showed me the pictures of Pearl Harbor, before and after the Japs hit. Is there any more of you, who were at Pearl during that time.

There are a few more things I would like to announce. The next reunion of the 34th and 8th AF will be in Houston Tx. OCT 13th THRU OCT 16TH.This promises to be a good one also. Come a day early tho,for there is promise of a flyover by the CAF on Oct 12th and there may be a visit to the Space Center . Plan your vacation so you will have time to spend some of it at the reunion in Houston as they tell me there is a lot to see.

Another thing, we do have some of the 34th VALOR TO VICTORY pins on sale, There are 3 kinds, the one inch one like the original, the ½ inch ones, made into a tie tack or lapel pin and the one for the ladies, ½ in.one with a stick pin on it. The cost is $3.50. This covers mailing and shipping.Send your check to me for the pins. All proceeds go to the B.G. Memorial Fund.

In this letter you will find a slip to order a 34th B.G. Jacket. It is blue with either a B17 or a B24 on it. You must specify which. Also you can have your Sqd number put on it. either 4th, 7th, 18th, 391st, You must follow directions on the order blank, so if you want

one of these jackets, fill out the order blank and mail to Dana Schrupp, with a check or money order. Dana's address is now, 1615 So Black, Bozeman, Mt 59715. #83 PH. 406-587-4133 Dana will then send your order to the factory and your jacket will be shipped directly to you from the factory. The cost is just $17.50 and we of the 34th do get part of that, All proceeds will go to the Memorial Fund. I have seen the jackets and they are really nice, they would make nice Christmas presents for your husband, if you were to order right away.

You will also note in this letter, there is a slip for paying your dues. Yes it is that time again. The dues are still just $5.00 a year and we hope to keep them that way. It does take money to send out the newsletters and to find our men.

There are several of you, whom I have been carring, in hope, you would write and send in your dues, so if you miss the March issue of our newsletter, you will know I have had to stop sending you one. The ones who haven't sent in your dues, know who you are, but if you are in doubt, send me a letter and I will tell you, or better yet, send in what you think you might owe and if it is over, I will credit it to your next years dues.

A lot of you belong to the 8th AFHS and send in your membership fee to them, but you forget, tho we are attached to the Society, we have our own Organization.

At the start of this year, we had three missions to go on. One was the Memorial at Dayton, No 2 was the reunion at Cincinnati and No3 was the restoration of the 34th B.G. Memorial at Mendlesham. I am happy to report, we have accomplished 2 of these and are now on target for the last. First mission, you men hit the target, with no abortions, second mission, we attacked the target at Cincinnati and dispersed the enemy and took first place in attendence. Nowabout the third, we are now almost on the target, for the Memorial at Mendlesham and I know we will hit the target by spring, with no losses to our ranks. You men and ladies are to be complemented for the spirit you have shown towards these missions, please keep up the good work, as time is running short for all of us.

Mark Oct 13th - Oct 16th 1983 on your calender, as the date for the next rendezvous of the 34th B.G. Houston Tx is the target.

We are also thinking of a reunion of just the 34th B.G. in 1984, give this some thought, for we need your thinking on this. Would you come, if we of the 34th held our own? Write to me and let me know.

We have also been approached about a trip back to England. How many of you would be interested in going back for 7 days for a visit to Mendlesham, Ipswich and London? No prices as yet but there must be 50 or more who would like to go. More will be said about this later on. Let me hear from you about this also.

If you have any complaints about the Reunion Hotel, make them known by writing to the Dept of Tourism, Greater Cincinnat Chamber of Commerce, Cincinnati Ohio, 45202 and send a duplicate of your letter to Rambling Tours, c/o Murray Fein, P.O. Box 1304, Hallandale Fla . 33009.

I have been informed there is a new book about the raid over Polesti being printed. It is called "Green Flak Over Polesti by Leroy W Newby 810 N Terr Dr Webster City Iowa. 50595

John Beitling of 5215 E 24th St K.C. MO 64127, would like to hear from you men about the name of you plane, B24s. If you remember your plane no. and name, send it to John. He has sent me a list of those he has.

Missed Wally Felker's crew on the countdown, sorry about this, Hope Bates Davidson of your crew is getting better,

Roy Jones has been ailing lately, he might like to hear from you, so why not write to him.

Thanks to all who signed the book to Mr Steadman.

Remember, it has often been said, the 34th B.G. was the Grandaddy of the 8th AF.

I will now leave you with this thought: If you can't be thankful for what you receive, then be thankful for what you escape.

CHEERS

Ray L Summa

Ray L. Summa
34th Bomb Group
Unit Contact

List of those attending the Reunion

Dickman Jerome	
Anderson Kieth	
Babcock	Bud & Lucille
Baldea	Eli & Rose
Bush	Ralph and Marge
Buss	Paul & Mary
Butler	Henry & Mary
Camp	Jack
Casler	Dudley & Nan
Cassell	Albert & Lucille
Cheek	Bill & Betty
Deatherage	Grady
DiNenno	Alfred & Olive
Felker	Walter & Jane
Forsman	Don & Ruby
Fulton	Bill & Louise
Gay	Robert & Phyllis
Gray	Wm N. "Pete"
Habiger	Anthony & Joan
Hanson	Ambers & Jean
Hayes	Edward & Jinny
Holcomb	Verb & Betty
Hood	Jack &Hettie
Howard	Phil & Jean
Howarter	Wayne & Laverne
Humphreys	Ken & Renee
Jordan	Dexter & Buelah
Jurgens	Henry & Ruth
Lambert	Henry "Hank" & Mary
Lux	Charles & Fran
McAllister	Walter & Ruby
O"Grady	Harry & Ada.
Parrish	Harold & Norma
Pine	Gerald & Wanda
Pochter	Irwin & Beverly
Ritchie	George & June
Rohrbaugh	George & Cillian
Rutka	Harold & Genevieve
Schonthaler	Kal & Evelyn
Share	Jack & Marian.
Smith	Robert & Pauline
Smith	Charles & Carrie
Sothern	Bruce & Margaret
Summa	Hannah & Ray
Underwood	Lawrence Doug-as
Webster	George
Wright	Robert & Esther
Saegar	Sherman
Saegar	Earl
Gardner	Henry Tom
Ames	Vern & Millie
Brooks	Fredrick & Mardell
Brown	W.J "Bill"
Corum	Malcolm & Tillie
Burnell	Bill
Creer	Bill and Viv
Desjardins	Bob & Jeannette
Ferlich	William
Gibbs	Claude
Graham	John & Margaret
Grimes	Bryant & Margaret
Hann	John & Rose
Berglund	Fred
Strona	John
Woefel	Arnold E.
Hartwick	Robert & Loraine
Holmes	Gerald
Huber	S.C.
Jackson	Walter
Jaccobbauski	Mike and Margie
Jalving	Marvin & Lois
Gombert	Dirk & Dorothy
Levy	Irving
Marks	Joe & Mary Kay
Martin	Randall & Shirley
Muente	Fred & Ginny
Murphy	Ralph & Gloria
Odom	Jack & Beatrice
Olson	Rdgar
Prillman	H Arnold
Rose	Everett
Schmitt	George and Marilyn
Schrupp	Dana
Strawder	Earl
Turko	Walter & Mary
Yates	Frances
Beckley	Paul R.
Ashburn	Jack & Francis
Blackham	Jack & Dottie
Bouth	Ed and June
James	Gene & Helen
Jellum	Walter S Donna
Schoch	Fred & Clara
Schwartz	Robert & Clara
Stankaitis	John
Tobiason	Henry & Audrey
Wright	Tom & Louise
Wright	James
Benedict	George & Mary
Livingston	John
Johnson	Bevo
Applegate	Ralph & Mary
Baer	Bob & Rob
Bolce	Louis & Anita
Crook	Lonnie & Dorabel
Elsener	Robert
Fechko	Richard & Dorothy
Forister	Carrol & Sylvia
Isaacs	Seymour & Claudia
James	Emet & Betty
Koening	Al & Marcy
Konte	Al
Perry	Harry & Willie
Plaut	Bernard & Eileen
Pritz	John
Russell	Merle & Jane
Steiner	Robert
Thompson	Myron & Jane
Witham	Harold
Wessel	J.R. & Dottie
Schroeder	John
Tooley	Guy & Mary Belle
Abrams	Mort
Thompson	J.W."Soapy"
Gibbs	Don
Crump	George
Goetsch	Forest & Irma

If I have left any names out, let me know and I will run them next time.

Father Fred's dedication Speach

TEXT OF THE 34th BOMBARDMENT GROUP MONUMENT DEDICATION AT WRIGHT-PATTERSON AFB, AIR FORCE MUSEUM:

Let us pray: Father in heaven, Almighty God, bless and hallow this memorial and living tree, that it may serve to remind others of the sacrifice made by those members of the 34th Bomb Group who died for liberty and justice among men while serving our country during World War II. Father, we ask that you, in your mercy, grant to them continual growth in thy love and service; and grant to us grace so to follow the good example of all thy saints, that we and all others of this 34th Bombardment Group,may, with them, be partakers of thy heavenly kingdom. Grant this our prayer, O Father, for Jesus Christ's sake, our only Mediator and Advocate. Amen.

The short address: Ladies and Gentlement of the 34th Bomb Group and Guests: welcome to the dedication of our memorial. It is placed here and dedicated to the memory of those who gave of themselves fully in combat and those who have gone to the joys of God's eternal kingdom since that time; and to the living who will enter that joy provided for God's faithful in eternity. We have repeated the inscription on the memorial at the site of our airbase at Mendlesham: "To the American Airmen who in valor gave their lives to the victory that made real the challenge for world peace and unity."

To paraphrase Abraham Lincoln: "The World will little note or remember that which is said here today. . . but will remember what our men did over there." This memorial is dedicated here at Wright-Patterson Air Force Museum not only to those who gave their lives over there, but to those who have gone to eternal life and to those of us who are still living. We offer our thanksgiving to God Almighty for the long and fruitful lives and joys we have been granted.

We thank all who have contributed to the effort that made this memorial possible. . . especially Ray and Hanna Summa, Malcom Corum, General Creer and Doug Underwood and all the officers of the 34th Bomb Group Association and others. . . thank you.

And now Don Forsman will close our dedication with prayer.

NOTE: Jerry Pine held the Holy Water Bucket and Gen. Creer stood by in the rain with us.

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34th Bomb Group Roster from Aug 15-Nov 15 1982

Atwater, Vernon
R2 2590 So Meriden Rd
Colorado Spgs Co 80909

Hale Robert 391
13297 Clement Rd
Morenci Mi 49256

Boyle, Richard J
1037 Fairview Rd
Clark Summit Pa 18411

McWay Robert 4
477 Fairview Ave
Arcadia Ca. 91006

Adringola Leonard 4
504 Furman St
Rockford Ill 61103

Chevalier Robert 18
Box 113 Joaquin Tx 75954

Hunter, James Jr 4
10926 Yorksprings
Dallas Tx.

Kipp Sherwood R
2519 thomas Ave
Durango Co. 81301

Patterson, Robert 18
30 Rockefeller Plaza,
New York N.y 10112

Gabel, Clayton 18
1306 12th St NW ,
Canton Ohio 44703

Salverson Leon E
433 158th Place N.E.
Bellevue Wa. 98008

Carter Paul
263 Richmond Rd
Salisbury N.C. 28144

Werth, Harold
1424 N.W. Vista Place
Corvallis Wa. 97330

Parenteau Earl 18
4 Duncan Ave -11
Worcester Mass 01604

Bulloch Ronald H
315 8th Ave Apt 109
Asbury Park N.J. 07712

Durham, Don D 391
6218 Nottingham
St Louis Mo. 63109

Turnmire Lee 18
303 Russell Wo .
Santa Maria Ca. 93454

Billman Robert E
2010 Braewick Dr.
Akron Ohio 44313

Corbin Bobbie J 391 18 4
Box 535
Groom Tx. 79039

Rogers Evan 7
821 Via Lanterna
Tucson Az. 85718

Ricci, John
15 8th St
LaSalle Ill 61301

Kowalczyk Stanley 18
203 Buchanan
Pierre S.D. 57501

Grounouski John A 7
1204 Castle Hill
Austin Tx.78703

Cogburn Charles 4
8087 Cambridge
Mobile Ala. 36609

Lambert Harry
1375 Square Lake Rd.
Troy Mi 49098

Vitulli Marino (MRS)
35 Rumsey Rd
Yonkers N.Y.

Lester Wayne
23 Far Horizon Dr.
Monroe Ct 06464

Tuttle Don 7
1152 Curtner Ave
San Jose Ca. 95125

McPhee Robert 7
10925 No 43rd St
Phoenix Az. 85027

Wach John
P.O. Box 3
Berlin Center Ohio 44401

Summers Walter R. (Bob) 391
1019 Hanover Blvd
Browns Mills N.J. 08015

Tantes Joseph J.
P.O. Box 732
Columbus Ohio 43216

Bryan, Stanton K
7509 Hunting Creek Dr
Prospect Ky 40059

Doronsky, John
5586 Ericson Lane
Willoughby Ohio 44094.

TAPS

McCutchan Don Mansfield Ohio
Bradford Clarence Reading Pa. Crew Chief
Draper Frank Aitkins Mn. Co-Pilot
Tew Howard Chesapeake Va.
Vitulli Marino Yonkers N.Y.
Dubre Harold Rev. Medic
Smith Robert C. Largo Fla. McAllister's crew

ADDRESS CHANGES

Hudelson, Raymond Mrs
137 Lozelle St
Sturgis S.D. 57785

Harpton Fred
1120 Williamsburg Lane
Zionsville Ind 46077

Austin Paul
Star Rte 441 A.
Merrifield MN. 56465

Foose Robert M
5141 Pebble Land
Columbus Ohio 43220

Tigges Eugene
330 Northup St
Ft Wayne Ind

Eide George
C/O Art Eide
Minnewaukan N.D. 58351

Milford Bob
1820 Washington
Kansas City MO. 64108

Garrison Marvin
10833 Carnige Dr
Cincinnati Ohio 45240

Share Jack
11 Pasedena Ave
Groton N.Y. 13073

Pine Gerald
5414 Highway 12 Lot 51
Waunakee Wi 53594

Rossow Harold Blair
110 E South St
Panora Iowa. 50216

Feda John
2220 Delridge Ave
St Paul Mn. 55119

Bower Walt
1454 Guava Ave
Melbourne Fla 32935

Nichols Carl O. Instead of Carol. Nichols.

Lou DeSantis
613 Wolf Creek St
Syracuse N.Y. 13028

Thompson Soapy J.W.
Z.C. to 72461

Pariseau Raymond
658 Duquena Dr
Sun City Center Fla 33570

Browne William
924 Sherman Ave
Plainfield N.J. 07060

Ellis Charles W.
19727 St Ann St
Saratoga Ca. 95075

Scherkenbach Elmer
2470 Indian Trails East
Palm Harbor Fla.

Brug Charles
3463 Muddy Creek Rd
Cincinnati Ohio 45238

Goetsch Fred L.
3325 - 9 Brattan Ave
San Carols Ca. 94070

Lindstrom Russell
3912 Glen Oaks Manor Dr.
Sarasota Fla. 33582

Berglund Fred
Z.C. 55431

Dana Schrupp 1516 So Black, #83 Bozeman Mt 59715

Officers of the 34th B.G. Ass'n

President
Robert Wright

Vice President
Gerald Pine

Recording Secretary
Harold Rutka

Unit Contact & Treasurer
Ray L. Summa

Chaplain
Rev Father Fred Brooks

Archivist
Douglas Underwood.

Board of Directors
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Grady Deatherage
Malcolm Corum.

Honorary B.o D.
William Creer
Eugene Ben LeBailly

The Symposium as written by George Ritchie.

On Wednesday, as you know there was a Symposium on Escape and Evasion and P.O.Ws. held in the Convention Center. Hosted by: the Escape and Evasion Society of the 8th AF.

It was super, and very interesting, to say the least.

The panel consisted of both men and women who either worked in the underground or were prisoners, behind the wire. Included were fliers of the USAF who worked within the camps. . . planning different escape attemps of which the most famous was, "The Great Escape", from Stalag Luft III.

Briefly: All stories were so interesting and varied that I could not begin to get them all on paper. However here are a few: During the "Great Esacpe", it was not just one tunnel dug, it was many, built as a diversion away from the main effort. Many times the Germans would find an escape tunnel and instead of filling it in, they would monitor the progress and stop it just as it reached the wire. In that way the Germans knew the prisoners were kept busy and out of trouble. Just as our Airmen thought they had it made---bam-- the Germans would smash it.

Many details were explained as to just how supplies were obtained and used. Most of the material came form the German Guards them selves. Once they delivered only one piece of equipment the Airmen had a hold on them. It was surprising the type of equipment the Guards brought to the prisoners. Cigarettes, instant coffeefrom the Red Cross parcels did the tempting.

The people of the underground during the war, were represented here, by about 15 ex underground workers. They had stories to tell that would have put any Hollywood films to shame. On the stage there 5 who told of their work and about 10 or maybe more seated in the audience who stood up, when stories were told about their exploits. You must remember these people were civilians, the youngest was about 13 at the time. Our guess the ages ran from 13 thru the 20s.

One was a professional soldier, he was very slightly built man, with a thin pencil line mustache, glasses and hearing aid. You noticed him, even before the Symposium started. He had a quick step, he was 71 years old, searching eye, quiet but efficient manner, you knew he was somebody, not an American, but he was at home and seemed to belong. His stories contained both humor and deadly facts. He was on the famour Dieppe raid on the Coast of France in 1940. He Was French, fighting with the British after the fall of his Homeland. Captured on that raid, he esacped, from a prison train, going back to Germany and made his way back to England. During his evasion , he learned a lot and without realizing it , actualy started an escape and evasion line, underground. I-9 was the name of the British Intelligence that was responsible for spy and underground work on the Continent. They interriogated him, when he returned and they put him to work.

He jumped into France with instructions to establish a "Line", to return our Airmen. His was to be only one of many "lines" established by the Allies, more in France, also Holland, Belgium, Sweeden, Norway, all of the occupied Countries on the Continent. These "lines" of escape were responsible for getting over 6000 Airmen back to England. For each Airman returned, one member of the underground lost his life. You see freedon is not cheep.

When the Frenchman landed with forged papers, he carried 3½ million in francs, during his work underground, he spent a total of 16 million francs. No receipt or records. At the end of the war, he had 1½ million left, which he returned to the Allies. The story about the money gave a touch of humor to the Symposium. "Imagine, he said, having 3½ million in cold cash in a bag, walking thru the streets of France, fake papers, a soldier in Civilian clothes, you can't just go to a bank and say, "I want to deposit 3½ million in cash, during the middle of a war and withdraw it a small amount at a time, you couldn't go up to a stranger and ask him to hold onto it, it was too big to fit in you wallet, just what would you do"? On and on went the stories.

One lady in the audience (the ones on the stage were english speaking members) had her story related. because of the work of her family, when you were in the underground, all members of the family were "in" as far as the Germans were concerned. If a member was caught, the family were either killed or sent to a camp. This happened to her. She was 14 when the war started, 1939 after her family was responsible for passing on, more than 30 Airmen, her father was killed , mother never seen again. She spent 2 years in a consentration camp in Germany and when the war was over, had to walk back to Holland.

The plight of any civilian on the Continent is a story in itself. After the war, we American Airmen, had trucks, jeeps, tanks and trains to carry us back to the Coast. I was lucky to Have all of them, then a boat back to England. If you suffered capture as a civilian, you had it tough. First the fighting man were taken care of, the poor civilian were mostly on their own. There was no bitterness in any of the stories, PRIDE, PRIDE, PRIDE,. you found yourself giving the typical embrace. a kiss on the cheek, a hug, a lookinto misty eyes, a squeeze of the hand, another kiss on the cheek, and a long hug. It just seemed the right thing to do (I can hardly see the key board.) very emotional.

On the end of the stage sat a man, from Holland, who was responsible for screening the Air men, to make sure they were who they said they were. He told how the people on the scene were interiogated and how contact was made with the underground. the underground was also questioned same as the fliers. The question was asked, " did you find any German Agents in your questioning"? His answer was, "yes plenty". The natural question was then asked, "what did you do"? "I killed them myself and then I knew they were dead". he said. No emotions, no regret and all other members of the underground nodded agreement. No one was surprised by his answer, all had known what it was before he spoke. Almost a stir of agreement filled the room. Just the fact these beautiful people, all smiles and full of life, dressed in their best threads, sitting on stage, looking like any Board of Directors or small town USA, planning Board, members of the town board, giving matter of facts, unemotional reports of the most uncivilized period of our history. The stories of torture, punishment, deprivation, hunger , exposure , physical endurance---on and on--

One 16 year old girl rode a US Airman, from Holland to the Pyreneese, Mts on her bike. The Pyreneese were the termination for the flyers. Because the Border and the ruggedness of the area, infilteration was easy and altho the Spanish were for the most part, friendly to both sides, they put our Airmen in contact with Portugal Authorities and then on sea or air transportation to England.

The American Flyers who were there, were from Stalag I and III with reps from the other camps in the audience.

One member of the underground, who said that the "line" she worked with, sent 200 Airmen home. She told how the different members invented tricks to fool the Germans , to get the Airmen thru. One complaint, their feet were to big, their bellies to fat, they were to tall, they jingled the coins in their pockets, they smoked their cigaretts wrong and many more things. One funnier than the other but a matter of life and death in the 1940s. She said, if it ever happened again, the Air Force high Command should include along with flight training, bike riding training because many a downed flyer could not ride a bicycle. Many suffered broken bones because of bike riding accidents and then it became a hospital and transportation problem, that is why the girl had to ride the Airman from Holland to the Pyreneeses. Laugh now, but many lives were on the line then.

A fact that all of you should know, the members of the USEES of the 8th AF Evasion and Escape Society, use their dues and even personal funds to help support the "FREINDS" of the underground. They have not forgotten them, Many were and still are on hard times. Funds are sent over every year thru the Society to assist them. The expenses of the trip over to America and food and lodging are from the Society. If you know of any Airmen, who ever qualify for this Organization, please inform him of their work. I always thought one had to go thru the underground to be a member But in Orlando, I was informed that anyone that escaped in any manner, from the enemy, was elgible. My escape was not thru the wire, but away from the forced marches, while the Germans moved us from camp to camp. Nothing glamorous, just sneaky. The Society can be contacted thru the 8th AFHS.

Other highlites were the translantic phone conversation, with the former head of I-9 in England. This English Officer was the Mastermind that built the escape routes and manned them.

Another highlite was when a former "Kreggie" (EXPOW) dresses in a Geramn Guard uniform tried to round up all the former P.O.WS. in the audience.

Roger Freeman, author and friend of the 8th AF was the Moderator for the Symposium.

It was a great moment for any American.

This was written by George Ritchie, who was a P.O.W., having gone down on a mission while flying with Walt McAllister's crew.

Richard & Dorothy Frahler
Darrell Underwood, Bill Black & Dave Schmidt
Darrell Smith, Norma Frahler
Bill & Louise Fulton
Virgil & Irene Ritchie
Vernon Mellie Ames
Ralph & Mary Applegates
Ray Thompson, Dave Schmidt, Bill Anderson

34th BOMB GROUP BANQUET
SPEECH BY
ROBERT GAY

8TH AIR FORCE REUNION

GOOD EVENING, LADIES AND GENTLEMEN. I FEEL IT AN HONOR TO ADDRESS YOU THIS EVENING.

AFTER LISTENING TO GENERAL BILL CREER'S INTRODUCTION, PERHAPS IT WOULD BE BETTER IF I JUST SAT DOWN. I NEVER KNEW I WAS THAT GOOD.

FOR THE BENEFIT OF THE LADIES, AS WELL AS YOU SUPER GROUP OF MEN, I THOUGHT WE WOULD GIVE YOU A CAPSULE OF THE BEHIND THE SCENES ACTIVITY IN A NORMAL DAY OF THE 34TH IN WAR TIME AND END WITH A TRIP BACK TO ARMY AIR FORCE STATION MENDLESHAM NEAR STOWMARKET, SUFFOLK, ENGLAND.

THE 34TH LIKE ALL HEAVY BOMB GROUPS HAD A TABLE OF ORGANIZATION SUPPLEMENTED BY SUPPORT UNITS ATTACHED TO US. STATION 156 WAS THE LOCATION OF 93 WING HEADQUARTERS, SO WE WERE THEIR HOST. THEY WERE WING COMMAND HEADQUARTERS. THIS MEANS WE DID CERTAIN MAINTENANCE AND HOUSEKEEPING JOBS FOR THEM, SUCH AS ORDERING AND DELIVERING FOOD - PICKING UP GARBAGE - REPAIRING VEHICLES, ETC.

WE ALSO HAD A SUB-DEPOT REPAIR ORGANIZATION - A SERVICE SQUADRON AND AN M.P. COMPANY, AND AN ORDNANCE COMPANY.

HOW MANY OF YOU REMEMBER YOUR MILITARY OCCUPANCY SPECIALTY (MOS)? HOW MANY 747'S ARE HERE TONIGHT? HOW MANY 1024'S?

THE T/O WAS DRAWN UP, I SUPPOSE, BY SOME COMMITTEE IN THE PENTAGON.

IN WAR TIME IT WASN'T ALWAYS PERFECT, SO WE DID A LOT OF JUGGLING. THUS, WE HAD OUR WEEKLY OFFICIAL REPORT AND OUR STATUS BOARD, SO WE KNEW WHAT WE REALLY HAD. NOW YOU COULD NOT LOSE PEOPLE, BECAUSE YOU HAD A DAILY MORNING REPORT.

WE JUST DIDN'T HAVE THEM ALL DOING THE JOBS THEIR MOS CALLED FOR. WE DID A LOT OF RECLASSIFICATION WORK, LET'S SAY.

NOW I WOULD LIKE A LITTLE AUDIENCE PARTICIPATION TO SEE HOW GOOD YOUR MEMORIES ARE. IN ADDITION TO THE OFFICIAL LANGUAGE WE HAD THE GRAPEVINE OR G.I. LANGUAGE.

CAN YOU TELL ME WHAT THE FOLLOWING PEOPLE WERE KNOWN AS:

CAPTAIN TEMPLE, M.P.S. - THE SHERIFF
CAPTAIN HOWARD, M.O. - CHOW CHIEF
COURTS AND BOARDS OFFICER - THE JUDGE
CAPTAIN FAUST, INSPECTION GENERAL - SNEAKY PETE
CAPTAIN ISSACON, FINANCE OFFICER - MONEY MAN

WE WERE, IN FACT, LIKE A LITTLE CITY, EXCEPT EVERYONE ATE IN OUR RESTAURANTS WITH NO CHOICE IN THE MENU. WE HAD OUR OWN HOSPITAL COMPLEX WITH DOCTORS AND DENTISTS - BUT NO NURSES.

A TYPICAL DAY IN THE 34TH WOULD GO SOMETHING LIKE THIS.

0630 - THE MESS HALLS ARE SERVING THE 2ND MEAL OF THE DAY. WE HAD AN EARLIER ONE FOR THE CREWS WHO TOOK OFF ABOUT AN HOUR AGO. WE ARE SCHEDULED FOR DELIVERIES OF BOMBS - GASOLINE AND FOOD - AMMUNITION AND CLOTHING -- ALL IN THE SAME DAY. IT IS SURE TO CAUSE TRAFFIC PROBLEMS. THIS IS WHAT HAPPENS WHEN YOU HAVE 4 DIFFERENT SOURCES OF SUPPLIES - NO MAKE IT 5. I FORGOT ABOUT THE BRITISH.

WHEN I ARRIVE AT THE OFFICE THERE IS ALREADY A PILE OF PAPER ON SGT/MAJOR BREAX' DESK AND A LIST OF PEOPLE WHO WANT DECISIONS. I SORT THEM OUT IN ORDER OF IMPORTANCE, OR AT LEAST IN MY OPINION. WE HAVE 5 AWOL'S IN CUSTODY. MP OFFICE WANTS TO KNOW SHOULD THEY BE HELD OR RETURNED TO SQUADRONS. 46 UNABLE TO WORK ON ACCOUNT OF FLU BUG. 9 CREWS WILL BE UP FOR ROTATION WITHIN A WEEK - RESERVE CREWS MUST BE READY TO TAKE THEIR PLACE, AND WE NEED NEW CREWS TO FILL THEIR PLACE. THE PROMOTION LIST FROM SQUADRONS MUST BE OKAYED BY COLONEL CREER AND ORDERS CUT AND RETURNED TO SQUADRONS. HOT WATER BOILER IS BROKEN AND BRITISH CLERK OF THE WORKS REFUSES TO DISCUSS MATTER WITH SERVICE SQUADRON. C.O. COURTS AND BOARDS OFFICER INSISTS ON APPOINTMENT OF 2 SPECIAL COURTS FOR TRIAL AND DEFENSE COUNSEL FOR ACCUSED.

CAPTAIN HOWARD WANTS 2 COOKS RELIEVED FROM GUARD HOUSE EARLY.

A-1 DIVISION HEADQUARTERS WANTS TO KNOW WHY WE NEVER HAVE ANY TECHNICAL PEOPLE TO FILL VACANCIES IN OTHER GROUPS.

CAPTAIN ARTELL DID NOT RECEIVE NAFI SUPPLY OF LIQUOR AND BEER - WANTS TO KNOW WHY HE CAN'T BORROW FROM MAJOR MORGAN'S MEDICAL SUPPLIES FOR A FEW DAYS. MORGAN SAYS HE CAN GO TO HELL. BOTH WANT TO TALK TO ME.

BARBER SHOP ONLY HAS ONE BARBER (2 HAVE FLU). LT. COLONEL BUCKY FREEMAN WANTS TO KNOW WHY HE CAN'T GET HIS HAIR CUT IMMEDIATELY.

CAPTAIN DIRHAM NEEDS 500 BOMBS TODAY. WILL I CALL DIVISION, OR ASK COLONEL CREER TO CALL; THEY IGNORED HIM AT ORDINANCE SUPPLY.

SHIKE REPORT RECEIVED. OUR AIRCRAFT ARE HEADED HOME.

AMBULANCES AND MEDICAL PERSONNEL WILL BE ON FIELD BY 1100 HOURS INTELLIGENCE DEBRIEFING IS ALL SET UP. COLONEL CREER WANTS TO BE THERE, AND HIS CAR IS STILL IN MAINTENANCE. NO PROBLEM -- SEND JEEP; HE IS UNDERSTANDING C.O.

MISSION WENT WELL. 3 WOUNDED IN 7TH SQUADRON. 7 PLANES DAMAGED. 4TH SQUADRON LOST PLANE; BUT CREW REPORTED SAFE ON ALLIED TERRITORY.

1500 HOURS - TELETYPE INFORMS US MAXIMUM EFFORT TOMORROW AGAIN; 36 AIRCRAFT, 2 SPARES, LOAD 500 POUNDERS.

DIRHAM HAS STOPPED SCREAMING. BOMBS HAVE ARRIVED. I SUSPECT HE HAD ENOUGH FOR MISSION TOMORROW ANYWAY.

1700 HOURS -- COLONEL LEBAILLY WANTED STATUS REPORT ON AIRCRAFT THEN CHARGED OFF TO LINE TO HAVE WORDS WITH CAPTAIN SCHAFFER BEFORE REPORT COULD BE HANDED HIM. WARNED GUS HE WAS ON HIS WAY.

1730 HOURS -- BASE CLOSED - NO VISITORS - NO PASSES.

COLONEL TRAVASTI IS SHORT GUNNERS - WANTS ME TO TRANSFER FROM SOME OTHER SQUADRON BUT DOESN'T WANT ANY WITHOUT EXPERIENCE.

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RED LAMP IS ON IN NCO AND OFFICERS' CLUB. IT SEEMS TO BE THAT MEDICAL ORDERLIES ARE SERVING MORE BOOZE WHEN MISSION RETURNS LATELY THAN THE CLUBS. MAYBE WE COULD USE BARTENDERS ON SOME OTHER DUTY.

CHAPLAIN WANTS TO KNOW WHY BASKETBALL PRACTICE MUST BE HELD IN HIS BUILDING WHICH SHOULD, IN HIS OPINION, ONLY BE USED FOR SERVICES. SUGGESTED HE GET TOGETHER WITH OTHER TWO CHAPLAINS AND SEE ME IN A COUPLE OF DAYS.

1900 HOURS -- MAINTENANCE HAS ENGINE PROBLEMS ON SEVERAL AIRCRAFT.

CREWS FOR TOMORROW NEARLY SETTLED.

WEATHER REPORT FAVORABLE FOR TOMORROW.

2000 HOURS -- TARGET INFO ALL IN. BRIEFING SCHEDULED FOR 0400 HOURS.

MESS HALL ALERTED FOR 0300.

TRUCKS SCHEDULED TO BE IN SQUADRON AREAS TO PICK UP CREWS BY 0230.

BRITISH HOME GUARD AND ANTI AIRCRAFT PEOPLE WANT CONFERENCE WITH C.O. I SUGGESTED DINNER 1ST NIGHT WE ARE STOOD DOWN.

0400 BRIEFING

0510 MISSION AWAY

0600 - MESS HALL STARTS SERVING 2ND MEAL OF THE DAY.

THE DAY I JUST DESCRIBED WAS NOT A PARTICULARLY DIFFICULT ONE BUT RATHER TYPICAL. FOR EXAMPLE: DURING MARCH 1945 THE 34TH

HIT 24 TARGETS

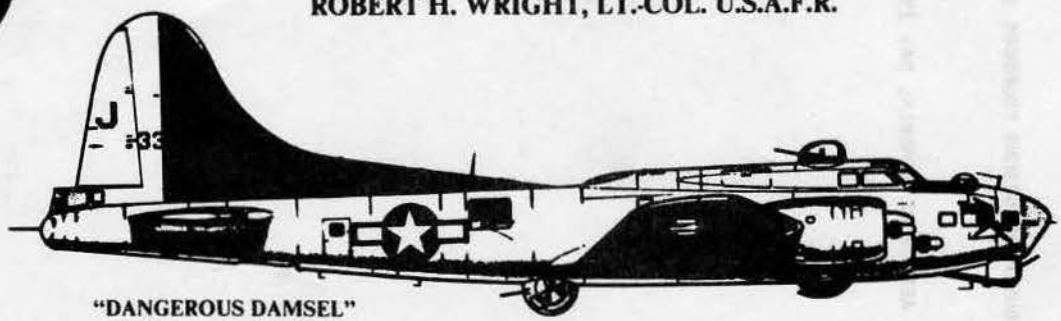
PUT UP 664 AIRCRAFT -- 641 OVER THE TARGET

1.625 TONS OF BOMBS DROPPED

THAT JOB DIDN'T GET DONE BY A BUNCH OF GROUND POUNDERS SITTING IN AN ENGLISH PUB.

NOW LET'S RETURN TO MENDLESHAM AERODROME MEMORIAL DAY 1982.

7th BOMBARDMENT SQUADRON - 34th BOMBARDMENT GROUP (H)
THIRD AIR DIVISION - MENDLESHAM, ENGLAND - 1944-1945
ROBERT H. WRIGHT, LT.-COL. U.S.A.F.R.



"DANGEROUS DAMSEL"

Presidents Comments to the Membership

As your new President, I would welcome any comments from the membership to make the 34th B.G. Association a bigger and better organization. With your help we can be the best.

Everyone was pleased with the dedication of the 34th B.G. Memorial at Dayton, with the exception of the rainy weather. Ray Summa is to be commended on a super job in getting everything to fall in place at the proper time. With the same kind of cooperation the restoration of the Memorial at Mendlesham is assured. The pledges given at the Convention and also the success of the Auction has made it possible, to have the restoration of the Memorial started at Mendlesham. George and June Ritchie and their helpers are to be commended for the fine job they did at the Auction.

Anyone still wanting to make a contribution for the restoration of the Mendlesham Memorial, may do so by sending their contribution to Ray Summa. Make your checks payable to the 34th B.G. Memorial. They are tax deductable as a donation.

I have been approached about a plan for a trip to Mendlesham this summer and as more information become available, I will relay it to you

Bob Wright

Bob Wright
President
34th B.G. Ass'n.

New address in Fla from Dec 1st unitl March 1983
1425 US 19th South
Bldg. 3 Unit 11
Clearwater Fla. 33516

Hi Joe Sorry I didn't get to talk to you very much at the reunion Maybe next year at Ho[illegible] You left the Banquet

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

12-82

VOLUME V NUMBER I MARCH, 1983

MENDLESHAM MEMORIES

34TH BOMB GROUP H

FELLOW MEMBERS OF THE 34TH BOMB GROUP ASSOCIATION:

THERE IS A GIANT ON THE BEACH

Yes dear Frineds, there is once again a Mission of great importance, to the 34th B.G.. It is the trip back to England and the rededication of our Mendlesham Memorial. As you all know the older Memorial was deteriorating very badly and the Ipswich-Norwich Highway is being widened an' will take the land where the Memorial stood. It was decided at the Cincinnat reunion that ,we, of the 34th,would take on the project of moving and rebuilding the Memorial.Thru the great efforts of Robert S. Gay,our 34th B.G. Adjutant, who master minded the project and thru those of you who so generously donated money,for the project, this has been accomplished. See the photos in the letter. I would at this time, like to thank each of you who helped on the project. I would like to list each of you in this letter but it would take up so much space, there would not be room for the rest of the newsletter.

By now, most of you have received the brochure, from Rambling Tours,about the Tour to England, with a word in it from our President Bob Wright and myself. It is true,we are going back to England, on July 6th. To those who want to go with the Tour from the East Coast, Rambling Tours has reserved a block of seats on a TWA for July 6th from Kennedy International to Heathrow London. You can catch this flight or make reservations of your own and meet the Tour at the Heathrow, be sure and inquire from your agent or from your airline when it will be into London. Try to get onto Heathrow about the same time as the Tour or not more than an hour later. For Information call the TWA desk which is an 800 number or if they can't tell you, you can call collect 305 920 7302. Better to call the TWA number first. The TWA plane will leave Kennedy at 9:00 PM on July 6th. and will be at the Heathrow International on July 7th.

PLEASE READ YOUR BROCHURES CAREFULLY TO SEE WHAT IS PAID AND WHAT IS NOT. You can see the cost of the tour for the 7 days in England, on the brochure, is $498.00 plus $10 per person 8th AFHS registeration fee. The estimated cost of the flight from Kennedy is $600.00 per person.

If you are thinking about going, GET YOUR PASSPORT MADE, FOR IT WILL TAKE A COUPLE MONTHS TO GET IT. Last time you went over, Uncle Sam paid your way and furnished your passport. Now you have to do it yourself.

If there are any question, which are not answered in the brochure, please contact Rambling Tours, Murray Fein, P.O. BOX 1304 Hallandale Fla. 33009 Ph 305 456 2161. He is the man with the answers.As I say again, please read your brochures carefully.

Our itinerary is just about the same as the one on the Brochure.

Day 1 July 6th Leave USA for London.N.Y. plane leaves at 9 PM.Eastern Time.

Day 2 July 7th, A.M Arrival Heathrow Airport, Transfer to bus to Ipswich, Dinner with FOTE.

Day 3. July 8th Breakfast and a tour of your old stamping grounds,Rest of the day to do as you please

Day 4 July 9th.Breakfast and a visit to the old Base at Mendlesham in company with FOTE Rededication of the Memorial at 11:30 (Subject to change) Lunch at the local Pub. Return to the Hotel for evening reception with Fote followed by dinner.

Day 5 July 10th. Breakfast and a drive to the Duxford Air Field and Imperial War Museum, picnic lunch at the Airfield. Afternoon visit to the Cambridge Cemetery, Everyone will over nite at Cambridge.

Day 6 July 11 Board bus for London, Explore London at your own pace, Reception hosted by your staff

Day 7 July 12th Guided tour of St Pauls Cathederal, Buckingham Palace, West Minster Abbey and lots more. or enjoy London Town on your own. Evening Mediaevil Banquet.

Day 8 July 13th Breakfast and goodby to Hosts and to Airport for journey home. One can stay over but you will have to make your own reservations for the flight home.

Now you who asked for the trip back to the old Base, Dedication of our Memorial and a tour of London, make your self known and lets make the tour, which we have planned for you.

Here is a letter I received from Walter "Bob" Summer, who was with the 391st, about our Mendlesham Memorial : Ray, I spent many happy hours at the Memorial, during all the years I was stationed in England. I used to walk all over the old Base (what is left of it), my old billett is still standing, altho it is now a chicken house. The first time I went back it, it brought back a lot of memories. I even drove my car up and down the runways. I spent two tour in England and was stationed at numerous Bases there. Each year on British Rememberence Sunday, I would place a wreath on the Memorial, along with the British Legion, The last year I was there in 1961, I went to the Base Commander of the place where I was stationed, The 81st and with his help, we had an Honor Guard, at the Mendlesham Memorial on Rememberance Sunday. We lay a wreath on the memorial, even one from the 81st. Representing the USAF, was the 81st Provost Marshall. I understand, you are moving the Memorial. I hope not, for it is where it belongs, at the end of of the runway on the main Ipswich-Norwich Highway. You can not go past, with out seeing it. It is on a well traveled Highway.

I married an English girl and when we go back, I always go to visit the Memorial and the Old Base at Mendlesham. I was back last August but it was a sad trip, my Mother in law had passed on and I did not get to do much, the last time.

I think, we owe Bob a debt of gratitude, for that which he did for us, at Mendlesham. Thanks from all of us, of the 34th B.G. and I hope you will be with us as we make the trip back over to Mendlesham, July 6th. Bob's crew chief, in the 391st, was Fred Mehel. His plane # was 45-39289. He would appreciate any one who worked on his plane to give him a call or write to him.

I have explained to Bob, we are not moving the Memorial, just as a whim but because it was deteriorating and the Ipswich, Norwich Highway was being widened. Mr George Steadman, on whose land the Base stood, has offered to deed a plot of land to the 34th B.G., back from the Highway so it will not have to be moved again. It has been moved up the road just a little farther and back from the road, so it will not tie up traffic, when people want to stop and see it.

A few weeks after the reunion, Hannah and I had the pleasure of being guest with part of Bob Wright's crew at Columbus Ohio. It was a surprise visit, for we had been on a trip with Gerry and Wanda Pine and stopped in Columbus to visit one of Gerry Pines's crew. When Gerry called his crew mate, Robert Hutchison, Bob Wright, his Pilot, was there at "Hutch's". So, as another of Bob's and Gerry's crew, Aldo Deleweese, also lived in Columbus and ran the Club Gloria, it was decided to suprise him and go to the Club. It was a nice visit with all Bob's crew. Bob and Esther Wright, Gerry and Wanda Pine, Bob and Marika Hutchison, Eldo Deleweese and Hannah and myself. Many fond memories were recalled, from the days, the men flew together,

Just after the Dec newsletter, was sent to press, Gerry and Wanda Pine and Hannah and I made a surprise visit to Father Fred Brooks' Church near Rock Island Ill. We had told Father Fred's wife Mardell, that we were coming but not to tell Father Fred. The Pines were to meet us at the Ramada Inn at Rock Island, but Wanda goofed and could not find it so they went to Davenport across the river in Iowa. Well, we did finaly get together at breakfast, the next morning and afterward went out to Father Fred's Church. Had a nice visit with Father Fred and Mardell and the people from his church. After which we went to a buffet dinner, then back home to put the newsletter together. (Hannah just loves the job of putting the newsletter together, just ask her sometime.)

Any of you traveling close to Rock Island Ill. on a sunday, stop at Father Fred's church, which is just a few miles from Rock Island Ill. He would be glad to see you.

We were in Fla for a couple of weeks for a rest, On the way down we called several of you, some of you were home and quite a few were not. We did call "Pop' and "Mom' Spence and did stop for awhile to visit them. Had a real nice visit with them, which we enjoyed very much. "Mom" was not feeling too well, for she had broken a couple of ribs and her arthritis was hurting again. Hope everything is better for you now, Bernice.

While in Ft Meyers, the morning we left for Ft Lauderdale, we had breakfast with Paul and Betty Bresh. We enjoyed the visit with them, even tho it was a short one. To those we did not get hold of, we are sorry, but we will be back another time and maybe we can get together with some more of the 34th.

One of the crews, which was at the reunion in Cincinnati, I forgot to mention was Harry O'Grady's crew. I am sorry I forgot Harry. Glad you and your crew could make it to the re-reunion. Hope you will be at the one in Houston this year and also join us on the Tour of England.

I have been receiving a lot of letters from you men, with your dues in them. A few have notes or letters in them but not all. While I do appreciate the dues and donations you send to us, I would like for you to include a little note or letter also. It means a lot to both of us to receive a little note from you. Every letter I receive, I answer. You will note that I have a little to say in each and every one. I received and answered over 350 letters in Dec and part of Jan, each one I answered had a little something, in it. They were typed not Xeroxed.

We had a call last week from Jack and Dottie Blackham, from El Paso Tx. Jack was asking about the tour dates and the dates for the reunion. Jack told us his daughter came home with a couple of rabbits. Jack was building a cage for them. Probably next year, Jack and Dottie will open up a chain of Hop Scotch resturants.

We spent a weekend with Paul and Mary Buss of Olney Ill. Had a real nice visit. Paul had asked me to find his crew chief and while I was there he showed me a picture of the crew chief. I recognized him and saw the "Hack" on the leather jacket. It was Clarence Hackney, crew Chief from the 391st. Paul has since called and talked to him. Clarence as you know is from N.H. Both Paul and Mary are taking the tour to England with us in July. While we were there, Mary made a delicious Coconut pie. My mouth is drooling now, just thinking about that Pie.

I have received several pictures from a lot of you. Emet Klusmeyer sent me pictures of the 4th Sqd engineering in front of a B24, just before we shipped the B24s out. I tried to copy it but had no luck. I sent it out to have a negative made from it. No luck, the ones who dio it kept cutting the wings off the B24 and we lost a lot of men in the picture, that way. He also sent me pictures of the first crew of "Set 'Em UP". How about someone from that crew writing me? The were good copies I made from the ones you sent. "Lars" Larson Line chief from the 4th Sqd has sent me a smaller picture of the 4th Sqd engineering. It is out to be copied now. Kieth Anderson, 7th Sqd sent me some pictures of the burning gas truck, he pulled away from one of the plane, after a gun was accidently fired and put a bullet thru it. Very good pictures Keith, hope you have receive them back by now. Hope your meeting in Cleveland goes well.

Some time ago I received a request from a fellow in the Neatherlands, who was trying to locate the crew which went down on a B17 in the North Sea. I have finaly located part of the crew. Ray Kubly was on the crew when they crashed in the NO Sea. Ray has sent me a story which appeared in the newspaper about the crash and the meeting with the man, with whom we escaped from the German Hospital.

Anyone knowing the number of the B24 "Q for Queenie" or Stiff Starch Queenie, please send the numbers to me. One of Giles Averitt's men wants to know. I will relay the numbers on to him.

I had a letter from Richard Ryan, of 1900 E Tuttle place No. Madison, Ohio 44057, telling me that last Dec was a sad one for him, He lost his wife and has a couple of heart attacks, himself. I think Dick could use some cheering up, so why not send him some cards to cheer him up.

Just received a letter from Harry and Mary Lambert, Harry was a member of the 391 Sqd and his wife Mary was a Civilian driver for the Base at Blythe. Probably some of you men from Hdq have ridden with Mary, when she drove Officers to various places on and off the Base. She recognizes several of your names. Mary and Harry were in Blythe in Jan to see the old Base. They say it is hard to find most of the places on the Base as the orange groves have taken over the place. Their visit was cut short, for she caught the flu and had to come home. sooner than expected. Hope you are better now, Mary, and we are looking for you and Harry to come for a visit. Hope you were able to make connections with Carrie and Charles Smith.

There is someone from the 7th Sqd, I would like to thank for his work in finding his crew and for the letters he sends out to both flying and ground crews. It is Randall Martin. He writes to his crew every so often and keeps them Inforned, I receive a letter also. Thanks "Randy". I know that your crews, think a lot of you, for those letters. Hope you and some of your crew, can join us on the trip to England. Keep up the good work. Have a good time in Fla.

I received a letter from Wallace Brauks, with a little joke in it. As you know Wallace works as the Hospital Service Officer at the Veterans Hospital in St Louis, Mo. The joke called ; The FREELOADERS LAST REQUEST. Once upon a time there was a Disabled Veteran, who had never joined the Disabled Veterans. All his life he took the benifits won for him by the Disabled Veterans but he refused to join. Then on his deathbed he told his wife. "Please

do something for me I want the Disabled American Veterans to be my Pallbearers.

'But you never belonged to the Disabled American Veterans", his wife objected, " why do you want the Disabled Veterans to be Pallbarers?"

"Dear", be replied, 'they've carried me this far... they might as well carry me the rest of the way. Nuff said.

Do not forget, we still have a few 18th and 4th Sqd patches for sale.$4.00 each. We hope to have more of the 7th and 391st by reunion time. These are the 6 in patches. We also are selling the 34th B.G. History Book. We have had the Edwin S. Smith 1947 34th B.G. History Book reprinted, The cost is $22.50 Send the money to me. I will order the book from the publishers to be sent direct to you.We also have the 34th B.G. Valor to Victory pins, the original 1 inch pin, we have a½ lapel pin and tie tak also the ladies stick pin. The cost for these are $3.50. This covers mailing and shipping charges.

Do not forget, we still have the jackets for sale. In the Dec newsletter I placed an order blank for the jackets. If you have lost yours, send for another. The jackets are $17.50 you can order them thru Dana Schrupp. Please use order blank provided

We must apologize for the delay of shipping the jackets to those who ordered them at first. The orders were held up until, we could send quite a few in at once. The orders arrived, just at the Holiday season and the factory shut down for Christmas, They were not set up for the amount of orders we sent them,so there was a delay in the shipping of the jacket. I think all of you have received your jackets by now. I have been in touch with Grady Deatherage and Dana Schrupp , who are taking care of the orders. They have been on top of the project all the time. Grady has been to the factory and the last word, was the jackets have all been shipped out by now. I was asked, if the ladied could buy a jacket. Yes, by all means, as long as your husband was a member Of the 34th B.G.

We do make a little something on all these articles and it all goes into the 34th B.G. Memorial Fund.

I have been receiving quite a few dues from some of you, but there are still a lot who have not paid their dues this year. There are a lot, who have not paid their "82 dues , so after this newsletter which is the March edition, you do not receive a June newsletter, you will know what happened. Our dues are just $5.00 a year payable when you join and as our fiscal year ends in Nov, the dues for each year start in Dec. Some of the B.G. have dues as high as $12.00. I hope we never have to ask for that much.

Malcolm Corum, 34th B.G. Past President, has aked me to express his thanks to all who helped him, while in office and a special thanks to all for the help on the Memorials.

If you are in the vicinity of Indianapolis on June 25 -26,drop by the C.A F. Airshow which will be at Mt Comfort Ind Airport. This is a show worth seeing. Mt Comfort is just a few miles East of Indianapolis. Just off I 70 and can be reached from Us 40 and from Ind 67. Hope to see a lot of you there.

LETTER FROM KEITH ANDERSON

To all Cherished 7th Sqd Personal:

7:15 Oct 7th, 1982,lifted out of Akron Muni. Airport flying Cessna 410. Personal friend Al Beckwith in the left seat. Al and I have flown many hours together. Arrived Cinci. Lunkin Airport one hour, fifteen minutes later.

9:00 AM, found myself in Stouffers Towers, checked in, bag and baggage, and a fifth of Old Grandad.

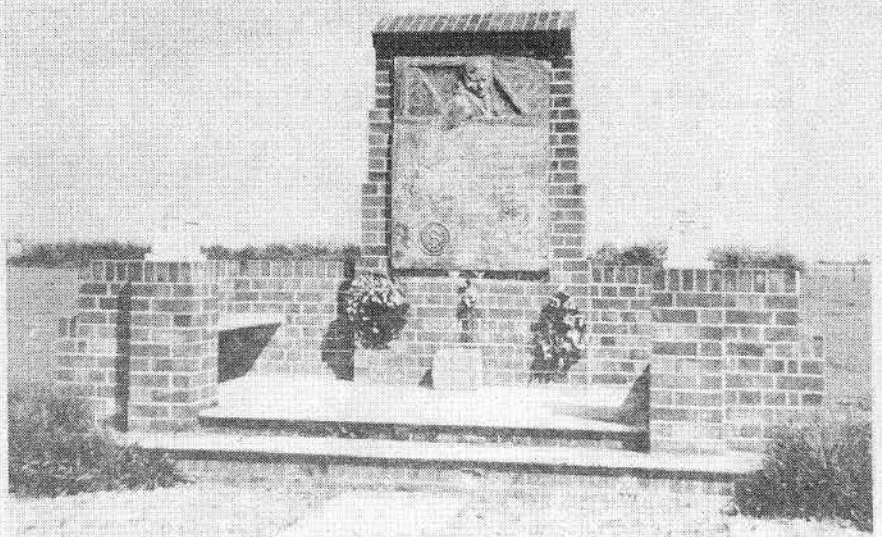
10:00 AM, I was in Stouffers lobby, sweating out the arrival of good friend, Jerome Dickman. A fine looking couple came along with the 34th B.G. badge on. Offering my hand, I asked which Sqd, they were from. I was surprised that Dex Jordan recognized me and called me by name . after 37 years. Ray, for this recognition, I will forgive you for shooting up my gas trailer!!

Dick, arrived, and after smelling the cork from Old Grandad, we crossed over to the Convention Center, paid the tariff and registered.

12:00 noon, Dick and I went to the Stouffers' Officers Mess Hall. How different to be served by attractive waitresses and clean plates, rather then on a shingle.

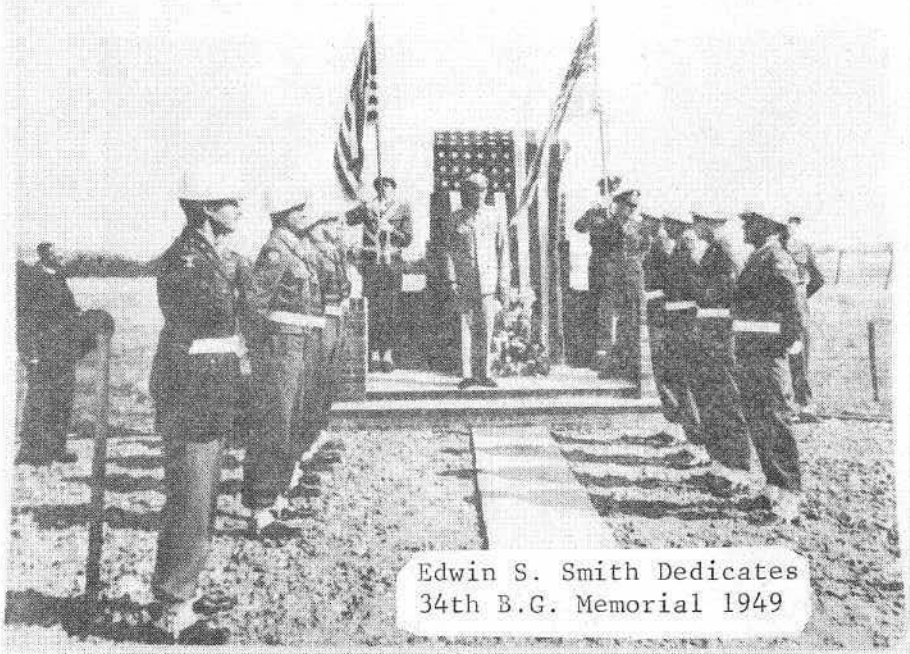
Rose, the candy, you brought to the Auction, cost me $10 Bucks, "Two pound- ten shillings 1945 Rate". was very platable. No doubt Washington State's top quality. However "Bitch" if you see the candy maker, tell him the war is over and walnuts are no longer rationed.

Bruce, it is interesting to know, you and your wife enjoy fishing. I can recommend Dick as a good hunting and fishing buddy, I also must warn you not to go fishing with Dick on Sept 11th



Old 34th B.G. Memorial
Mendlesham England

Gen E.B. LeBailly placing
wreath on Memorial 1968



Edwin S. Smith Dedicates
34th B.G. Memorial 1949

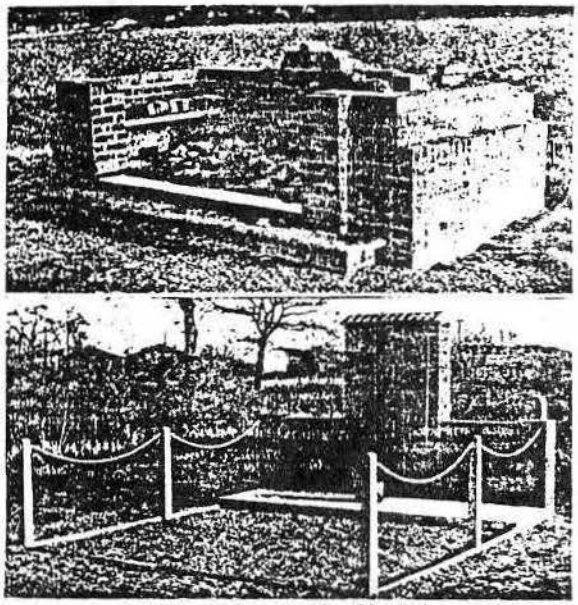
Dedication of 34th B.G.
Memorial 1949

Station 156 Football Team

18th Sqd Engineering
Tent City

East Anglian Daily Times, Dec 1982

New memorial for 'buddies' who didn't come back



The old and new memorials at Mendlesham.

THE KISS-curled hair has long turned grey and the waistlines are carrying an extra pound or two, but for the American airmen who called a Suffolk airfield home during the 1939-45 War, the memories are eternal.

So when the call came that a memorial to "buddies" who didn't come back, was in urgent need of repair, scores of "We'll Meet Again" veterans didn't hesitate — they paid for a new one.

Now, 3,000 miles away at the former Mendlesham USAF airbase near Stowmarket, a new memorial stands as tribute to the bravery of bomber crews which died on missions out of Mendlesham.

Local trustees of the memorial, Mr. George Stedman, of Wetheringsett said the original memorial — built in 1946 — had deteriorated badly over the years, and was in danger of collapsing.

Thanks to fund-raising in America by the 34th USAF Heavy Bombardment Group Association a new memorial has been erected and it is hoped that veterans of the 34th will return to re-dedicate it in the New Year.

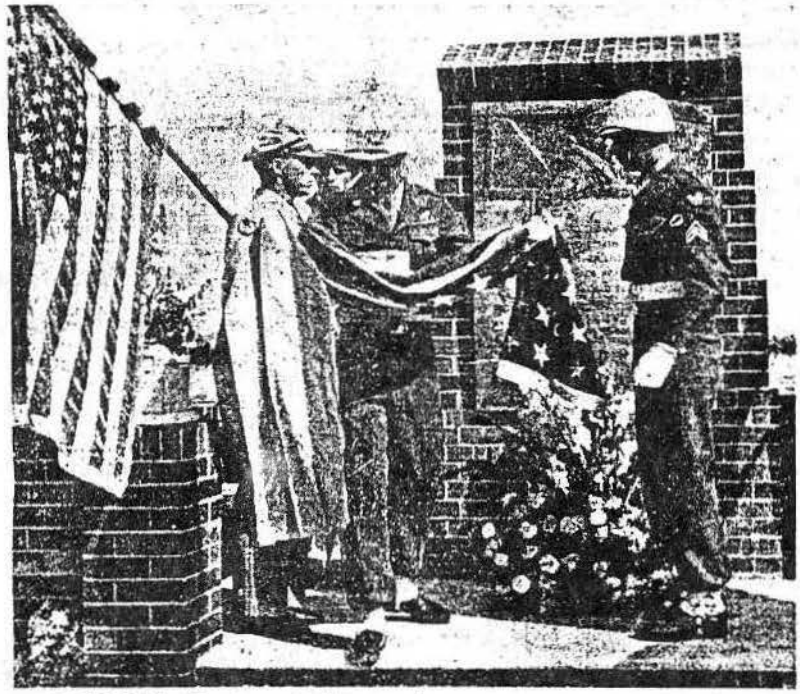
The new tribute stands just a few feet away from the original, and incorporates the same bronze plaque showing a Flying Fortress pilot leaning from his cockpit to lay a wreath for his dead comrades.

Picture at left was sent to me by Lloyd Eliott of Oklahoma City Okla, who receive a newspaper from a FOTE member of the the 8th AFHS, who lives near Ipswich. It shows the old memorial after the plaque was removed and the new Memorial after it was completed.

Picture at Right was from a newspaper Date Aug 26 1949, taken at the dedication of the 34th B.G. Memorial at Mendlesham. Edwin S Smith as the one who dedicated the Memorial.

Picture was given to me by one of the 34th B.G. members at the reunion in Cincinnati.

PLAQUE RECORDS VALOUR OF U.S. AIRMEN



VILLAGERS joined American and British airmen in a moving ceremony at Mendlesham on Monday, at the dedication of a plaque in memory of men of the 34th Heavy Bombardment Group, U.S. Eighth Army Air Force, who lost their lives in operations from Mendlesham airfield during the war. The memorial is at the edge of the former airfield, just off the main Ipswich-Norwich road.

Suffolk Chronical and Mercury Aug 26 1949

Lost and Found

Chapman, Robert
Goodnough Rd.
Harshaw, Wi 54539

Wilcox, Wm H.
14365 Camargo Ct
San Diego Ca. 92129

Zenecki, John 7
186 Pine st
Lowell Ma. 01851

Westman, Carl
3516 Willowood
Bellingham, Wa. 98225

Juris Albert
Rd #1 Box 334
Hazelton Pa. 18201

Hoke, Elbert D.
7202 Lakewood Dr.
Houston Tx. 77061

Wood John R.
2842 Pembroke Rd.
Toledo, Ohio 43606

Janke Herb 7
P.O. Box 5695
Lighthouse Pt Fla. 33064

Donlon Earl
3 Reasearch Place
Rockville Md. 28050

Vincens, Hilton P.
2413 Victor
Chalmette La. 70043

Romeo, Cleveland
1008 Breaux Bridge Ave.
Lafayette, Ia. 70501

Dutel, Jules
600 Orion Ave
Metairie La. 70005

Snowden, Charles
3716 Ashland Ave
Meridian, Ms. 39301

Sanford, Paul
309 Fairhill Dr
Jackson Ms. 39212

Herman, Victor T.
4823 Schyler Ave
Carmichael Ca. 95608

Hurst Raymond L.
P.O. Box 346
Macon, Ms. 39341

Martin Howard J.
P.O. BOX 641
Walla Walla Wa. 99362

Rall, George
349 Howarden Rd.
Springfield Pa. 19064

Hardy Irvin M.
6112 Clover Lane
Richmond Va. 23228

Rowley, Francis O.
955 Whitney St
Jackson Mi. 49202

Elliot, lloyd
3145 N.W. 21st St
Oklahoma City Okla. 73107

Hankin, Erwin.
P.O. Box 631
Parker, S.D. 75053

McClosky Reid
Box 578
Carlsbad. N.M. 88220

McColl, Roderick H
10 Wallingford Ave
Athol Mass. 01331.

Renz, Erin
732 Kingbrough
Shrevesport La. 77104

Israelsen, Allen O.
2911 Hideway Rd.
Fairfax Va. 22031

Babcock, Roy Jr.
1121 Golfview Dr
Carmel Ind 46032

Mehl Fred W. 391
310 E Concord
Holyrood Ka. 67401.

I am sorry not to have a picture of the newly rebuilt Memorial at Mendlesham. The picture I received was a Polaroid and it would not copy good enough to use in the newsletter. I am sure we will have a better one for the next newsletter.

Mendlesham Memorial Fund Dec 1st 1982

Pledges and donations Oct 8th '82	**3050.40**
Auction	**1310.50**
Clock	**128.00**
Pins and patches	**350.00**
Matches	**25.00**
	4863.90
Oct Nov	**255.00**
Total until Dec 1st '82	**5118.90**

Memorial is now paid for and we have a little left to put in trust for the future upkeep of the Memorial.

any other date is OK. Dick can tell you why, the details I would like to forget except my birthday is Sept 11th
Our banquet, together to me, was a very emotional event, not to be forgotten. I hope someday we can roll her over and do it again. Perhaps fight the battle of Mendlesham again.

Dick and I left greater Cinc. Airport at 7:00 AM Sat Oct 9th. Beutiful sunrise on top at twenty one thousand. Arrived at Cleveland, 45 minutes later. Found young neighbor waiting for for me. Arrived home at 9:00 AM to find wife, Virgie, mowing lawn and raking leaves. I took the hint and grabbed a rake.

I would be honored, if any or all of you could come to this area and spend some time with us. Have a good fishing hole in my back yard, also one in Canada. We are located at Ravenna, Ohio. 18 miles East of Akron, 30 miles SE of Cleveland, approxmate 6 miles from Streetboro Exit 13 on Ohio Turnpike. Our number is area Cose 216 626 4476.

Try us, the larder is well stocked.

Regards. Keith Anderson

George and June Ritchie, tells me they are semi retired now and I hear they are commuting back and forth from their home in N.Y. to the Golf Courses in North Carolina.

Just had a call from Doug Underwood. Doug says he is no longer the Archivist for the 8th AFHS but will still be the Archivist for the 34th B.G. If you have any questions about the B.G., Doug is the man to write to.

Had a real nice letter from Harold Rutka, last week. Harold and Gen have sent their reservation in for the trip back to Mendlesham. Harold also enclosed a letter which he sent to Murray Fein about the last reunion in Cincinnati Ohio. Pretty good Harold, I received the same answer from Murray, which you did. We also registered a complaint to the Chamber of Commerce of Greater Cincinnati. We received an answer from them and was supposed to hear from the Hotel itself but we are still waiting.That is one place, we will not be holding the 34th B.G. reunion.

Hannah and I went to visit Lou and Anita Bolce,at Cincinnati, one day, to get help in filling out the forms for the 34th B.G. Income Tax report. I want to thank them for the time they took off from Lou's busy Law Practice to help fill out the forms.We will be seeing you both again but not on business this time.

Do not forget to send in your reservations for the trip back to England and the dedication of our Memorial. More about it in the next newsletter.

Also, plan for the 34th B.G. reunion at Houston Oct 13th thru Oct 16th, also if you have any suggestions or the 34th B.G. reunion in "84, please send them in.

Had a letter from Bruce Sothern, Bruce broke his foot and has been crippled up. He loves cross country skiing and Ice fishing. This has curtailed those two sports so far this year, for him. Hurry up and get that foot well Bruce, for winter will soon be over.

Hannah and I will be at Hyattsville Maryland, the last week of the March. Should any one want to call us, the Phone number is. 301 459 0174. Mr Ivan Harpster 5413 76th Ave Hyattsville MD. 20784.

Please be sure we have your correct address, for we may be able to put your names and address on a Computor. If not corresct please send correction to me.

As you can see Hannah and I have taken several trips and called a lot of our people.We planned this when we retired. No money from the Bomb Group is used for these trips, we have taken.

I will leave you with this thought: The man who never made a mistake is the man that is working for the one who does.

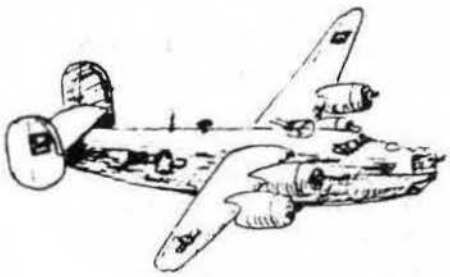
See you on the Tour to Mendlesham

CHEERS

Ray L Summa

Ray L. Summa
34th Bomb Group
Unit Contact

34TH BOMB GROUP



VALOR TO VICTORY

34th BOMB GROUP ASSN
c/o RAY L. SUMMA
2910 BITTERSWEET LANE
ANDERSON, IN 46011

NON PROFIT ORG.
U. S. POSTAGE
PAID
Anderson, Indiana
PERMIT NO. 1547

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

ADDRESS CORRECTION REQUESTED

VOLUME V NUMBER II JUNE 1983

MENDLESHAM MEMORIES

34TH BOMB GROUP H

DEAR FELLOW MEMBERS OF THE 34TH BOMB GROUP ASSOCIATION:

Yes, it is that time again, for the newsletter to be sent out. Seems like yesterday that the March newsletter was sent out.

We hope all you wonderful people from the 34th B.G. in Cal, Miss, Ala, Texas,Col,and LA. and all the rest of the places, where the weather has been bad,are safe now. We kept thinking about all of you, when we heard the news, on TV, about the snow, rain, floods, wind and mud slides, which you were experiencing. Hope everything has cleared up by now.

The Tour to Mendlesham, for the dedication of our Memorial and the Tour of England, is shaping up, pretty well. I have received a list of those who will be going across with the Tour There are 38 todate and several have said they would meet us at Ipswich and Mendlesham, for the dedication.

A meeting of a few of the Officers for the Ass'n, was held at Merriville Ind. to discuss the program ,for the dedication of the Mendlesham Memorial. More about this in the President's message to the members.

For those who wish to join us at Mendlesham,for the dedication, we will be staying at the Post Hotel at Ipswich and at the Power Hotel in London. For those who wish to attend the banquet on saturday nite at Ipswich, you can purchase tickets, at the Hotel. Reservations should be made the day before if possible, to give the Caterer time to prepare extra.I have no idea as to the cost of the dinner, but it was estimated to be 12 pounds. It may change by the time we arrive.Glad it is not the same rate of exchange as it was when we were there.

We will meet the rest of the Tour in London and spend a couple of days before returning home It will be a fast trip, not like the one, when we were all over there during the war. Then we did not know when we would be coming home.

Gerry Pine and I have decided to stay an extra 7 days in England before we return home. There are some things we wish to see that we did not see while we were there in the 40's.

I did not make the prereunion meeting at Houston this year.Bryant Grimes, who lives at Houston, was kind enough to fill my place. Thanks to you and your wife for the help Bryant. He has sent me a tape of the Oct reunion at Houston. Starts Oct 13th and lasts until Oct 16th. Sounds as if it will be a good reunion, with a lot of activities. The brochures should be with this letter.Please read carefully.

You will have the your choice of Hotels at Houston. 700 rooms have been reserved at the Hyatt Regency, 300 at the Sheraton and 300 at the Holiday Downtown, which is a couple of blocks from the main Hotel, Hyatt Regency. If you are planning on going to the reunion, get your reservation in early.

Our Rendezvous Room at the Hyatt, will open at 1:00 on Thursday and we will have it until Sat. evening.I do hope you will not let me and the 34th B.G. down, for again we are expected to be no 1. We will have a lot of competetion from the 7th Photo Group, as you may remember they were no. 2 last year, just a little behind us.

For those who arrive early, there will be a golf Tournment on Wed. For those who play golf, bring your clubs or rent some and join in the tournment. Wed nite will be a Cocktail party for early arrivals, cash bar. Thursday nite will be the aero Club Dance. Friday there will be tours of the Ellington AF Base, where the CAF will have some of the WW II planes on exhibition.(This is after a sit down breakfast at the Ballrooms of both Hotels) From here to the NASA for the Johnson Space Center Tour. Lunch will be served at the NASA Space Center. After the Tour the buses will return to the Hotels.

At 3:00 on Friday, the Units Business meeting will be conducted, not much time allocated, for this, so we must get the business meeting over with before time to have the Rendezvous Room cleaned up for the Rendezvous Banquet. At the business meeting, there will be an election of

a new Vice President and two members of the Board of Directors.

The speaker for the Rendezvous Banquet will be our own, Roy Tavasti. Of course you all remember Roy. He was the Commanding Officer of the 7th Sqd. and also the Operation Officer for the Group. Of all the Sqd C.Os. I have been asked about Roy more than any other one. So come on down to Houston and hear Roy.

On Sat morning, there will be a business meeting of the members of the 8th AFHS. In the afternoon, there will be a Symposium. To those who do not care to go to the Symposium, the afternoon will be free, to wander around Houston or to spend some time with your old crew members and rehash over old times.

Sat evening will be the 8th AF Banquet and dance. Music by Tex Beneke and his band. All of us remember and have danced to Tex Beneke back in the 40s and 50s, when we were a whole lot younger.

Sunday will be a Continental breakfast and time to say farewell once again to old freinds and promise to meet again at the next reunion.

I will remind you once again to read your brochures carefully, to understand all the activicties and to pick out the Hotel you wish to stay at and above all send in your reservation form as quickly as possible.

Should you want to see part of Texas,come early and visit the CAF Air Show at Harlington Tx. Oct 9th and Oct 10th. Here is an opportunity to see one of the greatest assemblies of WW II aircrafts, at the CAF Base at Harlington Tx. For more details, write to C.A.F. P.O. BOX C.A.F Harlington Tx. 78551. If you plan to see the show and stay close by, it would be wise to write or call ahead for reservations.

Do not forget the CAF air show at the MT Comfort Air Field Mt Comfort Ind. June 25th and 26th. I will be there on Sat and possible Sunday.

I received a letter from Stanley Kowalczyk, from Emery Ralls crew. It seems, when the crew parted, they vowed to meet again in twenty years, but so far they have not done so. Now two of the crew have passed on, Emery Ralls and Harold Moran. He suggests that the remainder of the crew,have a reunion at Houston,in memory of those of the crew who are gone. How about it crew #41,18th Sqd? Get your crew chief and ground crew interested.

Jim Hanson, Oscar Hanson's nephew, would like anyone having information or pictures of Oscar's plane to write to him. The aircraft was a B17, Serial # 43-38059, Call letter(M) Pilot Oscar T. Hanson. Plane went down Nov. 30, 1944, Mission to Mersburg Germany, only plane to be shot down on that mission. Hit over Halle, Germany, after bomb run. Hit on port wing and broke off after crew bailed out. Crew Chief Stephen Rutkowski (now deceased). Does any one know of the plane had a name? If you have any information to help Jim, please send it to him. 1142 4th Ave S.E. Rochester Mn. 55901.

Just received a letter from Marv Jalving, of Randall Martin's crew inviting me to a reunion of the crew at McGuire's Motor Lodge and Resort,Mackinaw Trail, Cadilliac Mi. 49601. Sept 30th-Oct 2nd. Randall Martin has worked hard to bring his crew together and with him again at the controls, I am sure a good time will be had by all the crew. How about some of you who live close by, stop and say hello to the crew. Marv let me know how the reunion of your crew turns out. Maybe you can give us some pointers for the reunion of the 34th, which we hope to have some time next year. Sorry I can't be with you, this time.

Received several pictures from Jack Odom of his first crew and Tex Burrous. He asked me to find Tex. I did but too late. He stayed in service and was killed in '62 just before he was to retire. Jack I will return your pictures, soon.

Also received some pictures from Raymond S. Brown, who flew the B24, Shadrack.This was the B24 which Jack Terry was flying when he was shot down over Kiel. Your pictures will be returned shortly.

Also received some pictures from Leo Harrison, 18th Sqd Mech. Leo is a Dentist in Portsmough N.H.

Burton Vrooman also sent me some pictures of the 4th Sqd. One was the 4th Engineering on the wings of a B24. Thanks a lot Burt. Your pictures will be returned soon.

I have received word, from Mrs Gerald Feit, saying that Gerald is very ill and is not expected to recover. You can send him a card at his home address.510 Cerro De Ortego, S.E. Correlis Hghts Rio Rancho N.M. 87124. We do hope he can recover.

We did get to washington D.C. this spring to see my sister. We met Henry and Ruth Jurgens at the Waterfront in Baltimore and lunch with them at Hausner's resturant in Baltimore. We had a real nice time visiting with Ruth and Henry, while we were there. If you are around Baltimore, stop and have lunch and dinner at Hausner's as it is one nice place.

Called quite a few of you while we were in Baltimore and found most of you were not home. Sorry we missed you but we will be back one of these days.

Same thimg happened in Washington, for we did not find many at home. I could not let you

know the exact time we were coming. We were delayed a couple of days, due to a death in the family. I did talk to Father Scannel, who was our Catholic Chaplain at Mendlesham, He took Father Monahan's place, when father Monahan came back to the states. He said to tell all of you hello and that he is still alive.

From here we went to the Carolina Coast, thinking that I could get in some fishing. It was no use as the weather had turned cold and the fish had not come into shore as yet. From here we went back to Va Beach and had dinner with "Pete" Gray and discussed the trip back to Mendlesham. "Pete" said he had been wanting to go back to Mendlesham for some time and now was the opportunity to do so. Glad you are going with us "Pete". He is going to bunk with one of his former Pilots, Randall Martin while on the Tour. After dinner, we were joined at the Motel by Clyde Sawyer, Pilot from the 18th Sqd., Clyde, believe it or not, when I arrived home I had some pictures in the mail of you and your, Pilot William Hatley. It was nice talking to you both and seeing you again. Clyde and "Pete" had gone to the same school when they were younger and each one did not know they had been in the same B.G. until "Pete" called Clyde one day.

From here we stopped in Richmond to see Junius and Ginny Cobb at their Meadowbrook Resturant. in Richmnod. I had called Junius, sometime before and told him we were stopping by on Friday. He notified several of the 34th B.G. men, who live in Richmond, that we were coming. Those of you who did not make it, missed a real good time. Tom and Virginia Snelling, Don and Francis Wimer, Irving and Betty Hardy, Hannah and myself and Junius and Ginny Cobb. We were still discussing the 34th B.G. and reliving old incidents, which happened, when we were in the 34th, when midnite came and we had to leave. Junius brought out a chocolate pie and said he would make some coffee, if we would stay longer. We did resist the temptation and finaly said good by and left for the Motel. The pie looked good, Junius, we will take a rain check on it for another time.

Next morning it was foggy and raining, but go towards home, we must. It was raining so hard when we went thru Charleston and Huntington W. Va. that we could not see, where to pull off the road. I had wanted to stop and call some of you in those cities but did not get too. I was afraid to pull off, afraid of getting hit. I had seen one bad crash on the Interstate, just as we came into Charleston. We will stop the next time we are thru and call you.

I want to thank each of you who ordered jackets, sorry some of the jackets had to be sent back due to sizes also sorry about the delay in getting them out to you. Due to the increase in price by the vendor, we will no longer take orders for the jackets. The cost will be too high for us to make any money on the sale. I want to thank Dana Schrupp and Grady Deatherage for doing the leg work for us.

During the B.O.D. meeting last Oct at Cincinnati, the idea for a Memorial at the A.F. Academy was discussed but was tabled, at the time, as we had no idea as to how much the Memorial at Mendlesham would cost the Group. We have paid for the Memorial at Dayton and at Mendlesham, with enough money, left over, to pay the upkeep of the Mendlesham Memorial for sometime and due to the money from the jacket sale, the B.O.D have decided to go ahead with the Memorial at the AF Academy in Colorado. Dana Schrupp, is looking after this and has been given the go ahead to have the Memorial Plate made and placed on the Memorial Wall at the Acadamy. The Memorial Comittee from the Academy has approved the rubbing on the final plate and as soon as the plate is done, Dana will have it installed on the Memorial Wall.

If you should be writing or talking to Roy Jones, Ask him about deer hunting in his new car, How much did you say it cost you to have the car fixed? Glad you did not get hurt, Roy. Ask Jim Schutt, of Holland Mi, what the girl from Ipswich England , who works in Holland, Mi. calls him, when he walks in the resturant, where she works.

Doug Underwood, would like for any of you, who might have papers, from your service days, that you do not want and do not know what to do with, to send them to him, as he is putting together a history of the 34th B.G. and can use them. When he is thru with them he will give them to the Archives at Maxwell Field Ala, to be used for further study about the Group. Let him know if you want them returned, please identify all you send with your name and address.

I am trying to write a little something, about Blythe Ca., for our newsletter. I need your help to do this. Write me a letter about your experiences with the 34th B.G. at Blythe Ca. Make it interesting, make it funny if you want to. Remember there were quite a few, who were not with us at Blythe and did not know the WONDERS of the place. Such things as:
The heat, the scorpions, rattlesnakes, chasing jackrabbits with a cletrack and jeep. The swimming pool, which opened just before we left, which many of us did not get to use after we had worked on it.

Can you remember what Blythe Ca. was called. NO NOT THAT, FOR I CAN NOT PRINT THAT KIND OF

LANGUAGE IN THE NEWSLETTER. It was called "THE WORLD'S HEALTHIEST AIR BASE" Do any of you know the name of the newspaper on the Base? I will have the answer in the next newsletter. See if you can guess.

Did you know one Pilot, when he lost all four engines on a B24, flew the plane 45 miles and landed at the Base at Blythe? This is in the 34th B.G. records.

I now have one letter about the Blythe AB. from Irving Levy, 18th Sqd Crew Chief. It goes like this:

At first we tried working during the day light hours, which proved pretty futile. We kept our needed tools in a bucket of gasoline, so we could pick them up and not burn our hands. To get upon the wing, to gas up a B24, we hoisted ourselves up thru the cockpit hatch, with our arms. This proved painful, unless our sleeves were rolled down, to protect our arms from the heat of the metal. We gassed the planes,hopping from one foot to the other, as the heat from the metal wing penetrated thru the soles of our shoes. It helped to alternate the feet. Very ungraceful way to dance Ha.

We did the heavy maintenance, at night, which involved putt putts and glaring lights, to see inside the engine nacelles. (temp never under 100 degrees at night and often reaching 170 degrees during the day on the runways).

The barracks had no insulation and a very low roof, which made sleeping unbearable during the day. The days of intense heat and no sleep did a lot of things to the men on the line. Believe it or not. I found men asleep, with their head in the engine nacelle, with tools in their hands. One man fell asleep on the wing of a B24 and woke up on the cement ramp and did not know how he got there. (This is the truth, no kidding.) We were allowed to sleep in the Base theater, which was air conditioned but we slept on an unpaded 12" bench. There was just enough room to sleep on ones side.

You were so exhausted, you slept for a few hours but got up with aching bones and a dizzy head. If you worked days and slept nights, you moved your cot outside, which was not too bad in the early morning hours. We made sure to shake our shoes before putting them on for the scorpion, a native of the desert, had a way of crawling into our shoes.

The big day arrived: They "Air Conditioned" our barracks. One unit at each end of the barracks.Each unit consisted of a box full of excelsior and a hose to let running water wet the excelsior with a fan blowing air thru the wet excelsior. A help but the men at each end of the barracks, had prepetual colds and the men in the center still suffered from the heat. Plenty of the men went to the Base Hospital suffering from the heat.

We were issued salt pills to take, due to the loss of salt in our bodies. Our coveralls would turn white from the moisture from out bodies, never wet from perspiration, for the air dried it as we perspired. I can remember the great amount of water we consumed, not only to drink but to splash on our head and bodies.We drank so much water that at times it slushed around in our stomach , when we walked. There was always a lister bag filled with water, ice and cut up lemons. This was filled several times a day.

The Group moved to Salinas, for a time. It was cooler here and we enjoyed it very much. But back to Blythe we went and into the heat. Salinas was good but the weather was treacherous, with fog about 4 oclock every day. Our runways at Blythe were nearly finished and a B24 could land on them and not roll up the runway on the wheels.

The Air Base at Blythe had a higher temperature than the City as the Base sat on a higher elevation than the city. Also the Colorado River ran within a couple of miles of the City.

Any way, we did survive the "WORLD'S HEALTHIEST AIR BASE" and it was a great experience.

Thanks Irving for your comments about Blythe Ca. Air Base.

To those who sent the names and S/N of your B24s to John Beitling of 5215 E 24th St Kansas City Mo. 64127, we say thanks. To those who haven't, and you can remember the S/N and name of your plane, please do so, He is compiling a record of the planes. He has sent me a copy of those he has received

the 36th annual National Convention of AMERICAN EX-POWS INC, will be held in Cleveland Ohio July 20-21-22 1983. Hosts will be the Barbedwire Buckeyes. Hdq will be at the Stouffers Inn on the Square. Contact: AMERICAN EX POWS 1983 CONVENTION P.O. BOX 34983 CLEVELAND OHIO 44134.

The name of the book written by LeRoy Newby of Webster City Iowa, has been changed to "TARGET POLESTI, VIEW FROM A BOMB DIGHT" It was GREEN FIRES OVER POLESTI.

A little more about our Hospitality Room at the reunion.If you bring your own liquor and we want you to do so, please be discreet about it and do not make a public display, with it. If you want to, you might bring a bottle for use at our bar in the Hospitality Room. It would be welcome.

After the meeting, which your president, tells about in his message to you, Wanda and Gerry Pine came down to Anderson, to help with the newsletter. Tho the newsletter was not ready, I kept them busy for a couple of days, helping me with the records and getting the addresses corrected for the computer.Thanks a lot for your help. Wish some more of you would drop by when the newsletter is ready to send out.

Look at your address label and be sure the right address is on it. If not,send me a correction. You know how hard it is to get a correction, once it is on a computer. It cost .25¢ to get the letter returned and an extra amount to send it back out.

Do not forget to put a notice in your newspaper about the 34th B.G. reunion, at Houston Tx. Oct 13th thru Oct 16th.

Now I will leave you with this thought: If I had my life to live over, I'd probably still make the same mistakes but I would start earlier.

Hope to see you all in England in July and Houston in Oct.

CHEERS

Ray L Summa

UNIT CONTACT #$TH B.G. ASS'N

MESSAGE FROM THE PRESIDENT

A meeting was held at Day's Inn on 12-13-14- May 1933 at Merriville, In.

The following were present:

Robert H. Wright	Pres.
Gerald Pine	Vice Pres.
Ray Summa	Contact
Ralph Bush	Board Member
Ralph Applegate	Member
William Oneschack	Member

The discussion was primarily concerned with plans for the re-dedication of the new Memorial at Mendlesham and with various program activities and events. The Houston Reunion 13-16 Oct. 83 was also discussed at length as well as our own 34th B.G. Reunion to be held in "84". Many locations were suggested with the most popular being St. Louis, Mo., Nashville, Tenn., Dayton, Ohio. Of course this will come under new business at the 34th B.G. Reunion in Oct. at Houston.

Friday evening we attended the Holiday Star Theatre and a good time was had by all.

Meeting adjourned Sat. A.M. 14 May 83.

See you in England in July and Houston in Oct. 83.

Robert H. Wright

Robert H. Wright
Pres. 34th B. G. Ass'n.

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Portsmouth N.H. 03801

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Cobleskill N.Y 12043

Baker John 4
Cardinal Rd.
Fall Kill Park Box 35
Hyde Park N.Y. 12538

Stafinaik John 4
142 High St
Coaldale Pa 18219

Braeger Robert
Braeger Chevrolet
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Milwaukee. Wi 53221

Lundeen, Ralph
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Minneapolis Mn. 55430

Hopkins Harold
4777 So Hudson Place
Tulsa Okla. 74135

Rowe, Robert
742 Eastview
Greensburg Pa. 15601

VanBuskirk, William V.
P.O. Box 1287
Lichfield Park Az. 85340

Seamons Jackson Jones
10974 Connecticut Ave
Sun City Az. 85351

Bass, Rubin
58 The Hemlocks
Rosyln Estates N.Y. 11577

Colton, Ivan Dr.
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Springfield Mo 65804.

Thummel Grant
2401 E 45st St
Lake Oswego Or. 97034

Plank Don
8115 No Woodlawn
Picqua Ohio 45356

Baccus John J.
1109 6th Ave No
Great Falls Mt. 59401

Fulmer George 18
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Franklin Pa. 16323

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Darlington Md. 21034

Oravec William J.
403 No Dale Ave
Mt Prospect Ill 60056

Willis Clyde W.
Box 4 Rte 12
Carrolton Mo. 54633

Cheary, William W.
296 Arlberg Rd.
Hickman Ca. 95328

TAPS
Clarence Markham
Franklin Hillegas Avilla Ind.
Sumner Gordon. Newton Ma.
Irvin "TEX Burrous Lufkin Tx.
Harold Moran,

Address Changes and Corrections.

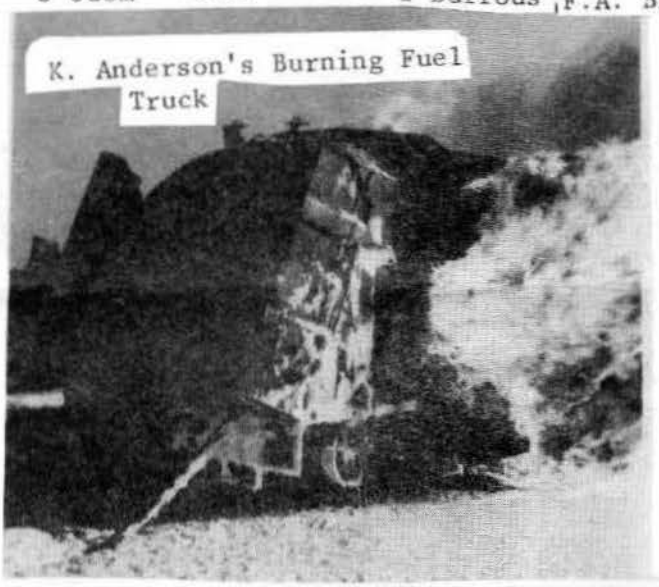
James Byers to Box 252
Donald Shee Z.C. to 60516
Mrs Andrew Blair to 10525 Alara Dr Roswell Ga 30075
Warren Love to Box 1673 Omak Wa.
Edgar Geoghagen to 14346 Hiway 410 Naches Wa 98497
H. E Richards Z.C. to 33033
Sidney Lovitt to 14 Black Creek Lane
John Coscia Riviera Beach Fla.
Joaquin Fernandes Z.C. 94545 Estori Place
Herb Janke 2401 N.E. 24th St
Change Spelling of Olszeweski to Olszeweski
Gene Bouline to P.O. Box 447 Calvert Tx 77837
Change George Hall to Rall Howarton Rd. Spgfield Pa.
McColl,Roderick to 154 Wallingford

8AF FRIENDSHIP HOLIDAY '83
Members going on English Tour

LAST NAME	FIRST NAME(S)	STREET	CITY/STATE/ZIP	UNIT
ANDERSON	KEITH	3327 WORK RD	RAVENNA, OH 44266	34
BAER	ROBERT	253 S 25TH ST.	TERRE HAUTE, IN 47803	34
BALDEA	ELI & ROSE	1595 SUNNYSLOPE DR.	CROWN POINT, IN 46307	34
BOWDEN	JASON	C/O 2614-23 1/2 AVE	ROCK ISLAND, IL 61201	34B-3
BROOKS	THE REVEREND FREDERICK	2614-23 1/2 AVE	ROCK ISLAND, IL 61201	34
BUCKLEY	BEN & MARY	951 SECOND ST. N	WISC. RAPIDS, WI 54494	34
BUSS	PAUL & MARY	RT 2	OLNEY, IL 62450	34
CREER	WILLIAM & VIVIENNE	2619 BURTON AVE	LAS VEGAS, NV 89102	34
DICKMANN	JEROME	5531 CANDLELAND LA.	GRAFTON, WI 53024	34
FELKER	WALTER	4329 N LK ORLANDO PKWY	ORLANDO, FL 32804	34
GRAY	WILLIAM (PETE)	5601 SEDGEMOOR RD	VIRGINIA BEACH, VA 23455	34
JENNINGS	BILL & CAROL	4419 N 19TH DR.	PHOENIX, AZ 85015	34
KENNEY	WILLIAM	105-00 SHORE FRONT PKWY	ROCKAWAY BCH, NY 11694	34
LAWLER	EDWARD	45 TWIN PINES DR	BROOKLYN, NY 11239	34
LYONS	JOHN & LA VONNE	9008 CAVELL CIRCLE	BLOOMINGTON, MN 55438	34
MARTIN	RANDALL	19 INDEPENDENCE LANE	HINGHAM, MA 02043	34
MERCURIS	ALISON	C/O 45 TWIN PINES DR	BROOKLYN, NY 11239	34
PETERMAN	CLARENCE	7 TALL PINE LANE	MYRTLE BEACH, SC 29577	34
PINE	GERALD	5414 HWY 12 RT 1	WAUNAKEE, WI 53597	34
PROVINCE	HAL & JAN	801 598 LIBERTY DRIVE	SLIDELL, LA 70458	34
RUTKA	HAROLD & GENEVIEVE	11 EAST ARTAVIA ST	DULUTH, MN 55811	34
SCHONTHALER	KAL & EVELYN	1339 EAST 30TH ST.	ERIE, PA 16504	34
SMITH	CHARLES & CARRIE	2854 YORK ST	PONTIAC,MI 48057	34
SOTHERN	BRUCE	3354 ULYSSES ST. NE	MINNEAPOLIS, MN 55418	34
SUMMA	RAY	2910 BITTERSWEET LANE	ANDERSON, IN 46011	34
WRIGHT	NOBLE 'DOC' & DORIS	2650 FISK RD	MONTGOMERY, AL 36111	34

J Odom ???? T Burrous F.A. BRISTOW

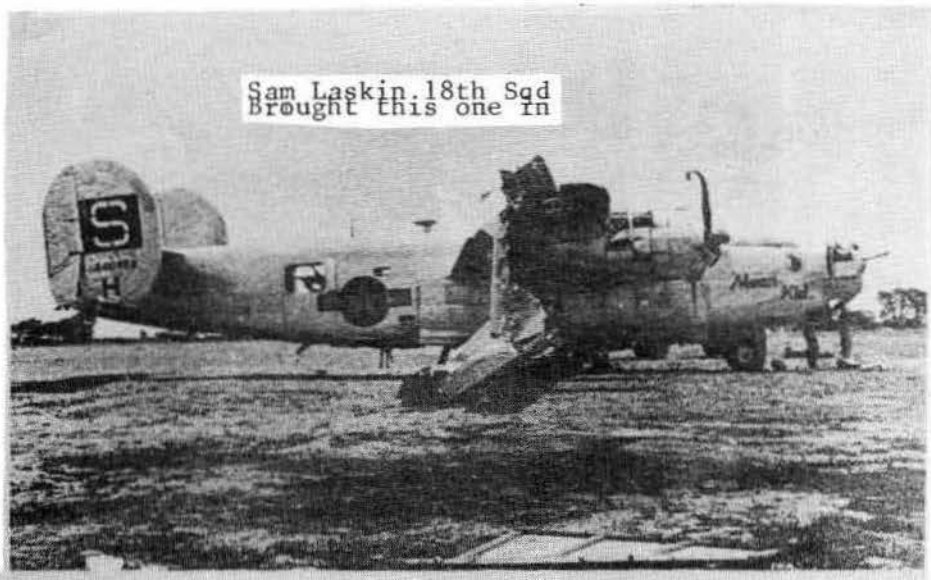
Robert Patterson



K. Anderson's Burning Fuel Truck

Tex Burrous

This is an 18th Sqd Crew
Can you name them?



Sam Laskin.18th Sqd
Brought this one in

Battle damage resulted in this brand new 34th BG aircraft being written off at Manston, 14 Jun. 1944.—(USAF)

Roy Tavasti Ira S Coles???

Clyde "Tom" Sawyer
Wm O Hatley and ????
18th Sqd

18th Sqd B17 crash near Mendlesham

THE SHADRACH AND ITS CREW

(Front row, left to right) S/Sgt. Joseph C. Mathieu, Springvale, Me., nose gunner; S/Sgt. Edwin N. Moyer, Downey, Calif., top turret gunner; S/Sgt. James W. Higgason, Beardstown, Ill., tail gunner; S/Sgt. Wayne C. Garman, Sterling, Ill., ball turret gunner; T/Sgt. Eugene J. Tanking, Kenosha, Wisc., radio operator-gunner; (rear row, sitting) 2nd Lt. William H. Garretson, Washington, Pa., co-pilot; and T/Sgt. Kenneth H. Revander, San Francisco, Calif., engineer-gunner; (rear row, standing) Lt. Brown; 2nd Lt. Jean P. Bouliane, Houston, Texas, navigator; and 2nd Lt. William G. Ingram, Jr., Summit, N. J., bombardier.

THE UPPER ROOM HELPS TO INSTILL COURAGE

"Shadrach" is the name of a B-24 Liberator, belonging to the Eighth AAF heavy bombardment base, "somewhere in England."

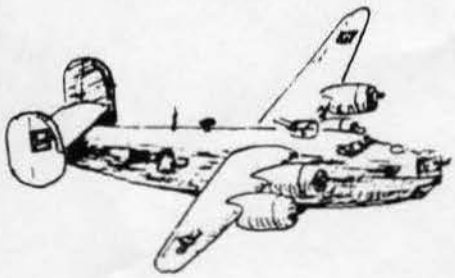
An interesting story of this bomber has recently been released by the Public Relations Office at headquarters of the United States Air Forces in Europe, as follows:

"Before the long flight overseas to take part in the Eighth Air Forces aerial offensive against the Nazi war machine, the crew of a B-24 Liberator sought a name for their bomber. At that time the pilot, 2nd Lieutenant Raymond S. Brown, of Phillipsburg, N. J., read in a little book called *The Upper Room* a quotation taken from the Book of Daniel: 'Lo, I see four men loose, walking in the midst of the fire, and they have no hurt.' The next day he read to his crew the Biblical story of Shadrach, Meshach, and Abednego, who were thrown into the fiery furnace by the Babylonian dictator, Nebuchadnezzar, because they refused to worship the golden image which the king had set up, but so great was their faith that they were unhurt by the flames.

"The crew then decided to name their Liberator 'Shadrach' and painted the verse from Daniel on their fuselage, changing the 'four' men to 'ten,' the number of a bomber crew, and the word 'walking' to 'flying.'

"Thus, filled with faith and courage, they went out to combat with confidence in God in their hearts, just as the three young Hebrews faced the fiery furnace."

34TH BOMB GROUP



VALOR TO VICTORY

34th BOMB GROUP ASSN
c/o RAY L. SUMMA
2910 BITTERSWEET LANE
ANDERSON, IN 46011

NON PROFIT ORG.
U. S. POSTAGE
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Anderson, Indiana
PERMIT NO. 1547

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

ADDRESS CORRECTION REQUESTED

Volume V Number III Sept 1983

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

Dear Fellow Members of the 34th Bomb Group Association and Friends:

Once again it is time for the newsletter but before we tell about the trip back to Mendlesham and the dedication of our Memorial, there are a few things we must say.

Time for the reunion, Oct 13th thru Oct 16th, is drawing near and I have just received a partial list of those who have registered for the reunion. A lot of things have been planned for the the reunion and we would like for as many of you, who are coming to preregister for we do receive part of the registeration fee for having our reunion with the 8th AF. Read your brochure carefully and come to the reunion.

The Hospitality Room will be opened at 1:00 on Thursday,so come on in to it when you have gotten your hotel room. There will be an election of Officers at our business meeting, which will be in the Hospitality Room after the NASA Tour on Friday afternoon. Quite a bit of business to be brought up. Hospitality Room will be in the Hyatt Regency

As you know we will have a 34th B.G. banquet on Friday evening. Roy Tavasti, 7th Sqd C.O. will be the speaker I am sure his talk will be very interesting.

There will be quite a few new faces at the reunion this year, those who have never attended before. Lets make the 34th B.G. NUMBER ONE AGAIN.

Remember what I said about the liquid refreshments, be discreet with it but if you want to, a bottle would be appreciated for the Hospitality Room.

I made a few mistakes in the photos in the last newsletter. I identified some of the men wrong Just a mistake not done knowingly. I identified two of the 3 men in one picture as Wm Hatley and Clyde Sawyer. This identification was given to me. I am sorry about this and the one who sent me the picture has asked me to correct it. Can any one identify those 3 men in the picture? There was another, which my attention was called to. I identified the picture of Roy Tavasti with Ira Coles with question marks. I was wrong for it was Wm Cole of the 7th Sqd Engineering instead of Ira Coles. Ones memory grows dim after 38 years. Now am I forgiven? You 7th Sqd men do not forget so easily.

Thanks to all of you who have sent in your membership fee, even tho some were late. There is still alot of you, who have not done so. If you want you Ass'n to be an up and coming organization, then you must pay your dues. You can still send in your dues, now as it is late why not send in your '84 dues at the same time.

Dana Schrupp has the Memorial Plate for the Memorial at the AF Academy and should be installed on the Memorial Wall soon. Dedication date not known as yet.

A reunion of the 34th B.G. alone is being planned for '84 and Gerry Pine will report on it at the business metting of the 34th in Houston. We need a lot of help planning it. Will you come to an early meeting next year, if called?

I want you to know, even tho I was on the Tour with the Group to Mendlesham this office was not closed. Hannah did not go with me, she answered quite a few letters while I was gone and between the two of us, we have answered over 100 letters in the month of July. I was answering letters the night of July 5th before we left on the Tour,July 6th. Next time Hannah says she will be going with me.

AMESSAGE FROM YOUR PRESIDENT

As you know the dedication and consecration of the 34th B.G. Memorial took place at the Mendlesham Air Field on 9th July 1983, at 1100 hours. Services were conducted by Father Fred Brooks. I introduced the various dignitaries and Mr Ron Blake, the Chairman of the British Royal Legion of Mendlesham, who in turn introduced some of the FOTE members and the Ladies of the Legion, who were responsible for placing the wreath and flowers on the Memorial at various times.Mr George Steadman was recognized for his generosity in donating the land, on which the new memorial now stands. Veterans of the 34th, who gave so generously, to make the rebuilding of the Memorial possible, were also thanked.

I would like to recognize Ian Hawkins, a member of FOTE and his wife Mary, who spent much time in purchasing the Memorial Wreath and for making many telephone calls in preparation for the program.

I would also like to recognize Mr Jim Empson of Bayham England who flew the L4 and dropped real rose petals on the memorial after the dedication, and Mr Eddie Edwards who flew the T 6 over the Memorial several times. It was a very impressive sight.

About 45 Veterans from the 34th B.G. and from other B.Gs. attended the dedication as well as many of the people from Mendlesham and Vicinity.This was the first time for many of the 34thB.G.

The 34th B.G. Flag was draped over the Memorial and was removed by Gen Creer and myself I then placed the wreath on the Memorial.

Our journey next took us to the Duxford Museum and to the American Cemetery at Cambridge for a Memorial Service by Father Brooks. Ray Summa placed the wreath at the flag for the 34th B.G.

We had very good press coverage, Two articles appeared in the East Anglican Times. A full page in the Boston Globe on July 17th, written by Steve Erlanger, London reporter for the Boston Globe, who spent quite a bit of time with the Group at Ipswich. BBC coverage on July 10 in London and CBS coverage on the Evening News,also an article in the Huntsville Ala Times and another article in a Cal. paper. The 34th B.G. is in the lamplight, let us keep it that way

Sorry, so many of you missed the dedication. Hope to see you all in Houston.

Robert H Wright
President 34th B.G. Association

MENDLESHAM DEDICATION

Ray Summa: I thought that July 6th would never come but it did arrive and with Gerry Pine we took off for the Indianapolis Airport on the morning of July 6th to start our journey back to Mendlesham, to our old Base and the dedication of our Memorial. At the Airport in Indianapolis we were joined by Paul and Mary Buss of Olney Ill and Bob Baer of Terre Haute Ind all of the 34th B.G. and a few more from other B.Gs. We all boarded the plane for Kennedy International where we were to meet some more of the 34th, who also going on the tour.It was a smoothe flight and we arrived on time at Kennedy but had to walk quite a ways to the International Terminal at Kennedy, to make connections with the International Flight going to Heathrow England. Murray and Ruth Fein had a TWA attendent to check all passport and tickets, so there would be no delay in boarding the plane.

The flight across was uneventful. just routine, except there was not too much darkness. It seemed as if the sun had just gone down in the west and there it was in the east again. There is 6 hours difference in the time.

As we approached Heathrow International we were told to go to Shannon Ireland for fuel as there was fog over London and no planes were landing. We were down at Shannon for an hour. We then took off but there was a delay over Heathrow and we were circling in England for two hours before we landed at Heathrow. We were three hours late and those who had flown from Chicago and Boston had beat us in and were waiting to greet us at the Airport.

Our trip thru Customs was a hurried one and no questions were asked, except how long we would be in England. Our Passports were stamped and we were allowed to go to the dock to pick up our luggage.. It was all there but one piece belonging to, "Pete" Gray who had it shipped from Norfolk Va. His had not made it and we heard later it was in Athens Greece, waiting on "Pete" to arrive. It finally caught up with "Pete" in London, the day before we were to return home. Not a very good way to travel, is it "Pete"?

You should have seen our bunch when we finally arrived at the Post House Hotel at Ipswich. Tired, thirsty and hot for the tempeture was in the 90s and we were already 3 hours late. All most of the people wanted was to clean up and a drink of something cold. The bath was available but the Pubs were closed from 2:30 until 5:00. There was a refrigerator in all the rooms stocked with all kinds of goodies, so we did not go thirsty.

At dinner that night, we renewed old friendships and made new friends,for all who were there had not been at Mendlesham at the same time.

We also spent several hours with Steve Erlanger of the Boston Globe who was to do an article on the 34th B.G. dedication and tour, for the Boston Globe.

Next day being Friday, we toured the countryside around Ipswich. Ipswich had grown, since we had been there 40 years ago. We visited the old 390th B.G. Control Tower, which had been converted into a Museum and contained a lot of Memorbileias, from other B.Gs. including the 34th.

As you know the 390th was formed from Cadres of the 34th B.G. and went overseas many months before the 34th went over. -2-

After the tour of the Ipswich Vicinity, we headed back to the Hotel. Some of our men went to our Old Base at Mendlesham and others into Ipswich. I had asked the Tour Director before the Tour began, if it would be possible for the bus to take our men back to the field at Mendelsham, for a walk thru, after the tour on Friday. He told me no as the buses had to return to their station right after the tour. As it was still hot several went swimming for they had brought their swim suits.

Next day was Sat July 9th and dedication day. We left the Hotel at 9:00 and arrived at the Base, to begin the bus tour. Half way around the perimeter of the Base near the old 4th Sqd Engineering site, several of the men decided to walk back to where the Memorial was located. "Pete" Gray will tell you about this trip in his comments about the tour. Any way we made the trip past the back entrance to the Field and past the road where the 18th Sqd went of a Sat. evening to a Pub for a cool one and to the Church, where dances were held on Saturday nites. Both Pub and Church are still standing. Just waiting for us to return for a visit.

We arrived back at the Memorial and at 11:00 we started the dedication ceremony. I will say nothing about the dedication but will let others tell about it in their comments.

One thing tho, Jack Blackham, presented Mr George Stedman, with a USA Flag, which had flown over the Capitol Building in Washington D.C.

After the ceremony an L 7 piloted by Jim Empson of Bayham,flew over and dropped real roses on the Memorial. This was followed by a flight of 4 T6, piloted by Mr Eddie Edwards who had rebuilt the plane from parts he had found after we had left. It was now in flyable condition. Both planes were marked with with US Air Force on the underneath of the wings.It was quite a thrill to see those two old planes flying over.

Lunch was to be served at two of Mendlesham Pubs and as hot as it was,the cool drinks and lunch tasted good. You may remember those two pubs. The Kings Head and The Fleece. Brings out a lot of memories, does it not?

After lunch several of our people took a tour of the Mendlesham Church Yard and one of the older houses. Mrs Fred J Flaurrell of Weld House Mendlesham showed her 15th Century home to some of the people of the 34th B.G.

By this time most of the people were tired and were willing to head back to the hotel but not then, for there was a couple of more places I wanted to see and I was going to see one of them if I had to take the keys and stop the bus. It was the old 18th Sqd Orderly or Day Room. It was supposed to have our 18th Sqd emblem still painted on the wall. I was followed off the bus by most of our men and we made our way to an old building and sure enough it was the Day Room of the 18th Sqd. We managed to open a door,for all to go in. By now as it had been used for a turkey processing plant, it smelled to high heaven but we could stand the smell long enough to take picture of the emblem. Yes the Indian Riding the Bomb was still there high on the wall. It brought tears to our eyes and brought back a lot of Memories,to all of us from the 18th sqd. Guess I am getting sentimental in my old age. After our picture taking we carefull locked up the old building and continued our tour.

The next stop was what was called on the map the WAF site but according to Bruce Sothern, it was the only building left of the 7th Sqd. and it was the old abolution or bath room. We did not stay too long here,for this was a chicken ranch and the smell was terrible. Leaving this site we returned to our Hotel at Ipswich, too hot and tired to do more exploring.

Sat nite was the 34th B.G. banquet with several English Friends attending.

Now for some letters from those who were with us on the tour.

Bill and Viv Creer: Real good dedication. At Mendlesham we were able to tour a 15th Century home, thru the courtesy of MM Fred J Flaurrell, Wonderful press coverage from the CBS Evening News, who filmed our Duxford and Cambridge Tour.. Here is a speech I prepared for the dedication. "The re-located 34th B.G. Memorial was dedicated 9th July 1983. This Memorial honorsthose of us who fell in Battle during Worlds War II. The men put Country above self and gave us the many freedoms we enjoy."

"This Memorial, this Plaque, these brick are only symbolic, It is our way of trying to express our gratitude and appreciation to those who have gone before. We pray this Memorial will last through the years, to remind those who pass this way of our fervent desire for World Peace, in furtherence of the noble goal for which our beloved comrads in arms gave their lives"

Rose and Eli Baldea:: There were more than a few lumps in the throat during our visit to Mendlesham Airfield. Just tramping thru the wheat covered field brought back a lot of Memories About the Beautiful Memorial, I feel that had we allowed it to decay and become part of the Field. it would have been as though all those who had fought and died, did so in vain.Is so Wonderful that the local people will place flowers there and always keep it looking nice. It is an eye catching part of the landscape and we should be proud to have all who passes by notice that we really care.. The warm welcome and hospitality of the British people made us feel as tho they were waiting for us and went all out, preparing for our visit. We are hoping to go back again. We loved every minute of the trip.--- -3-

Jack and Dottie Blackham:- It was a nice ceremony and we were glad to have been a part of it. We were glad it was handles the way it was, not gaudy, but refined and in keeping with the spirit of the Memorial. The flyover by the planes was the topping on the cake.

During the lunch break at the Fleece,I talked toseveral, who rememembered the night of the Intruder, June 7th '44.Who also watched my plane catch fire and saw 3 or 4 bale out. After lunch my wife and daughter walked the streets of Mendlesham and talked to some ladies, who did the washing for several of the men on the Base.Another lady had worked for the Red Cross and passed donuts and coffee to those returning from a mission. She thought we were a good bunch as did all the Mendlesham people, until V.E. Day when the hay stacks were set afire. It was a real nice dedication.-----

Kal and Evelyn Schonthaler:-- We have been calling our trip a "Sentimental Journey" It was a beautiful trip, far better than we expected. We had such a good time. Perhaps out of all the misery, you fellows went thru so many years ago. some good came of it You all seem to have compassion for one another. Can't say enought about the British people's hospitality, they were great.-----

Bill Kenney:--The dedication of our Memorial was very nice but what impressed me most was the people from the area around the Memorial, who were in attendence (As an 18th Sqd mechanic, living in "Tent City", Debenham was the closest town to the back gate) The Hospitality of the people in the "Kings Head" Pub, was warm and the "Heniken's" was cold that and the indoor plumbing was a welcome change from the warm beer and outdoor facilities. The 390th B.G. Control Tower Museum was a bonus.. I had never thought the people would go to all the troupble to build a Museum, to the sacrifice of our American Airmen who gave their lives.-----

Wally Felker:-- I stayed a few days after the others went home or to the Continent, While shopping at Herrods I stopped for lunch at a nearby Pub and got to gabbing to another American couple and their daughters. I told them what I had been doing in England and they said they had seen all about our Tour on the "Telly". They said it was moving and an interesting story. I was most impressed by the turn out of the local Mendlesham people and their interest in us, 'their Local Bomb Group."

Frank Jackovich -- I enjoyed myself very much. It was fun meeting the people. All were easy to get along with and were a happy bunch The dedication of the Memorial was most impressive.---

Randall Martin ---- It was a great trip. Can you imagine seven days in England, with out rain. Here's "pete" Grays answer to the question, how was your trip to England? Pretty bad, First TWA lost my luggage, It went to Athens Greece.
Second My old girl friend was not waiting for me at Piccadilly, even tho I told her I would be back.
Third. I had to room with a "Damn Yankee"
Fourth. I couldn't understand the English girls accent and they could not understand mine. Even with all this, I still want to go back in 1985. How about it?

Harold and Gen Rutka : The People at Mendlesham were wonderful and they did all in their power to make us feel welcome The meals in Ipswich were very good ----I would still go again to be with the good bunch.

Hal and Jan Province:It was a most enjoyable trip and we all will remember it for many many years. There were a couple of low points but those will fade. To me the most impressive re - memberance will be the the intensity and friendliness of the F.OT.E. The expression of thank fulness to us for helping them defend their homeland was overwhelming. The visit to the Cambsidge cemetery. It was warming to see that it was well kept. It still hurts to walk up and down paths, read the names on the wall of rememberance and remember that these were the names of the fellows who ate with you in the Mess hall or rode the same truck to Ipswich or lived in the hut across the way-----.

Gerry Pine: Wonderful. Here is a little poem I wrote about it. Called"Return to Mendlesham" Some of the boys from the 34th with their wives all in tow boarded a plane and wouldn't you know? Pointed that Aircraft straight to the sod, that gave them a home, whilst they did toil at the nasty deed, so close at hand, of whipping Adolph and his band. This was top priority and got most of the beans. But that little left over it justly seems, was spent with the folks who shared their land. All Joined togetfher in a solid band, helping these Yanks with their foreign ways.vet to.and from both.night and day,
Wined and dined this man, they did-Never forgetting he was yesterday's kid- Now if our luck holds straight and true, and it seems quit certain its' sure to do-We'll band together once more, and all join in for another score-- to dedicate a Memorial of brass and brick to the ones that got stopped in the battle thick--- The words we say are short and few.yes it all appears so little to do--- But, what we say about a fine young man that never returned to Mendlesham.--

Clarence Peterman:--- Had a wonderful time in England The dedication was most impressive. Can't say enought about the F.O.T.E. Group, who helped us out. The only disappointment, was not having more of the "Bambi Crew on the tour.

William "Pete" Gray

"JULY,1983 - THE 34th RETURNS TO MENDLESHAM"

Of the 400 passengers on board the Boeing 747,over 100 were 8th Air Force veterans,and - thanks to Ray Summa - over a third of of those were from the 34th Bomb.Group.

For most of them,it was their first trip back to England,since they had left,back in 1945!

We left Kennedy Airport in New York about 9 o'clock at night, for what was supposed to be a six hour flight. Instead,due to ground fog at the London airport,we were delayed for a time at Shannon,Ireland.

We finally landed in London (Heathrow) about 11 o'clock (7 A.M. New York time)- a pretty weary bunch,since most of us had slept very little that night.

And what a morning it was - not a cloud in the sky,and the temperture in the mid 80's!

We could hardly believe it was England!

Buses were waiting at the airport to take us across London,and up to Ipswitch.

But London! - remember how drab and rundown everything was back in '45 - well you wouldn't recognise it today!

All the rubble left from the German air-raids has been removed, and in it's place,modern new buildings have gone up!

Even some skyscrapers!

And everything looks like it has just been painted - in fact, the whole town just sparkles!

And flowers were everywhere!

Roses - thousands of them - were blooming in every yard and window-box!

It was hard to believe it was the same London!

They still drive on the left-hand side of the road,however - that hadn't changed!

Just outside of London,we stopped at a "Pub" where we had our first encounter with the "new" English money.

Now most of us still remembered how to count the old English money,and we weren't expecting any difficulty.

However,it seems that several years ago,in order to comply with the needs of the computer age,the old method of shillings,half-crowns and "thrupp-nee bits" had been done away with,and a whole new method installed.

It is very easy to understand though - being strickly a decimal system,based on pences.

Unfortunately,though,none of us were quite up to it,so we went back to the old American system,where you hold out a handful of coins, and let them pick out whatever is necessary!

It's less complicated that way - and sometimes you even wind up with more coins after the transcation than you had before!

Remember how you could hardly get enough to eat once you left the base - well that too has changed!

You never saw such an abundance and variety of food!

Strawberries were at their peak when we got there - the biggest, sweetest strawberries you ever saw - and they cover them with this thick heavy cream that must contain millions of calories!

I ate so many,they were coming out of my ears!

Gawd - were they good!

Everybody forgot all about the diet they were supposed to be on, and just dived in!

And - this is hard to believe - the English have finally learned how to make coffee!

That's right - and good coffee,too!

However - I was told that this applies only to the two counties of Norfolk and Suffolk,which were "invaded" and "occupied" by the 8th Air Force during the years of 1942 - '45,and were almost completely Americanized!

In other parts of England - they say it still looks and tastes like MUD!

Saturday,July 9th,was the day we were to return to our old base, and everybody was up bright and early.

After a hearty English breakfast,we boarded the bus for the short ride up to Mendlesham - home of the 34th!

But even before we got there,many of us began to see things that we recognised,even after all those years!

The driver slowed down as we passed what was left of the old monument,located just off the highway at the foot of the old runway.

Near where the old hospital used to be,we turned off the main highway on to a dirt road that went on through the base.

When we passed the old farmhouse (remember that) about a dozen of us from the old 7th squadron,got off the bus and took a short cut-which we all still remembered - over to where our planes had been parked!

As we came out from among the trees into this open space,there off to one side,was an old dilapidated Quonset hut!

There was no mistaking it - it was the old 7th squadron's Engineering office - still standing,after almost 40 years!

Everybody let out a holler as they ran down to it!

There was no door - it was long since gone - and there was a good size hole in the roof! But after all the years - it was a wonder it was still standing!

The memories came flooding back when we went inside it! It had been half a life-time ago,but we could still see the place where the old aircraft status board had been! And over near the window,where Clark, (Clairborne H.Clark - from Oklahoma) the Engineering,clerk had his desk!

Just beyond the Engineering Office,we could see the remains of the huge pile of dirt that had been used to test-fire the guns.

And right in front of it was the hard-stand - still in good shape-- where Bruce Sothern had parked his plane "Gotta Haver." Just off to the right was where Smitty (Chas.E.Smith) and I parked "Ol' Buddy!"

Even the metal rods embedded in the concrete - used to tie down the planes in high winds - were still there!

Across the way was a piece of the old taxi-strip across which Keith Anderson had driven the burning fuel truck - to get it away from the fully loaded planes!

There was one thing missing though - the sound of the engines!

And during '44 and '45,t here was always the sound of the engines.

Today - there was only the chirping of a few birds - but if you listened real hard - you could almost hear them again!

Almost!

After a while,we made our way across the fields and joined the crowd for the dedication of the new monument.

A new monument was decided on,since the old one was in pretty bad shape - it was erected in 1946. Also,due to the proposed widening of the highway,a new location was chosen.

It seemed that a good part of the population of Mendelsham was on hand for the ceremony.

"Bob" Wright,current President of the 34th B.G.Ass'n,made the opening remarks,followed by "Bill" Creer,former group CO,after which the Reverend Fred Brooks,former Armament Officer of the 391st Squadron, gave the benediction.

A few minutes later,an American airplane from one of the nearby bases,flew over the site and dropped hundreds of rose petals on the assembly!

It was quite an impressive ceremony!

Many of the British people on hand were just children,when the 34th was flying out of Mendlesham.

One of them - now a gray haired gentleman of 54 - showed us some drawings he had made when he was just a lad of 15.

It seems he lived in the farmhouse,just across the highway from the end of the main runway,and each morning,as the planes passed over, straining to gain altitude,he was able to observe and record the art-work painted on the nose of each plane!

In some cases,he even had the serial numbers!

These drawings drew a lot of attention - everyone was looking for his own plane - and most of them found it!

Also,we met the lady who had served many of us coffee in the Red Cross Club - so many years ago!

And the five ladies who,- since 1949 - had taken turns putting flowers on the memorial!

Think of that - for over 35 years they had performed this service year in and year out - with never a thought of remuneration!

I hope the 34th can find some way to recognize them!

These are just a few of the many stories that were told and retold that morning - after the passage of so many years.

It was quite an experience - for all of us!

We're all a lot older now - and it makes you feel a little sad to return to a place that was so familar - so long ago.

But - when you stop to think about it - not many people have a chance to go back,and relive a part of their lives,such as we had experienced,on that bit of English soil - so many years before.

For those of you who have not made this trip - by all means start making plans to do so!

You'll never regret it!

In fact - the only thing you'll ever regret about it - is if you don't go back!

"CHEERS"

Pete Gray

W.N."Pete" Gray
7th Sqd. 34th B.G.

Father Fred

At your request, I am going to pass along a few brief thoughts and observations on the trip to England. First the flight over from New York was good and I did appreciate the Captain's decision to wait in Shannon, Ireland instead of circling Heathrow for a lengthy period of time. Also, after a very courteous trip thru customs, the bus trip to Ipswich was a good opener to the English countryside. The accomodations in Ipswich (The Post House) would have been a little more comfortable had not the heat and humidity cooperated to make it hot and sticky. Jason was please with the swimming pool and made more than enough use of it. I personally appreciated the trip around Ipswich with Roger Freeman being the tour guide--especially the old tower at Framlingham and the castle at the village and the Old Norman Church. I don't know if anyone else noticed, but there is a small Post House hotel in Framlingham similar to what one would expect of the bed and board we used to get above the local pub. The help of POTE and the British Royal Legion made it possible for me to get to Mendlesham on the Sunday following the dedication by the highway. . . and later to Cambridge for the service at the cemetary. I really appreciated that since I was able to satisfy and old, old dream of celebrating in St. Mary's Church in Mendlesham and preaching the sermon. Fr. Philip Gray was a great host that Sunday morning. I was concerned that there were some elements we planned for the dedication of the Memorial by the road that I can't remember happening. I hope that all was OK for that. My slides are delightfully complete of the dedication. . . and the ceremony at Cambridge on Sunday. I had expected a lot more participation than just the 34th at Cambridge. . . but then again, it may have been exactly as planned. Watching pilots and others look for crew member names on the granite wall was almost heartbreaking--so filled with emotion. I really am satisfied that everything went as well as we had expected at the two ceremonies.

I was disappointed in the bus trip around London--St. Paul's was great--but, I had hoped to see the inside of Westminster Abbey. Our bus driver chose just to drive by and take us on a more extended trip around the more commercial areas of London. None-the-less, I have no real complaints. Jason and I went to Canterbury after seeing the Tower of London the first afternoon in London. We were really tired that first night there. Then, of course the trip next day. It was certainly an experience for a 10-year old on his first trip away from parents and home.

The British are surely hospitable people--our friendships renewed at Ipswich, Fr. Philip Gray at Mendlesham, Mr. Stedman and the others who have helped make our memorial possible and of course, Roger Freeman.

Our other week in England was also far greater than our expectations--our trip to Eastleigh and Winchester, and later to Southwell, Newark, Nottingham and Lincoln--and preaching the Sunday Sermon at Radcliffe-on-Trent will never be forgotten. We took in a lot of British History including seeing an original of the Magna Charta at Lincoln

Cathedral. Fr. Jim Foxcroft, a priest-friend in Southwell showed us lots of things we might not have seen without him. We saw a show in Sherwood Forest, after they had saved the great oak tree that is in the legend of Robin Hood. There was sword fights, jousting on horseback and ancient dances. We have some good slides of this affair. Jason enjoyed the castle at Lincoln with the old prisoners chapel and the high battlements. He wanted to climb to the top of the walls, but I gave up at that point--it's an awful shame to grow old and lack the enthusiasm of a 10-year old.

I guess I must say that the trip was well worth the time, the effort, the planning and the money. . . and I would go again if a similar offer comes in the future. There are some things I would have liked to have seen a little different, but perhaps I am in the minority on this point. I realized some dreams and visited some places I had known before and still have a fondness for. The British were great hosts no matter where it was. After the tour, I was shown the red-carpet treatment and saw places Jason and I never dreamed we would see. We have over 300 good color-slides of all the events and places we went.

My only real kick was the Medieval Banquet--we never got any meal that night--and we were extremely disappointed in not seeing Buckingham Palace and the Queen's Guard there. There was ample time in our schedule for adding in Buckingham Palace to the tour of London. . . along with missing out on going into Westminster Abbey. I really believe we could have done better on our own with these places of history.

Well enough kudos and bitches. . . let's do it again before we are too old--and let's not let the women get off with staying home next time.

Faithfully yours,

Pat and Fred

8AF REUNION # HOUSTON # OCTOBER 1983
UNIT RENDEZVOUS REPORT #

LAST NAME	FIRST NAME A	FIRST NAME B	STREET	CITY/STATE/ZIP
AVRIETT	# GILES	GLENNA	113 HILLWOOD DR	N. LITTLE ROCK, AR 72116
BRESH	# PAUL	BETTY	119 OVERLAND TRAIL	N. FT. MEYERS, FL 33903
BROWN	# RAY	HARRIET	629 RICHFIELD DR	SAN ANTONIO, TX 78239
BUSH	# RALPH	MARGE	34 W. FAIRVIEW	SPRINGFIELD, IL 62707
CORUM	# MALCOLM	TILLIE	5320 MARCILLUS AVE	EL PASO, TX 79924
EDWARDS	# JOSEPH	VERNA	933 EGYPTIAN WAY	GRAND PRAIRIE, TX 75050
HANSEN	# MILTON	KAY	5914 OLD MIDDLETON RD	MADISON, WI 53705
HOWARTER	# WAYNE	LAVERNE	RD 1	WELDA, KS 66091
ISAACS	# SEYMOUR		300 EVERGREEN DR	SUMMIT PARK, UT 84060
LAMBERT	# HENRY	MARY	RT 5 BOX 671	SPOTSYLVANIA, VA 22553
LOPEZ, SR	# M.G.	MRS. M.G.	807 EAST MONROE ST	RIO GRANDE CITY, TX 78582
PARRISH	# HAROLD	NORMA	700 EMERALD LANE	CARBONDALE, IL 62901
PINE	# GERALD	WANDA	5414 HWY 12 RT 1	WAUNAKEE, WI 53597
RITCHIE	# GEORGE	JUNE	7139 WOODCHUCK RD	FAYETTEVILLE, NY 13066
ROSE	# EVERETT	PEGGY	14711 25TH AVE. CT E	TACOMA, WA 98445
RUTKA	# HAROLD	GENEVIEVE	11 EAST ARTAVIA ST.	DULUTH, MN 55811
SCHADE	JACK		C/O 300 EVERGREEN DRIVE	SUMMIT PARK, UT 84060
SUMMA	# RAY	HANNAH	2910 BITTERSWEET LANE	ANDERSON, IN 46011
TAVASTI	# ROY	KATE	354 SEAVIEW AVE	PISMO BEACH, CA 93449
UNDERWOOD	# DOUG		301 BOWLING GREEN DR	MONTGOMERY, AL 36109

This is all the letters I have received from those who were on the trip to England and the dedication. I have had to leave out some parts and to reduce the writing to get them all in along with the pictures and the list of those we have found. The pictures I have printed is just a few of those sent to me and of my own. I will be sending those borrowed ones back just as soon as the newsletter is out.

I want to thank all who went on the tour to England and those men from FOTE, who helped while we were there. Roger Freeman especially for his narration on the bus Friday when we toured the country around Ipswich and the 390 B.G. Muesem. Ian Hawkins and Mary for their help with the wreaths and other things. Allen Garrett, who help at the 390th Museum, Jim Empson, who flew the L 7 and dropped ROSE PETALs over the Memorial. Eddie Edwards who flew his A 6 over the Memorial several times. Ron Blake of the Royal British Legion and Mrs Tipp Godfree and Mrs Mary Clemments of Mendlesham, who had placed flowers on the old Memorial all these years and MR and MRS GEORGE STEADMAN. , for letting us place the 34th B.G. Memorial on their land. I know there are some more of those from Mendlesham, whom we owe a vote of thanks to but I do not have all the names at the present time.

We owe Randall Martin a vote of thanks for the work he did with the Boston Globe reporter and the press coverage. Also he hastaken it on himself to mail out the newsreleases to all who went on the tour. Thanks Randall, have a good time at your "01 BUDDY" Crew, Reunion in MI. We will miss you at the Houston reunion. I do not know what "Pete" Gray the "SOUTHERN GENTLEMAN MAN" will do with out the guiding light of a "DAMN YANKEE". We will try to take care of him

Randall, we wish to convey our Condolences to you in the death of your mother, which happened after you returned from the tour.

Just received word that Olive DiNenno, wife of Al DiNenno has been ill. She would enjoy hearing from those who would care to send her a card.

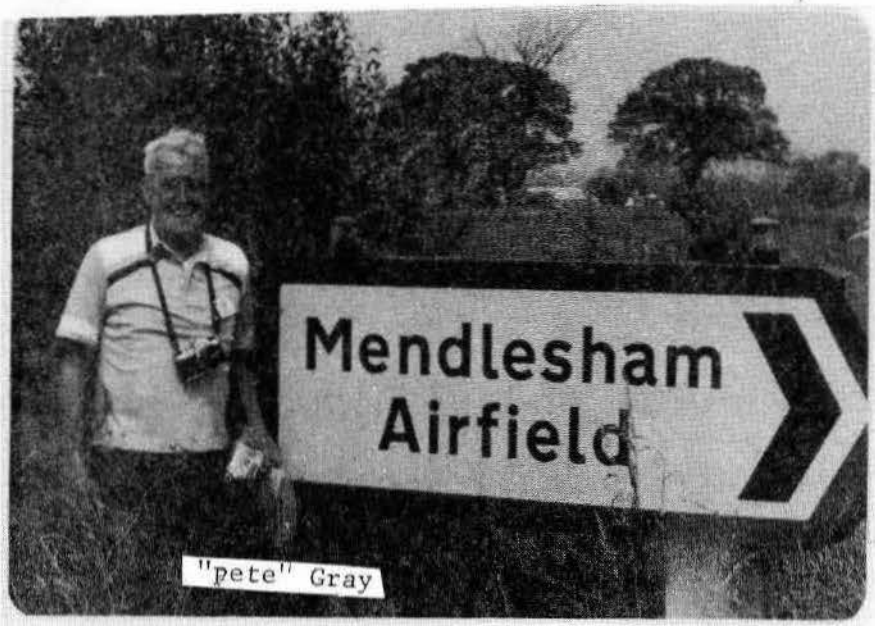
Al DiNenno says he still has a few 34th B.G. caps, like I wore on the tour, for sale. The cost is $6.00, which includes packaging and shipping. Send order to Al DiNenno 411 Church Rd. King of Prussia Pa. 19406

I will be gone from Aug 25 until Sept 3. I will also leave for the reunion in Tx. the last of Sept until after the reunion.

Now I will leave you with this thought THE MAN WHO ROWS THE BOAT GENERALLY DOESN"T HAVE TIME TO ROCK IT.

CHEERS

Ray L. Summa
34th Bomb Group
Unit Contact



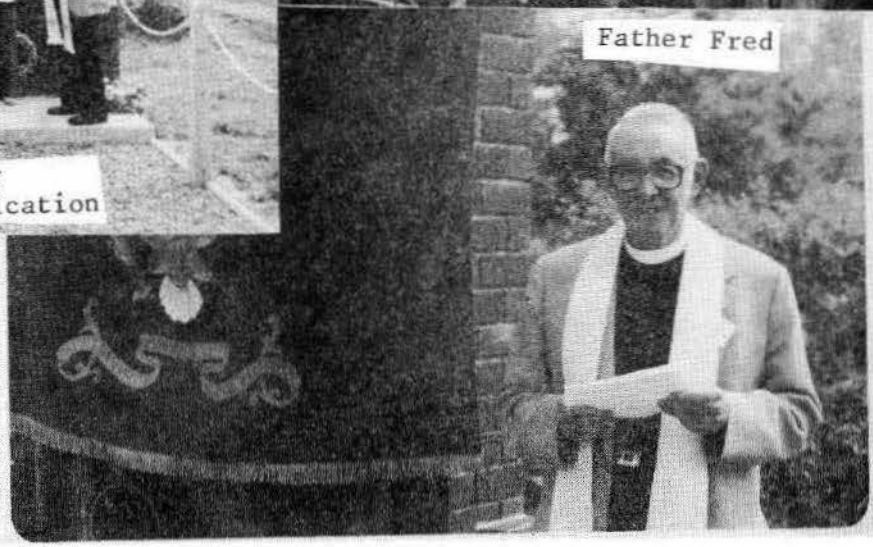
"pete" Gray

Bafore Dedication

After Dedication

Ian Hawkins & Friends

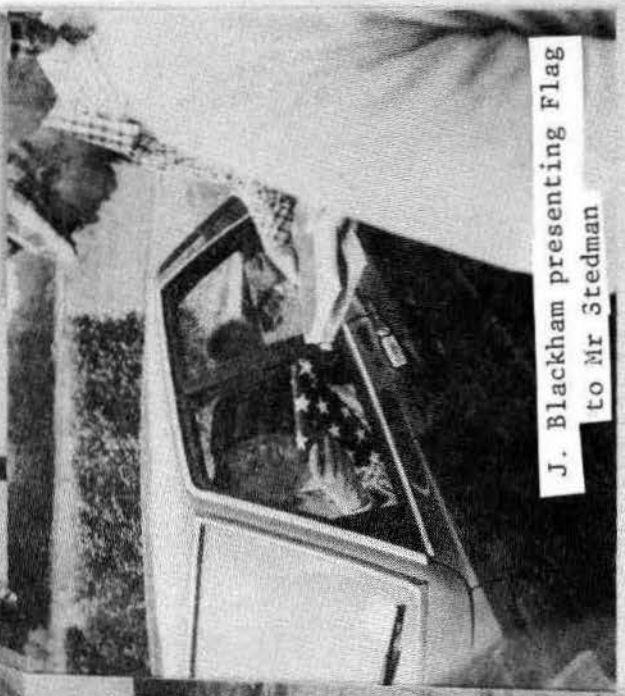
B wright, Gen Creer
Father Fred at Dedication



Father Fred

Wreath for Cambridge

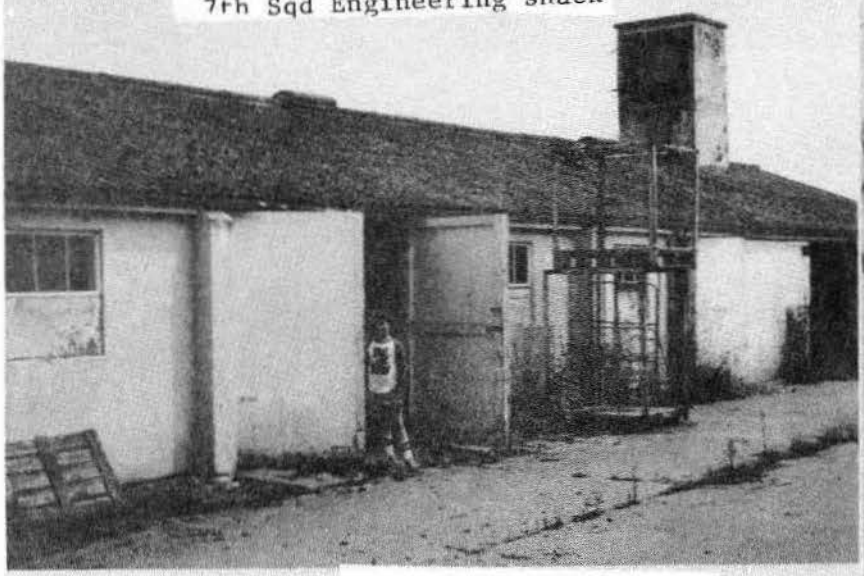
34th Bomb Group Hangar #1



J. Blackham presenting Flag to Mr Stedman

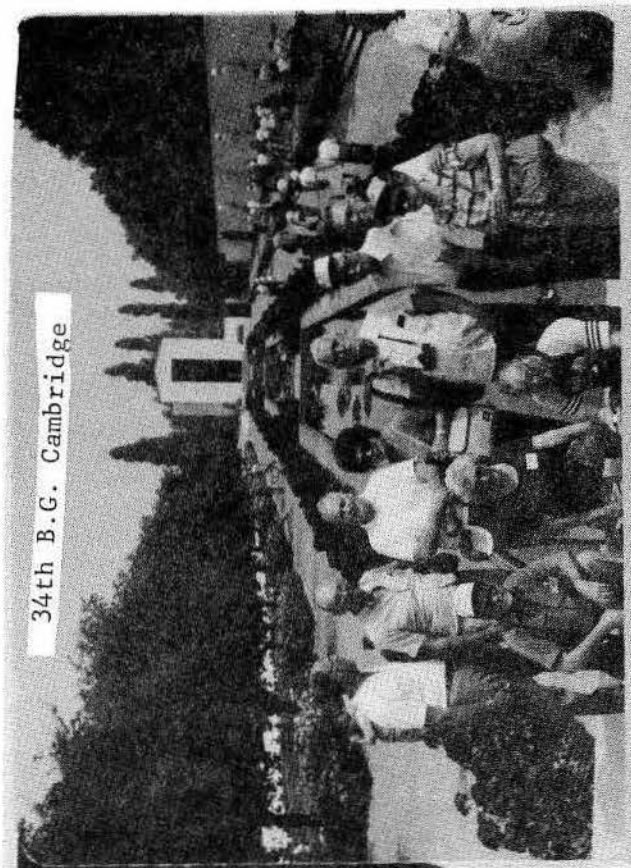
Doc Wright& Roger Freeman

7th Sqd Engineering shack

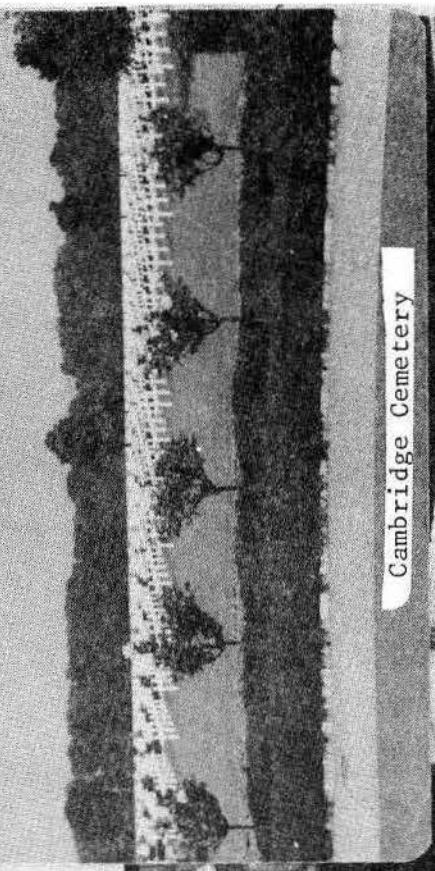


18 Sqd Day Room Jason
Jason Bowden

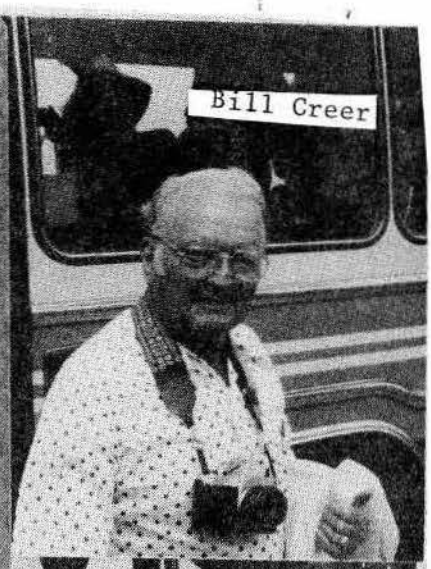
18th Sqd Emblem



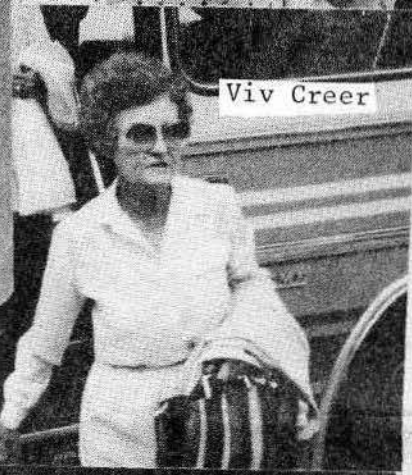
34th B.G. Cambridge



Cambridge Cemetery



Bill Creer

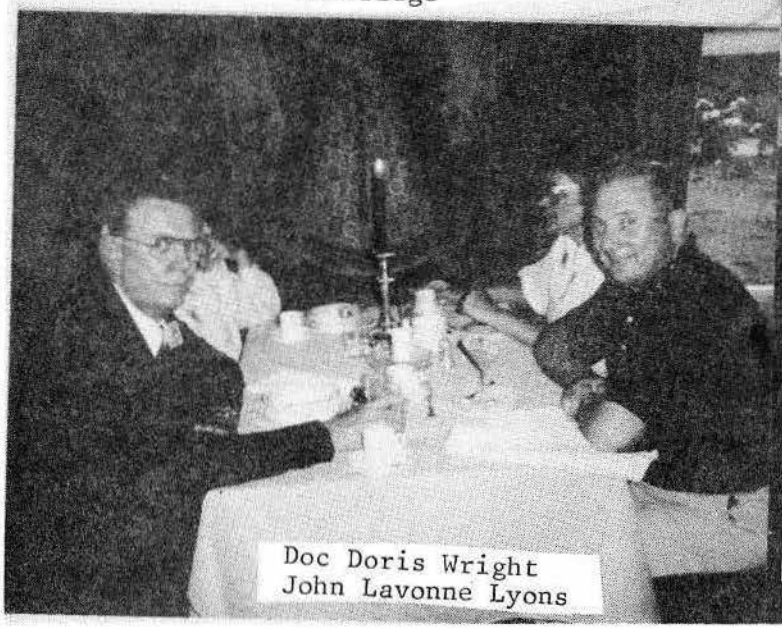


Viv Creer

B Wright G Pine R Summa
Cambridge

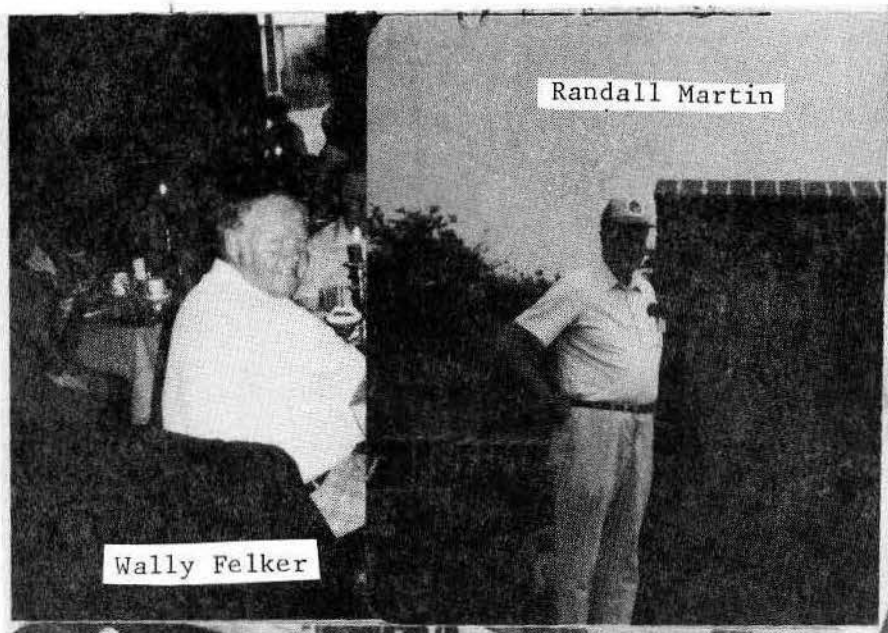
Hal & Jan Province

Father Fred Jason Bowden



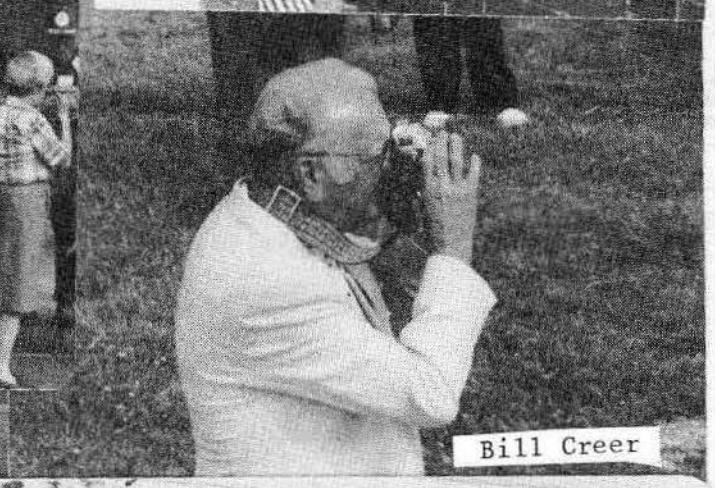
Doc Doris Wright
John Lavonne Lyons

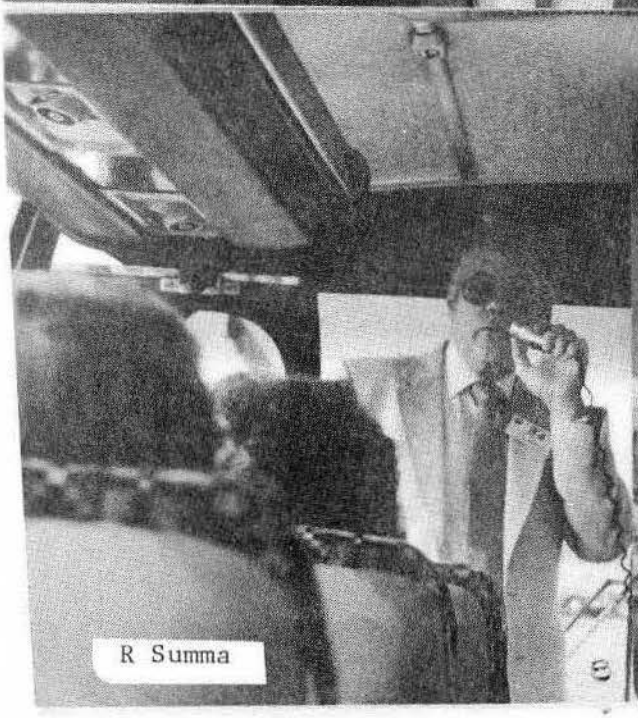
Bill & Carol Jennings


Randall Martin

Wally Felker

G Pine R Summa B Wright


Bill Creer


R Summa

Starting for Mendlesham

Hal & Jan Province

Schonthalers and Smith at Cambridge

Eli & Rose Baldea.

Paul Buss, Gerry Pine
Bob Baer, R Summa Mary
Buss at Indianapolis

TWA

At Medieval Banquet

Kieth Anderson Jerry Dickman

THE FLEECE

Harold and Gen Rutka
Jan Province

FLYING TRIBUTE AS VETERAN PILOTS RETURN

● Former American airmen around the memorial which was dedicated

ROSE petals were dropped on veterans of the 34th American Bomb Group as a new memorial was dedicated on Saturday at the wartime Mendlesham airfield to those who didn't return from the 170 missions flown from the base.

The new memorial replaces one dedicated in 1949 but which has now been taken down because of its condition.

Mr. Jim Empson, of Ipswich, dropped the petals from his Piper Cub aircraft, which he flew over the new memorial shortly after its dedication.

Piper Cubs were used by the Americans for artillery spotting and Mr. Empson said, "I thought it would be an appropriate tribute to those who lost their lives."

Mr. Empson was followed by an Ipswich man, Mr. Eddie Edwards, who paid his tribute by flying over the memorial several times in his AT6 Harvard aircraft.

After the dedication, Mr. Jack Blackham, a flight engineer on Liberators at Mendlesham during the war, presented Mr. and Mrs. George Stedman, of Stonham, with an American national flag.

Mr. Stedman is a trustee of the memorial and gave the land on which the new one has been built.

About 40 veterans of the 34th Bomb Group, which was part of the 8th Air Force, travelled from all parts of America to revive memories of their war-time days in East Anglia.

They were joined by parish council chairman Mr. Ken Abbott and Mr. Arthur Braybrooke, an RAF pilot during the war who escorted the 34th Bomb Group on its missions deep into Germany.

The dedication was conducted by the Very Rev. Frederick Brooks, who served as an armaments officer at Mendlesham.

Former pilot Eli Baldea was returning to his old airfield for the first time since April, 1944.

"I would have gone home after my 25th missioh but on our 24th we were shot down over Cologne and I spent the remainder of the war in a prisoner of war camp.

East Anglian Daily Times, Monday, July 11,

Wartime plane sprinkles flowers over memorial

The dedication and consecration of the memorial by Father Fred Brooks, chaplain to the 34th Bomb Group, watched by Lt. Col. Bob Wright, left, and Maj. Gen. Bill Creer.

Bomb Group's Alumni Want 'Only Memories'

By STEVEN ERLANGER
Boston Globe

MENDELSHAM, England — Bill Jennings was 23 when he came here to pilot a B17 flying fortress with the 34th Bomb Group and win the war against the Germans.

"You know how when you arrive, everyone talks about missions — they were still talking about hitting the oil refinery at Merseburg three months after it happened. So I go into the briefing room for my first mission, and they pull back the curtain and there it is — Merseburg. It scared the hell out of me."

Jennings, who owns a cash register company in Phoenix, Ariz., had come with his wife, Carol, to the rededication of a monument to the valor of the 34th, near the gate of their derelict air field at Mendelsham, near Ipswich. The monument had to be moved, because what was then rural East Anglia has become well-to-do and Tory, and with more cars now per head of household here than anywhere in Western Europe, the road had to be widened.

Nearly 50 men came, some with their wives and children, to attend the ceremony, visit old haunts and swap memories of 39 years ago when they were all in their 20s, "overpaid, oversexed and over here."

Randy Martin was 20 when he came, having enlisted out of high school — tall, mustachioed and 120 pounds. A young-looking 59, he owns a textile company in Bingham, Mass., where he lives. A few years ago, he started trying to track down his flight and ground crews, and his search led him to Ray Summa, a retired Indiana engineer who watches over the memories and the men of the 34th the way Pete Rose studies his baseball statistics.

SUMMA SPENDS most of his time now working without pay for the 34th Bomb Group Association, writing hundreds of letters, putting out newsletters, collecting dues and arranging events like the one here July 8-10. Stealing telephone books and making phone calls wherever he goes, Summa has increased his list of 34th alumni from less than 50 names to more than 1,000 in five years.

"I was never interested in the American Legion and the Veterans of Foreign Wars," Martin said. "I didn't go along with their philosophies. But something like this is different. We don't want anything — only memories."

"Memories are what we're after," Summa said. "If I could unlock some more of those memories. . ."

Bill Jennings went back to his first mission, over Merseburg: "The Germans had it well protected; there was a block of flak about a mile square. I'd see planes go into it and come out all straggly. We were supposed to dive 1,000 feet over the target, but I was so scared I climbed 1,000 feet. ...

"We lost a lot of men on that mission."

Bill Creer remembered, too, remembered the flock of people watching from the roof of the control tower as the pilots straggled back seven to 10 hours after they had taken off before dawn, holes through their wings, tails and fuselages, some of the four engines smoking, or silent. "Everyone would get up there and start looking and counting out loud: 27, 28, 29, 29...34, 84, 34...And I knew I'd lost two aircraft, 11 men apiece — 22 men."

IN 1944, 60 percent of the men who went down were killed, 40 percent became POWs. In 1943, before the bombers had fighter escorts, one of every three men who went up in a B17 or a B24 died.

Creer was their 32-year-old commanding officer, a colonel.

"I brought these boys up," he said, "and they didn't always like it." He had all their pictures and greeted them by name when they were lucky enough to return from what one of them described as "10 hours of sheer boredom punctuated by 20 minutes of sheer terror." Asked about those who didn't come back, Creer said: "Well, when you got to know these boys... But you don't try to get to know them too well."

He retired as a two-star general, the deputy commandant of the National War College in Washington. In his 70s now, he lives in Las Vegas and owns and sells real estate.

"You know, it's a funny thing," said William (Pete) Gray, Martin's ground-crew chief. "There's no rank in this thing anymore. That guy over there — Bill Creer — he's a two-star general. He's not a general over here with us."

Gray, now 66, retired from the post office and lives in Virginia Beach, Va. After the war, the first time he got back into a plane was when he flew to New York to begin the trip to Mendelsham. "It's been 38 years," he said, driving through Mendelsham village and looking for the old pub. "My father didn't live 38 years ... I sure wouldn't have missed this thing for something pretty."

Huntsville Times
Wed July 20 1983

34th BOMB GROUP ROSTER 1983

ABRAMS MORTON 16
28931 PACIFICO TERRACE
BOCA RATON FL 33433

ADAMS BLUFORD L JR 7
636 W 174TH ST APT 8A
NEW YORK NY 10133

ADRINGOLA LEONARD 4
504 FURMAN STYREET
ROCKFORD IL 61103

AIKEY EDWARD JR 391
R02 BANTON RIDGE RD
WINTERVILLE OH 43952

ALEXANDER JAMES K 7
BX1020 ROUTE 2
JONESVILLE LA 71343

ALEXANDER SHELBY T 7
1086 DRAVA LANE
HOUSTON TX 77293

ALLEGA AL (DOC) 391
2465 MISSION RIDGE RD
SANTA BARBARA CA 93103

ALLEN CHARLES D
P.O. BOX 69
HENDERSONVILLE MO. 65669

ALSTON WILLIAM C DR
3722 EAST 46TH PLACE
TULSA OK 74135

ALVES ROBERT GRP
5250 COLUMBIA RD #508
NORTH OLMSTEAD OH 44070

AMBLER WILLIAM E D
535 WEST HICKORY
ARCADIA FL 33821

AMERMAN FRANCES (MRS) 7
3381 CONCORD COURT D
MISHAWAKA IN 46545

AMES VERNON C 7
78 GREENFIELD DR
TONOWANDA NY 14150

ANDERSON CECIL 7
8720 GRIGGS AVENUE
NEW BRIGHTON MN 55112

ANDERSON ERWIN MRS 391
157 SOUTH LE BARON D
MESA AZ 85202

ANDERSON KIETH M 7
3327 WORK ROAD
RAVENNA OH 44266

ANDERSON PAUL D 7
11622 W SILVER LAKE SP 91
EVERETT WA 98204

ANTHONY THOMAS P.
1911 Camino DE LA COSTA 509
REDONDO BEACH CA. 90277

ANTOWIAK CHESTER
527 WEST 3RD STREET
ELYRIA OH 44035

APPLEGATE HENRY 4
60 SOUTH MAIN STREET
ZIONVILLE IN 46077

APPLEGATE RALPH
4432 YORK ROAD
SOUTH BEND IN 46614

ARANO CLARENCE 391
3499 POOLE STREET
CINCINNATI OH 45239

ARMSTRONG EMIL R 7
4472 SOUTH YANK
MORRISON CO 80465

ARMSTRONG WARREN 7
BOX 3386
ALBUQUERQUE NM 87198

ARTUSO ANTONIO B 391
6 CAROLINE DRIVE
CUMBERLAND RI 02864

ASHBURN JOHN (JACK) 7
132 EAST 7TH STREET
HASTING NE 68901

ASHWOOD NORMAN A 7
27492 CENTER RIDGE RD
WESTLAKE OH 44115

ATWATER VERNON
2598 R2 SC MERIDEN RD
COLORADO SPGS.Co.80909

AUSTIN PAUL
STAR RTE 441 A
MERRIFIELD MN 56465

AVRIETT GILES C 7
113 HILLWOOD DR
No Little Rock Ak.72116

AZZOPARDI HARRY
320 SYCAMORE RD
SALINAS CA. 93905

BABCOCK L W 391
7718 WASHINGTON STREET
KANSAS CITY MO 64114

BABCOCK ROY JR
1121 GOLFVIEW STREET
CARMEL IN 46032

BACALIS THEODORE N
7851 EDWIN DRIVE
VIRGINIA BEACH VA 23462

Baucus John J
528 Power St Box 1683
Helena Mt 59624

BACSKAJI JOSEPH
823 WINONA DRIVE
YOUNGSTOWN OH 44511

BAER 8084718
253 SOUTH 25TH STREET
TERRE HAUTE IN 47803

BAGLIO SAM 4
130 STEVENS PLACE
EXTER PA 18643

BAILEY, H.D 18
C/O HANDLER-FENTON
234 ALEMEDA
DENVER CO. 80223

BAKER GEORGE 7
BOX 5
BENSON AZ 85602

BAKER JOHN
RR 35 VAL KILL PK
HYDE PARK NY 12538

BAKER WILLIAM V 391
6369 COLLEGE DRIVE
PHOENIX AZ 85033

BALDEA ELI 7
1595 SUNNYSLOPE DR LOES
CROWN POINT IN 46307

BALDWIN JAMES JR 391
1438 9TH STREET NO
FARGO ND 58102

BALLARD WINSTON P
417 HAMMOND AVE
SAN ANTONIO TX 78218

BANFIELD LAWRENCE 391
3387 8TH STREET WEST
ROCK ISLAND IL 61201

BANIAK LEO P 391
7995 UNDERHILL DRIVE
SAINT LOUIS MO 63113

BARBARAS GORDON D

BARFIELD GRADY 7
ROUTE 1 BOX 114
ROCK SPRING GA 30739

BARON ARNOLD
2 MT LANE
ROCHESTER NY 14625

BARRETT WILLIAM GRP
7625 HOGUE ROAD
EVANSVILLE IN 47712

BARTELS, JAMES
226 GOODMAN"S HILL RD
SUDBURY MA. 01776

BASKIN R C
6245 APOIN CIRCLE
CLEMMONS NC 27012

BASS RUBIN
58 THE HEMLOCKS
ROSYLN ESTATES NY 11577

BASSET ROBERT
9158 FRANCES STREET
OMAHA NE 68124

BAUM CLINTON (MRS)
113 SAYBROOK HARBOR
BRADFORD PA 16915

BEACH ROLAND 7
1735 MARCELLA LANE
SANTA ANA CA 92706

BEALS WILLIAM JR
12518 PIERCE ROAD
STANWOOD MI 49346

BEAUCHAMP TOMMY 7
3325 NORTH GLENHAVEN DR
MIDWEST CITY OK 73110

BEAVER DUANE 18
3414 MEINRAD STREET
GRAYTON PLAINS MI 48820

BEAVER JOSEPH T 18
1826 SOUTH 5TH STREET
HARTSVILLE SC 29550

BECKHAM, BLAIR J. 7
BOX 165
MOUNTAIN VIEW AK 72560

BECKLEY PAUL E 391
2313 CABOT DRIVE
LEXINGTON KY 40505

BEI JOE 18
150 MAIN STREET
ARCHIBALD PA 18403

BELCHER DAVID (MRS)
12117 ORANGEWOOD AVENUE
ANAHEIM CA 92803

BELL DWIGHT 391
2302 GLENWOOD DRIVE
DES MOINES IA 50321

BELL ROBERT E 391
148 TURLOCK WAY
HAYWARD CA 94544

BENEDICT GEORGE
1838 OLD NORTHFIELD RD
THOMASTON CT 06787

BENSON CARL A 7
295 AUBURN ROAD
WEST HARTFORD CT 06119

BENSON CHARLES J 7
4815 ORIOLE DRIVE
WILMINGTON NC 28401

BERGLUND FRED 7
1616 HAGG DRIVE
BLOOMINGTON MN 55431

BERRILL JOHN 18
WHITE PLAINS DRIVE
BROOKFIELD CENTER CT 06805

BEYER JOHN J 391
BOX 18
KINGSBURY TX 78638

BIALAS STEVE 18
BOX 312
FULLERTON NE 68638

BIELAS LEONARD F 4
2081 MALVINA AVENUE
LINCOLN PARK MI 48146

BILLMAN ROBERT E
2018 BRAEWICK DRIVE
AKRON OH 44313

BLACK JACK 18 D
1829 FOREST HAVEN LANE
BIRMINGHAM AL 35216

BLACK WILLIAM B 7
116 SOUTH COURT STREET
TIPTONVILLE TN 38079

BLACKHAM JACK 4
8809 MC FALL DRIVE
EL PASO TX 79925

BLAIN BENJAMIN 4
8306 VERONA DRIVE
NEW CARROLLTON MD 20784

BLAIR ANDREW (MRS) 4 D
3643 SOPLIN WAY
SAN DIEGO CA. 92117

BLAKLEY GEORGE 391
671 C STREET
LEMOORE CA 93245

BLARR ARTHUR (MRS) 391 D
304 DAVY STREET
BUFFALO NY 14223

BLOCK WALTER T (MRS) D
3121 BRUNSWICK STREET
DUBUQUE IA 52001

BLOMMER HARRY GR
3805 GRIMM AVENUE
WACO TX 76710

BLOOM JEROME
1327 SPRUCE STREET
PHILADELPHIA PA 19107

BLOYZNSKI JOHN
612 CHERRY AVENUE
MARSHFIELD WI 54449

BOCHENECK STANLEY C 391
3214 EAST LOMBARD ST
BALTIMORE MD 21224

BOEHMLER BARTON L
BOX 238
HERRYVILLE VA 22611

BOLAND JAMES H
41-06 DENMAN STREET
ELMHURST QUEENS NY 11373

BOLCE LOU 18
2429 GILBERT AVENUE
CINCINNATI OH 45206

BOLTON JACK E.
BOX 248
WAYNE ILL. 60185

BOLDUC OLIVER 391
BOX 261 ROUTE 1
CHAPLIN CT 06235

BONAFED JOSEPH F 391
18 MC KEE STREET
MONESSEN PA 15062

BOND THOMAS D JR
BOX 216
OAKTON VA 22124

BONE ROY 391
1 172 SCOTT ST
COLORADO SPRINGS CO 80906

BONO JOSEPH C
122 EAST 13TH STREET
CONSHOHOKEN PA 19428

BOOS ELMER 4
622 ELM W STREET
CHIPPEWA FALLS WI 54729

BORDM WILBUR K 391
827 HIGHLAND OAKS
DALLAS TX 75232

BORREN LLOYD W
BOX 283
WINLOCK WA 98596

BOULINE JEAN P 7
BOX 447
CALVERT TX 77837

BOURGALT ROBERT T 391
293 BURGESS STREET
BERLIN NH 03570

BOURQUIN PAUL A 18
21 OOGWOOD LANE
PLEASANTVILLE NY 10570

BOUTY ED 391
BOX 76
SPAULDING MI 49886

BOWER WALTER 391
1454 GUAVA AVENUE
MELBOURNE FL 32935

BOWERS CECIL G
5011 BRICKYARD ROAD N
TOPEKA KS 66618

BOYLE RICHARD J
1837 FAIRVIEW ROAD
CLARK SUMMIT PA 18411

BRADFORD CLARENCE 391 D
415 WEST BUTTONWOOD
WEST READING PA 19611

BRADSHAW CHARLES 7
418 CHERRY
GLASGOW KY 42141

BRAEGER ROBERT
1222 E. Skywater Lane
MILWAUKEE WI 53217

BRAME JAMES A (MRS) 7
2219 SO-WEST WILMINGTON
TOPEKA KS 66614

BRAUKS WALLACE G 7
6223 ALICETON
AFFTON MO 63123

BRAVEMAN MILTON 391
1587 LINGLETOWN ROAD
HARRISBURG PA 17110

BRAWLEY JETER P
230 CHISWICK ROAD
CHARLOTTE NC 28211

BREAUX LEONARD GRP
13311 Lobella Dr.
SAN ANTONIO TX 78232

BREEDING GORDON 18
5838 THUNDERBAY RIVER RD
ALPENA MI 49707E. Dr.

BREEDLOVE WILLIAM WYATT 18
ROUTE 5
BOONEVILLE MS 38829

BREITSCHWERDT ED 18
2060 WASHINGTON BLVD
BALTIMORE MD 21227

BRENNAN THOMAS 391 D
2121 6TH AVENUE
RAPID CITY SD 57701

BRESH PAUL F 391
119 OVERLAND TRAIL
NORTH FORT MEYERS FL33903

BRISTOW FRANCIS A 18
3805 STRATFORD ROAD
RICHMOND VA 23225

BROOKS FREDERICK (REV)
2614 23 1/2 AVENUE 391
ROCK ISLAND IL 61201

BROOKSHIRE, LESTER E.
RR #5
CALHOUN GA 30701

BROPHY WILLIAM C GRP
528 KELTON AVENUE
WESTWOOD CA 90024

BROWN HOMER 18
727 PINE STREET
MARSHALL IL 62441

BROWN NED H 391
444 VIA EL CHICO
REDONDO BEACH CA 90227

BROWN RAYMOND S
629 RICHFIELD DRIVE
SAN ANTONIO TX 78239

BROWN ROBERT G 18
3498 WINDRIDGE DRIVE
MARIETTA GA 30066

BROWN TOULMIN 18
915 EAST BEACH ROAD
PASS CHRISTIAN MS 39571

BROWNE WILLIAM
924 SHERMAN AVENUE
PLAINFIELD NJ 07060

BRUG CHARLES 18
3463 MUDDY CREEK ROAD
CINCINNATI OH 45238

BRUNE RALPH 4
BOX 394 29582
NORTH MYRTLE BCH SC

BRYAN STANTON K
7589 HUNTING CREEK DRIVE
PROSPECT KY 40059

BRYANT LESTER 391
718 CHAPPEL HILL DR E
INDIANAPOLIS IN 46224

BUCHANAN TOM 4
604 MARION AVENUE
LIMA OH 45801

BUCKLEY BEN 7
951 2ND STREET NORTH
WISCONSIN RAPIDS WI 54494

BUENGER ROBERT 7
2524 CRYSTAL SPRINGS RD
CAMINO CA 95709

BUSANSKI BID
9706 CHAMBERLIN
LIVINGSTON OH 44087

BUJALSKI FRANK 18
226 DESSA DRIVE
HAMDEN CT 06517

BULLOCK RONALD H
315 8TH AVENUE APT 135
ASBURY PARK NJ 07712

BUONA RALPH L 7
4243 REGIS DRIVE
ERIE PA 16511 C

BURGNER ROBERT 18
3659 MAYFAIR
UNIONTOWN OH 44685

BURKE GERALD
22154 WINGATE COURT
FRAMINGTON MI 48024

BURNELL WILLIAM 7
6525 182 PLACE NORTHEAST
KIRKLAND WA 98033

BURROUS IRVIN "TEX" D
LUFKIN TX

BURTON HOWARD C GRP D
508 4TH AVENUE NORTH
GREAT FALLS MT 59401

BUSH RALPH
34 FAIRVIEW WEST
SPRINGFIELD IL 62707

BUSS PAUL 391
ROUTE 2
OLNEY IL 62450

BUSSE, ARTHUR
5380 E HONEYWOOD LANE
ANAHEIM CA. 92807

BUTLER HENRY 7
12892 SAFFORD EAST
GARDEN GROVE CA 92640

BYERS JAMES 16
ROUTE 7 BOX 252
SOMERSET PA 15501

CAIN FRANCIS X 7
246-24 86TH ROAD
Bellrose Queens N.Y.11426

CAMP JOHN R 7
9298 NORTH BAYSHORE DR
MIAMI FL 33138

CAMPBELL ROBERT 7
588 HICKORY GROVE CIRCL
FLORENCE SC 29501

CANNON DALE C
1917 EDGEWOOD DRIVE
SCHOFIELD WI 54476

CAREY JAMES
BOX 308
OSSIAN IA 52161

CARLSON GLEN 7
3622 PINE PLACE ROAD
EAU CLAIRE WI 54701

CARNAHAM FRED W 7
ROUTE 3
GALENA KS 66739

CARPOUSIS JAMES 7
1716 OLIVE STREET
READING PA 19604

CARROL GEORGE 18
ROUTE 1 BOX 189
GILBERT LA 71336

CARTER PAUL
236 RICHMOND ROAD
SALISBURY NC 28144

CARVER WYMAN
BOX 131
AVON PARK FL 33825

CASEY RALPH D 391
513 WISTERIA WAY
SAN RAFAEL CA 94903

CASLER DUDLEY E 391
305 MILLET AVENUE EAST
MESA AZ 85202

CASSEL ALBERT 7
2194 INDIANA AVENUE
COLUMBUS OH 43201

CESSNA CLYDE
9759 W Taro Lane
SUN CITY AZ 85373

CHARBONNEAU YVON A
764 ARLINGTON DRIVE
SEAFORD NY 11783

Chapman. Robert
1958 Sanborn Rd.
Yuba City Ca 95991

CHATOIAN LEONARD
6073 ODRIAN WAY
FAIR OAKS CA 95629

CHEARY WILLIAM W
296 ARLBERG ROAD
Chapman, CA 95328

CHEEK WILLIAM F 391
210 EAST MAXWELL ST
LAKELAND FL 33803

CHESI HUGH
12 BONNYMEDE APT 11
PUEBLO CO 81001

CHEVALIER ROBERT 18
BOX 113
JOAQUIN TX 75954

CHEZEM KENNETH A 18
34 ARCADE CT
FREEPORT IL 61023

CHOMIAK HENRY J 391
66 LINCOLN WAY
WOODBRIDGE NJ 07095

CHRISTOFFERSON CLIFF 391
4189 LAZY ACRES ROAD
MIDDLEBURG FL 32068

CHURCHIA GORDON
231 EAST WILLOW DRIVE
SOUTH BEND IN 46637

CLARK HOWARD 4
26 FLORENTINE GARDENS
SPRINGFIELD MA 01101

CLARK MARSHALL J 4
5325 SEDONA COURT
CARMICHAEL CA 95608

CLARKE SHELTON
13 WESTERN PARKWAY SO
RICHMOND VA 23229

CLAWSON JAMES JR
142 VINE STREET
BELLE VERNON PA 15012

CLOUD WILLIAM 7
ROUTE 6 BOX 332H
ANDERSON IN 46011

COBB CECIL C
4536 MONOCO ROAD
MEMPHIS TN 38117

COBB JUNIUS W 18
4227 WALMSLEY BLVD
RICHMOND VA 23234

COBURN CHARLES 4
8087 CAMBRIDGE RP II
MOBILE AL 36609

COHEA HOWARD 391
6300 MONTGOMERY NE AP441
ALBUQUERQUE NM 87110

COHEN CECIL 7

MARGARETVILLE NY 12455

COHEN LOU GRP
221 BALLARD DRIVE
WEST HARTFORD CT 06119

COHEN NORMAN 18
7515 NORTH HAVEN ROAD
DALLAS TX 75230

COLE ROBERT L
4315 MEADOW LANE
SOUTH BEND IN 46619

COLES IRA JR
BOX 18728
SAINT LOUIS MO 63129

COLTON IVAN DR
1333 EAST LOREN
SPRINGFIELD MO 65804

CONNLEY A T 7
115 RAND CIRCLE
OAK RIDGE TN 37830

COOK CHARLES (MRS) GRP
5818 EAST 19TH ST(D)
TUSCON AZ 85711

COOK CHARLES A
213 AGILLA DRIVE
BALLWIN MO 63011

COOK PATRICK B
1414 ROSELIND ROAD SE
E Grand Rapids Mi 49506

COOMBS PHILIP 391
1133 NORTH 4TH STREET
BANNING CA 92220

COON WILLIAM 7
1835 INDEPENDANCE BLVD
ANN ARBOR MI 48104

COONEY GERALD (MRS H)
P.O. BOX 279 (D)
WILLIAMSON N.Y. 14589

COPELAND RENNIE (MRS) 4
BOX 586
MINCO OK 73059 (D)

CORBIN BOBBIE J4391
BOX 535
GROOM TX 79039

CORUM MALCOM 391
5320 MARCILLUS AVENUE
EL PASO TX 79924

COSICA JOHN 18
4269 73RD CT N LOT 365
RIVIERA BEACH FL 33404

COSTELLO HUGH D
24 PEARL STREET
KEENE NH 03431

COTAR HENRY F
2213 ALTA VISTA
AUSTIN TX 78704

COUPLAND THOMAS J (MRS)
8820 SW 176TH STREET (18)
MIAMI FL 33157

COUSE CONWAY M 7
126 MAIN STREET BOX 4
AFTON NY 13730

COX JOHN
7619 IDLEWYLD ROAD
RICHMOND VA 23225

CRABTREE FRANK 18
BOX 1259
ADA OK 74820

CREER WILLIAM E GRP
2619 HURTON AVENUE
LAS VEGAS NV 89102

CROOK LONNIE H GRP
139 BRUCE STREET
SHREVESPORT LA 71105

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ROUTE 1 BOX 46
ASH FLATS AK 72513

CROOM ED H
ROUTE 5
JACKSON TN 38301

CROSS HENRY J 7
812 ELIZABETH STREET
KOKOMO IN 46901

CROUSE RICHARD 391
456 WEST 4TH STREET
WAYNESBORO PA 17268

CROWLEY EDWARD J 391
810 WEST MARTIN DRIVE
BELLEVUE NE 68005

CRUMP GEORGE 7
525 GEORGETOWN AVENUE
ELYRIA OH 44035

CULVER DOUGLASS E (REV)
609 3RD STREET
ASHLAND WI 54806

CUTTING RICHARD
1887 YORKSHIRE AVENUE
SAINT PAUL MN 55116

CYBELLA BERNARD L
5420 NORTH 26TH STREET
WEST ALLIS WI 53209

DANIELLAN LEO 18
3811 NE 28TH AVENUE
LIGHTHOUSE PT Fla 33064

DANIELS COURTNEY R4-18
3393 SOUTH OAKWOOD ST
SALT LAKE CITY UT 84109

DAVIDSON BATES N 391
80 MORNINGSIDE DRIVE
ELMIRA NY 14905

DAVIS GLEN 18
ROUTE 2
SALEM IL 62881

DAVIS ROBERT H 391
1605 BIG COVE ROAD
HUNTSVILLE AL 35801

DAVY ARTHUR 7
1425 DIVISION STREET
STEVENS POINT WI 54481

DAYE PHILLIP J 7
60 EAST 52ND PLACE
HIALEAH FL 33013

DE FARRI FRANK 4
329 CHRISTIAN DRIVE
ALIQUIPPA PA 15001

DE HAAN BEN F 7
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BAUDETTE MN 56623

DE RAIMO NICHOLAS 4
1 BETHEL STREET
CRANSTON RI 02902

DE RANGE MICHAEL 18
3141 SOUTH WOODWARD DR
BALTIMORE MD 21221

DE SANTIS LOU
613 WOLF STREET
SYRACUSE NY 13208

DE VOE ROBERT 7
3469 FREEDOM LANE
MADISON WI 53704

DEATHERAGE GRADY 7
411 MURPHY ROAD
COLLINSVIDLE VA 24078

DEFIBAUGH WILLIS R 391
423 DREXELL
GRAPEVINE TX 76051

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1423 CAMBRIDGE
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ANCHORAGE KY 40223

DI NENNO ALFRED 391
441 CHURCH STREET
KING OF PRUSSIA PA 19406

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PORT GIBSON NY 14537

DICKMAN JEROME 7
5531 CANDIELAND LANE
GRAFTON WI 53024

DIETERLE MARCUS 7
1404 KAHOE ROAD
FORREST HILL MD 21050

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Temperance Mi. 48182

DIPPEL MARTIN
583 YAGER ROAD
CLINTON OH 44216

DIX RICHARD 18
6146 CHINQUAPIN PKWY
BALTIMORE MD 21239

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NEW YORK NY 10014

DOLSEY KENNETH
ROUTE 1 BOX 58 54615
BLACK RIVER FALLS WI

DOMINO JOSEPH SR 7
1334 TUNNEL ROAD
PERKASIE PA 18944

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ZANESVILLE OH 43701

DONLON, WILLIAM J.
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ROCKVILLE MD. 20850

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5586 ERICSON LANE
WILLOUGHBY OH 44094

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DENVER CO. 80211

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ROUTE 2
ATKINS MN 56431

DUBRE HAROLD REV MED D
3515 HAWKS STATION
SEBRING FL 33370

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1285 BOIS D'ARC COURT
LEWISVILLE TX 75028

DUFELMIER ARTHUR J 7
603 PLUM STREET
HAVANA IL 62644

DUNLAY WILLIAM J 18
517 YALE
SAN MATEO CA 94402

DUNN JAMES A
844 CORBETT DRIVE
PITTSBURGH PA 15234

DURBIN ED 4
4725 VINCENT STREET
GRANITE CITY IL 62040

DURHAM DON D
605 SOUTH KIRKWOOD ROAD
KIRKWOOD MO 63122

DUTEL JULES
600 ORION AVE
METAIRIE LA 70005

DWYER HAROLD 391
1116 SUMMER
HASTING NE 68901

DWYER, JOHN R.
43 LA VILLA PLACE
FT PIERCE FLA 33451

EASTERLING TOM 18
1902 HOBBS
GREENSBORO NC 27410

EBERLE CHARLES 4
BI-11 CLINTON GARDENS
CLINTON NJ 08809

EBY CHARLES JR 7
ROUTE 1 BOX 128
MILLVILLE DE 19967

EDWARDS JOE 391
933 EGYPTIAN WAY
GRAND PRAIRIE TX 75050

EIDE GEORGE P 391
C/O ART EIDE
MINNEWAUKAN ND 58351

EISENBERG BENJAMIN 7
5444 EAST VIEW PARK
CHICAGO IL 60615

ELLIOT LLOYD
3145 N W 21ST STREET
OKLAHOMA CITY OK 73107

ELLIS CHARLES W
15727 ST ANN COURT
SARATOGA CA 95070

ELSENER ROBERT 4
119 GLAZIER AVENUE
BELLEVUE KY 41073

EMBERTON DANIEL P
7760 LOUISE STREET
WESTLAND MI 48185

EMBERTON EDWIN N 391
2369 CTH AB
MC FARLAND WI 53558

ENGLEHART RAY (MRS) D
ROUTE 4
PARK RAPIDS MN 56470

ENNY WILLIAM R. 18 D
RT 6
MINOT. S.D 58701

ETTLEBRICK CHARLES 391
1920 SOUTH STATE STREET
SPRINGFIELD IL 62704

EVANS EDWARD W 391
9 BROOKLINE ROAD
SCARSDALE NY 10583

FABER JOHN
51 ROSE STREET
HALEDON NJ 07508

FAGAR WILLIARD W 391
734 EAST 15TH STREET
IDAHO FALLS ID 83401

FANDEL WILLIAM HGRP7
4917 RAVENSWOOD DR AP261
SAN ANTONIO TX 78227

FARRINGTON HUGH B 18
2137 BAY STREET
CHARLOTTE NC 28205

FAUNCE MILLARD 391
3230 JASPER STREET
PHILADELPHIA PA 19134

FECHKO RICHARD 391
4668 93RD STREET EAST
GARFIELD HGths Ohio 44125

FEDA JOHN 7
2220 DELRIDGE AVENUE
SAINT PAUL MN 55119

FEIT GERALD 391
518 CERRO DE ORTEGO SE
RIO RANCHO NM 87124

FELDMAN MILTON S
1209 WINGOSHOKEN ST W.
PHILADELPHIA PA 19104

FELKER WALTER J 391
4329 N LAKE ORLANDO PKY
ORLANDO FL 32808

FELTOVICH STEVE 18
2255 PAR LANE #1009
WILLOUGHBY HILLS OH 44143

FERLICH WILLIAM 7
ROUTE 2 BOX 332
WASHINGTON PA 15301

FERNANDEZ JOAQUIN
1646 Eastori Place
HAYWARD CA 94545

FINLEY LAWRENCE DALE 7
210 WEST
CROTHERSVILLE IN 47229

FISHER JOHNNY L
ROUTE 3 BOX 5112
PORTER TX 77365

FLANIGAN BERNARD 391
1306 MOORE STREET
HUNTINGDON PA 16652

FLEMING ROY (MRS) 7 D
609 VILLA ROAD
DREXEL HILL PA 19026

FOLEY WILLIAM V 18
RD 1 ROUTE 23 B
HUDSON NY 12534

FOOSE MAURICE A
3376 WAGNOR ROAD
BLACKLICK OH 43004

FOOSE ROBERT M
5141 PEBBLE LANE
COLUMBUS OH 43228

FORD JOHN 18
3146 RICKMAN ROAD
GRAND RAPIDS MI 49505

FORDE FRANK
965 WARDEL
GIRARD OH 44420

FORISTER CARROLL 4
515 SOUTH GAYER ROAD
KIRKWOOD MO 63122

FORSMAN DON
3107 BOULDER
ODESSA TX 79761

FOSSUM LEE 18
2903 NORTH 6TH STREET
COUR D'ALENE ID 83814

FOSTER THOMAS 391
BOX 8031
FORT WORTH TX 76112

FOURNIER LOUIS 18
3 NARRAGANSETT STREET
NORTH KINGSTOWN RI 02852

FOX ROBERT C 18
60 RIDGE AVENUE
DECATUR IL 62521

FRANK PAUL
235 MILLS AVE
EUSTIS FLA. 32726

FRANKENSTEIN HYMAN 4
137-10 64TH ROAD
FLUSHING LI NY 11367

FRANKLIN WELLER 4
3401 ALPHA COURT NW
ALBUQUERQUE NM 87120

FRANKLIN WESLEY 18
7821 HARBACK
DES MOINES IA 50300

FREDETTE RAYMOND H 7
1127 POWHATAN STREET
ALEXANDRIA VA 22314

FREEMAN EDMUND 391
2450 BAYWOOD ROAD WEST
DUNEDIN FL 33528

FREEMAN JESSE R III D
12 ROLLINGWOOD DRIVE
LEXINGTON SC 29072

FRIEDEL JAMES 7
ROUTE 13 BOX 19
SPARTANBURG SC 29303

FRIEDLANDER GILBERT 391
5719 SUNNYSLOPE AVE
VAN NUYS CA 91401

FRISCHMUTH OTTO 7
144 PALO DURO
SAN ANTONIO TX 78232

FRYER ROSEMARY (MISS)
1038 PROSPECT STREET
EL PASO TX 79902

FUELLING RICHARD 7
621 NORTH 12TH STREET
DECATUR IN 46733

FULMER GEORGE
1543 WOODLAWN AVENUE
FRANKLIN PA 16323

FULTON WILLIAM J
144 HIGH STREET
CHELMSFORD MA 01824

FUNK JOHN J 7-4
622 ARCH STREET
PERKASIE PA 18944

FURLO VINCE 18
1913 NORTH MICHIGAN
SAGINAW MI 48602

FYLER CARL DR 7
308 YORKSHIRE ROAD
TOPEKA KS 66606

SEP. 1983

GABEL CLAYTON 18
1386 12TH STREET NW
CANTON OH 44703

GALLA CHARLES 391
8831 PICKET STREET
CLAY NY 13041

GALLOWAY ROBERT
132 8TH STREET
WA KEENY KS 67672

GANGER DALE 4
1326 BRIARWOOD
GOSHEN IN 46526

GARCIA PETER
11589 GRANDVIEW ROAD
KANSAS CITY MO 64137

GARDNER DANIEL JR
401 LENNOX AVENUE
NORFOLK VA 23503

GARDNER HENRY T 7
BOX 363
MENA AK 71953

GARDNER JESSE 7
BOX 214
BAGLEY IA 50026

GARDNER MARVIN LEFTY
OLD REBEL FIELD18
MERCEDES TX 78570

GARRET JOE 4
BOX 254
CANTON GA 30114

GARRET SAMUEL
496 RAYMOND DRIVE
WOODSIDE CA 94062

GARRISON MARVIN 13
10833 CARNEGIE
CINCINNATI OH 45240

GARTMAN ALLEN G 4
901 LISA DRIVE
MAQUOKETA IA 52060

GASS LA VERN
8302 SOLAS PLACE
EL PASO TX 79904

GAST FLOYD
536 EAST 2ND STREET
LOCKPORT IL 60441

GAVRYCK CHESTER 18
RD 1 ROUTE 154
WEST SAND LAKE NY 12196

GAY ROBERT L 18
4934 WHITCOMB DRIVE
MADISON WI 53711

GAY ROBERT S GRP
601 RIDGEMONT
DEARBORN MI 48124

GEOHAGEN EDGAR 18
14346 HIGHWAY 410
NACHES WA 98937

GERHARDSTEIN EUGENE
628 NORTH BAUER ROAD
NAPERVILLE IL 60540

GERLACH GEORGE 18
1148 CORDOVA BLVD NE
SAINT PETERSBURG FL 33701

GHENT JAMES

GIARDINA AL
284 12TH STREET
ROCKFORD IL 61108

GIBBS CLAUDE M 7
ROUTE 2 BOX 514A
CATAWISSA MO 63015

GIBBS DONALD
9732 ELIZABETH STREET
PARKER CO 80134

GIBSON JAMES L
3105 MURRY HILL PIKE
LOUISVILLE KY 40222

GIFFORD HORACE D
857 SUMMIT DRIVE
RIVEREDGE NJ 07661

GILL JOSEPH
ROUTE 2 BOX 136
SHELBURN IN 47879

GILREATH JAMES M 18
2216 LARKSPUR DRIVE
BIRMINGHAM AL 35226

GINALSKI JOSEPH (ALICE)
228 N LE BLVD DEL PAIX2501
SOUTH BEND IN 46615

GIPSON GUY M 18
549 ROBINSON PLACE
SHREVESPORT LA 71104

GLOVER CHARLES 391
209 DORR DRIVE
BIRMINGHAM AL 35215

GLUEK LOUIS 18 D
7924 WOODBRIDGE LANE
HIGHLAND PARK IL 60035

GOETSCH FORREST 4
3325 9 BRITTAN AVEVE
SAN CARCLS CA 94070

GOLDBERG BEN (MRS) D
2538 SUMMERSON ROAD
BALTIMORE MD 21029

GOLDBERG SID
6772 INDIAN CREEK DRIVE
MIAMI BEACH FL 33141

GOLDING ROBERT
3433 DUBLIN ROAD
DARLINGTON MD 21034

GOLTERMAN RICHARD 4
1808 RANBURY ROAD
PALATINE IL 60067

GOMBERT DIRK 391
1442 KILCREASE CIRCLE
PARADISE CA 95969

GORDON SUMMER G 391 D
21 CROSS HILL ROAD
NEWTON MA 02169

GORSKI CLARENCE 7
18921 NORTH STAR WAY SW
TACOMA WA 98489

GOY E G 391
3814 CARY ROAD NW
HUNTSVILLE AL 35810

Gradin Lyle
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Sunnyside Wa. 98944

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1407 EAST 6TH STREET
SUPERIOR WI 54880

GRAFF OTTO 7
240 CARR
KEANSBURG NJ 07734

GRAHAM JACK 7
4535 CHURCHILL ROAD #3
JACKSON MI 49201

GRANDEL GUSTAV 391
5337 GLENDALE STREET
DULUTH MN 55805

GRAY ROBERT 7
1321 SOUTH MAIN STREET
GREENVILLE MS 38701

GRAY WILLIAM N 7
5601 SEDGEMORE DRIVE
VIRGINIA BEACH VA 23455

GRAZELAK CHARLES (MRS)7
123 JOHNSON ROAD (D)
UPPER SAINT CLAIR PA15241

GREEN HOWARD 7
7854 GLENVIEW DRIVE
FORT WORTH TX 76118

GREGORSKI JOSEPH H
121 JEFFERSON AVENUE
ROSLYN HEIGHTS NY 11577

GREZESKOWSKI RAY E 391
454 RONCRAFT DRIVE
NORTH TONAWANDA NY 14120

GRIFFIS ROBERT R D

BUFFALO NY

GRIFFIS WILLIS W 4
156 ANDERSON ROAD
SEQUIM WA 98382

GRIFFITH JOHN G 7
113 EAST BERTACH STREET
LANSFORD PA 18232

GRIMES BRYANT E
7819 GRAHMCREST DRIVE
HOUSTON TX 77061

GRIMME VERLE 18
1804 NORTH EAST STREET
TIPTON IN 46072

GRINROD RAY E 18
18 CARRIAGE DRIVE
LINCOLN RI 02865

GROCKI JOHN 7
18 LINNEN STREET
NEW HYDE PARK NY 11040

GRONKOWSKI ED J
4537 SOUTH HALSTEAD ST
CHICAGO IL 60609

GROUNOUSKI JOHN A 7
1294 CASTLE HILL
AUSTIN TX 78703

HABIGER ANTHONY 391
3286 MICHIGAN
TOPEKA KS 66605

HACKLER ROLAND
3616 SOUTH 82ND E.AVE
TULSA OK 74145

HACKNEY CLARENCE D 391
185 MIDDLE ROAD
PORTSMOUTH NH 03801

HAFERKAMP BERNARD C
3501 CLOVERLEAF
WACO TX 76706

HAGEMAN JAMES 7
368 SHELLY COURT
HAMPTON VA 23669

HAJLO JOHN W 391
768 BARTELMY LANE
SAINT PAUL MN 55119

HALE ROBERT 391
13297 CLEMENT ROAD
MORENCI MI 49256

HALL HERBERT 7
BOX 96
SCOTTSVILLE MI 49454

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214 AGUSTA AVENUE
DE KALB IL 60115

HAM ROBERT
1344 N SHORE DR POBOX183
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2249 PRINCE STREET
DUBUQUE IA 52001

HAMPTON FRED 7
1128 WILLIAMSBURG LANE
ZIONSVILLE IN 46077

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1701 PINEHURST RD 36 E
DUNEDIN FL 33528

HANSON JIM 391
1142 4TH AVENUE SE
ROCHESTER MN 55901

HANSON JOHN 391
508 6TH STREET NE
STEWARTSVILLE MN 55976

HARKLESS JAMES 18
241 N 6TH STREET APT 4
DECATUR IN 46733

HARMON CHARLES 7
THIRD STREET
FAIR HAVEN VT 05743

HARRIS DEXTER 18
662 HIGHLAND STREET
NORTH MARSHFIELD MA 02059

HARRISON LEO J
1233 MIDDLE STREET
PORTSMOUTH NH 03801

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TOPEKA KS 66604

HARTLEY J
6642 KLEIN STREET NW
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HARTMAN FRANK GRP
292 RYE ROAD
ROCHESTER NY 14626

HARTMAN RALPH 391
1 HILLCREST DRIVE
BALLSTON LAKE NY 12019

HARTMAN, MERLE
30 KINZUA AVE
KANE PA. 16735

HARTUNG JOHN
7530 EAST MISSISSIPPI
DENVER CO 80231

HARTWICK ROBERT N 7
13012 BRINKER
BELLVIEW OH 44811

HASKELL ROBERT LW
683 GLENALBY ROAD
TONAWANDA NY 14150

HASSETT BOB 4
285 CENTRAL AVENUE
HOUMA LA 70360

HATLEY WILLIAM D 18
3189 COMMONWEALTH AVENUE
CHARLOTTE NC 28205

HAWKINS JEFFERSON R 391
3534 LAUREL VIEW
BIRMINGHAM AL 35216

HAYES CHARLES E JR 7
178 ROSEBERRY
SALISBURY MD 21801

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4603 TAFT ROAD
WEST LAFAYETTE IN 47906

HEAD THOMAS
18294 OAK DRIVE
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LEONIA NJ 07605

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1542 ARBOR AVENUE
LOS ALTOS CA 94022

HERTZINGER EARL 391
6906 HENDRICKS
ANDERSON IN 46011

HESS JULIAN 7
218 BARKWILL STREET
SAINT MARYS WV 26170

HERMAN VICTOR T.
4823 SCHYLER AVE
CARMICHAEL CA. 95608

HETHERINGTON WILLIAM 7
BOX 667
SEIAD VALLEY CA 96086

HIBBERTT JAMES L
916 FORREST OAKS
MURFREESBORO TN 37130

HIGGINS HAROLD JR 391
9 WASHINGTON AVENUE
ASHLAND MA 01721

HILDEBRAND THOMAS H 4
ROUTE 1 BOX 165
REHBERT SC 29128

HILL ALLEN P 4-7
ROUTE 1
JANESVILLE WI 53545

HILL JAMES H.
523 LINDBURG WAY
LEWISTOWN. PA. 17044

HILLEGAS FRANKLIN D
ROUTE 2
AVILLA IN 46710

HILTNER EDWIN B 7
BOX 284
FREEPORT MN 56331

HINCHEE RAYMOND D 391
852 BLVD
SALEM VA 24153

HIRSCH ANDREW
11 STUART STREET
GREAT NECK LI NY 11023

HOAG DAVID C GRP
6222 NORTH LINCOLN
SPOKANE WA 99205

HOBAN ROBERT C 391
22120 BRACKETT STREET
EXCELLSIOR MN 55331

HOFFMAN HARRY 4
ROUTE 1 BOX 281
PINE GROVE PA 17963

HOFFMAN HERBERT
BOX 111
SOUTH YARMOUTH MA 02664

Hohnstrieter, JOHN I
ROUTE 4 BOX 148
PASS CHRISTIAN MS 39511

HOKE ALBERT
7282 LAKEWOOD DRIVE
HOUSTON TX 77016

HOLCOMB VERBAL 391
1145 EAST 37TH STREET
SAN BERNADINO CA 92404

HOLLOWELL JAMES L 7
LA PLAZA STAR ROUTE
CRESTON CA 93432

HOLMES GERALD 7
2514 NOTTINGHAM STREET
GRAND PRAIRIE TX 75052

HOLMES LERRUM E 7
918 EAST 27TH STREET
TEXARKANA AK 75502

HOLT DUNCAN M
151 ROONE TRAIL
SEVERNA PARK MD 21146

HOOD JACK 7
428 SOUTH COLUMBIA ST
LAKE CITY FL 32055

HOOD KEN 4
5835 CHERRY LYNN ROAD
PHOENIX AZ 85018

HOPKINS HAROLD
4777 SOUTH HUDSON PLACE
TULSA OK 74135

HOWARD PHILIP R 391
8511 KEARNE ROAD
DOWNERS GROVE IL 60516

HOWARTER WAYNE
ROUTE 1
WELDA KS 66091

HURER S C 391
3702 COURTLEIGH DRIVE
RANDALLSTOWN MD 21133

HUDELSON PAY (MRS) 18
1137 LOZELLE STREET
STURGIS SD 57785

HUDSON HAWLEY 4
BOX 914
RONITA SPRINGS FL 33923

HUMPHREYS KENNETH 4
4816 SUNDOWN DRIVE
FORT WORTH TX 76116

HUMPHRY CLYDE 391
BOX 1
SANTA FE TN 38482

HUNTER HARRY 391
7 LARKSPUR LANE
CLAREDON HILLS IL 60514

HUNTER JAMES JR 4
10926 YORKSPRINGS DRIVE
DALLAS TX 75218

HUNTER ROBERT 391
BOX 185
YALAHA FL 32797

HURST RAYMOND L
BOX 346
MACON MS 39341

HUTCHISON ROBERT T 7
6839 FREEMAN AVENUE
WESTERVILLE OH 43081

HUTCHISON, WILLIAM
P.O. BOX 318
BARTLESVILLE OK74005

HYLER ROBERT D 4
406 CLEVELAND AVENUE
BELTON MO 64012

HYMAN NORMAN 18
6848 NORTH LAKE DRIVE
MILWAUKEE WI 53217

INGRAM BILL 7
5988 EAST THOMAS RD D219
SCOTTSVILLE AZ 85215

INGROUILLE ROBERT 391
4731 4TH STREET
KENOSHA WI 53142

ISRAELSEN ALLEN O
2911 MIDWAY ROAD
FAIRFAX VA 22031

ISAACS SEYMOUR W 4
308 EVERGREEN DRIVE
SUMMIT PARK UT 84060

IVEY KIVETT 7
Rt 3 Box 452 B
LaGrange N.C. 28501

JACKOVICH FRANCIS V 7
31 FERGUSON AVENUE
PORT JERVIS NY 12771

JACKSON FRED 7
224 JORDAN STREET APC
NORTH PARK FL 33596

JACKSON WALTER G
111 SOUTH 2ND STREET
SPRINGFIELD IL 62704

JACOBBAUSKI MICHAEL 7
7856 KATHERINE STREET
VAN NUYS CA 91405

JACOBS ROBERT 7
6817 NORMANDALE ROAD
EDINA MN 55435

JALVING MARVIN W &
4229 INDIAN SPGS DR. SW.
GRANDVILLE MI. 49414

JAMES EMET (JIMMY) 4
5958 MADISON
TAYLOR MI 48180

JAMES EUGENE
ROUTE 2 BOX 365
WHITE HOUSE ST NJ 08889

JANES JOHN
282 EAST CAPITOL
BENTON IL 62812

JAHNKE HERB
2481 N E 24TH STREET
LITEHOUSE FL 33064

JANUZ THEODORE 391
14 GLENDALE AVENUE
MANCHESTER NH 03103

JELLUM WALTER H 391
ROUTE 4 BOX 285
WASECA MN 56093

JENKINS HARRY J GRP
7876 CAMINITO HUERTA
SAN DIEGO CA 92122

SEP 1993

JENKINS RICHARD F 7
3793 WEST 28TH AVE
VANCOUVER V6S1E9 BC V6SE9

JENNINGS WILLIAM 04-18
4419 NORTH 19TH DR.
PHOENIX AZ 85015

JENSEN HENRY 7
1615 CASTRO
SAN FRANCISCO CA 94114

JEROW GORDON 18
3119 KINGINGTON ROAD
AVONDALE ESTATES GA 30002

JETTON RAY L 18
3514 EAST ADMIRAL COURT
TULSA OK 74115

JOHANSON ALF 4
8522 WHEELER
WOODSTOCK GA 30189

JOHNSON BEV E 391
1293 SKY RIDGE DRIVE
UPPER SAINT CLAIR PA 15241

JOHNSON GEORGE C 7
1293 SAN MATEO
SAN LUIS OBISPO CA 93401

JOHNSON RICHARD
1457 EAST 3RD STREET
SAINT PAUL MN 55106

JOHNSON WILLIAM R 18
1683 HEARTHGLOW LANE
RICHMOND VA 23230

JONES ROY C 391
6090 LONG ISLAND DRIVE
ATLANTA GA 30328

JONES SEAMON JACKSON
10954 CONNECTICUT
SUN CITY AZ. 49414

JORGENSON WAYNE 7
1895 MUNSTER STREET
SAINT PAUL MN 55116

JURGENS HENRY
ROUTE 1 BOX 274
SYRNA DE 19977

JURIS, ALBERT 18
RD#1 BOX 334
HAZELTON PA. 18201

KAISER RAYMOND 7
559 FRANKLIN STREET
ALPENA MI 49707

KASHISHIAN RICHARD 18
373 SPRINGHOUSE ROAD
KING OF PRUSSIA PA 19406

KAUFMAN BILL 4
124 SOUTH MARKET STREET
NEW WILMINGTON PA 16142

KAUTSKY ARNOLD 4
37 NIMITZ DRIVE
BILLINGS MT 59101

KELLY DWIGHT 7
3825 SOUTH SENECA LOT 26
WICHITA KS 67217

KELLY JAMES 4
BOX 692
COLORADO CITY TX 79512

KELLY WILLIAM L 7
112 MALLARD ST
WEST MONROE LA 71291

KENDRICKS JOHN
633 SOUTH 119 EAST AVE
TULSA OK 74108

KENNY WILLIAM J 18
185-08 SHORE FRONT PKY
QUEENS ROCKWAY BC NY 11694

KERR JAMES C 18
612 RIDGECREST CIRCLE
DENTON TX 76201

KINCAID GERALD 7
17912 SOUTH EAST 41ST ST
BELLVUE WA 98006

KING TOM 18
3338 TEMPLETON GAP RD #3
COLORADO SPGS 8097

KINNEY JACK A 7
5162 VISTA BAHIA
SANTA BARBARA CA 93111

KINNEY MERTON 4
EAST MAIN STREET
YAPHANK NY 11980

KIPP SHERWOOD R
2519 THOMAS AVENUE
DURANGO CO 81301

KLINE GEORGE 4
5 BLUE BARNES RD RT 2
BURNT HILLS NY 12027

KLUSMEYER EMEY 7
1415 NORTH 4TH ST
MANITOWAC WI 54220

KNIGHT JAMES L
ROUTE 1
BELTON KY 42324

MOENING AL JR 7
347 MILLWOOD
SAN ANTONIC TX 78216

KONTE ALFRED J
954 DICKERSON ROAD
WILLOWICK OH 44094

KOVAC ARTHUR 7
21538 HILLARD ST
ROCKY RIVER OH 44116

KOVACH ALEXANDER 18
368 STONYFIELD DRIVE
SOUTHERN PINES NC 28387

KOWALCZYK STANLEY 18
283 SOUTH BUCHANAN
PIERRE SD 57501

KREBAUM WILLIAM J
9928 CAMBRIDGE COURT
SOUTH LYONS MI 48178

KRUM CLIFFORD L 391
2851 119TH STREET
TOLEDO OH 43614

KRYSTOF JOSEPH 391
31 WOODHAVEN DRIVE
KENSINGSTON CT 06037

KUBLEY RAY A 7
1284 AMBER LANE
WATERTOWN WI 53094

KUPPIG DONALD 391
9689 NORTH 34TH STREET
OMAHA NE 68112

LABUDA STEVE
BOX 403
YUKON PA 15698

LACKNER EDWARD
15 PENN DRIVE
SMITHTOWN NY 11787

LAMAR HORACE 391
4718 LYNN ROAD
MEMPHIS TN 38122

LAMBERT HARRY
1375 SQUARE LAKE ROAD
TROY MI 48098

LAMBERT HENRY K 7
ROUTE 5 BOX 671
SPOTSYLVANIA VA 22553

LANGDON JAMES 18
689 NORTH EAST 6TH CT
BOYNTON BEACH FL 33435

LANGENBAHN JOHN 4
18 ROBINSON COURT
FORT THOMAS KY 41075

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5927 ELKINS AVENUE
OKEN HILLS MD 20221

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428 EAST WASHINGTON
BLUFFTON IN 46714

LARSON LOWELL A 4
3814 KERN STREET
OXNARD CA 93030

LASKIN SAM L
2947 MICHELLE DRIVE
NORRISTOWN PA 19403

LATHAM OTIS "GENE" GRP
2224 WOODTOP COURT
CHARLOTTE NC 28214

LAUBY ANTHONY W 18
ROUTE 2 BOX 2881
PROSSER WA 99350

LAURIE CYRIL
3829 WHEATON WAY
BREMERTON WA 98310

LAWLER ED J 4
45 TWIN PINES DR 14C
BROOKLYN NY 11239

LE BAILEY EUGENE BEN G
769 C N GREENOCH WHIDBL
OAK HARBOR WA 98277

LE MASTER FRED Y 391
412 MAPLE STREET
BIRMINGHAM AL 35206

LEBID JOHN R.
RD #1 BOX 241 N
CAOTSVILLE PA. 19320

LEFKOWITZ DAVID JR GP CHAP
4687 NORWAY
SHREVESPORT LA 71105

LEHMAN ACY R
518 EAST 23RD STREET
NEW YORK NY 10010

LESTER WAYNE
23 FAR HORIZON DRIVE
MONROE CT 06468

LEVY IRVING 18
3981 EAST MONTECITO
PHOENIX AZ 85018

LEWENAUR ROBERT A
19274 GOODRICH COURT
MILWAUKEE WI 53217

LEWIS KENNETH S 7
4688 LESLEY AVENUE
INDIANAPOLIS IN 46226

LIAN ELMER 18
2528 CHESTNUT
GRAND FORKS ND 58201

LICHTENSTEIN ALVIN D 18
423 EUDORA
DENVER CO 80220

LINDIA JOSEPH F 7
1389 SOUTH ATLANTIC DR W
LANTANA FL 33465

LINDSTROM RUSSELL T 18
3912 GLEN OAKS MANOR DR
SARASOTA FL 33582

LIPSCOMB LINDSEY I 391
10707 CANDLEWOOD
HOUSTON TX 77042

LIPSKY BORAH 7
3636 JERUSALEUM AVENUE
WANTAGH L I NY 11793

LISOUSKI JOSEPH 18
366 NORTH 4TH STREET
PROSPECT PARK NJ 07508

LOCKWOOD KEN 18
BOX 296
CORDELL OK 73632

LOGAN EDWARD
1518 A MAPLE LAKE
MENTOR MN. 56736

LOGAN HAROLD F 7
535 SPALDING DRIVE NE
ATLANTA GA 30328

LOISELLE JAMES A 18
ROUTE 2 BOX 848
DANBURY WI 54830

LOMBARDO VINCENT M 4
4464 HYLAN BLVD
STATEN ISLAND NY 10312

LONERGAN EDWARD J 7
1471 FAWN VALLEY DRIVE
SAINT LOUIS MO 63131

LONG CHARLES W 4
4848 44TH AVENUE N
SAINT PETERSBURG FL 33714

LONG ERNEST 4
ROUTE 2 BOX 277
ABSECON NJ 08201

LONGMIRE RUDOLPH JACK D7
PO BOX 629
LOS ANGELES CA 90053

LOPEZ MIGUEL 18
807 MONROE
RIO GRANDE CITY TX 78582

LOVE WARREN 18
BOX 1673
OMAK WA 98841

LOVITT SIDNEY
14 BLACK CREEK LANE
WARWICK RI 02889

LOWENTHAL F A 18
110 NICHOLS STREET
FALL RIVER MA 02722

LUCYK PETER 7
ROUTE 2 BOX 628
MC DONALD PA 15057

LUHRSEN AUGUST H GRP
47588 SILVER SPUR TRAIL
PALM DESERT CA 92260

LUNDEEN RALPH
2638 WEST RIVER ROAD
MINNEAPOLIS MN 55430

LUSCHER RAYMOND 391
BOX 9282
WYOMING MI 49509

LUSK DAVIS E ASSOC
4158 THIRD STREET
LEWISBURG PA 17837

LUX CHARLES W 391
611 A MAIN STREET EAST
PALMYRA PA 17078

LYONS JOHN T 18
9898 CAVELL CIRCLE
BLOOMINGTON MN 55438

LYKINS, HARRY
R3 BOX 109
LEXINGTON IN. 47138

MACCARNI ISVENO 391
1416 ALLERTON AVENUE
BRONX NY 10469

MACIEL EARL J 391
59 LIVERPOOL STREET
WARWICK RI 02886

MAJCHRZAK A J 391
338 EASTERN AVE ROAD #3
CAPAOPOLIS PA.15108

MANN DONALD G 18
624 3RD AVENUE
GREAT FALLS MT 59401

MARINO ALFRED S 7
336 EMORY HILLS DRIVE
ATLANTA GA 30341

MARJAMAA ALVIN H 7
825 MAIN STREET
SAFETY HARBOR FL 33572

MARKHAM CLARENCE D

MARKS DAN
869 JANE DRIVE
MANAHAWKIN NJ 08050

MARKS JOSEPH F 4
2285 BRIARVILLE AVENUE
ANAHEIM CA 92806

MARLENSTEIN HERB 391
1454 SHANABROOK DRIVE
AKRON OH 44313

MARONEY JEROME P 7
4148 NORTH PIONEER AVE
CHICAGO IL 60634

MARSH WENSEY O 18
1418 CHEROKEE WEST
SPRINGFIELD MO 65807

MARTIN HOWARD
BOX 641
WALLA WALLA WA 99362

MARTIN JAMES F 7
BOX 184 TRICKHAM RT
SANTA ANNA TX 76878

MARTIN RANDALL 7
19 INDEPENDENCE LANE
HINGHAM MA 02043

MARTIN STANLEY (MRS)
25 WOODSIDE DRIVE
WETHERFIELD CT 06109

MASON JULIAN A 4
8287 19TH AVENUE NW
BRADINGTON FL 33523

MAST WILLIAM H
4152 WEST ROOSEVELT ROAD
HILLSIDE IL 60162

MAY GERALD A 391
ROUTE 1
MIDDLETOWN IL 62666

MAY OTTO 391
24 LINDEN AVENUE
FRAMINGDALE NY 11735

MC ALLISTER WALTER L 7
4863 SUMMERWOOD AVENUE
ORLANDO FL 32806

MC CARTHY DON 18
4824 JERSEY AVENUE NORTH
CRYSTAL MN 55428

MC CLOSKY REID
BOX 578
CARLSBAD NM 88220

MC COLL RODRICK
154 WELLINGFORD AVE
ATHOL MA 01331

MC CUTCHAN DON D
942 EVANS
MANSFIELD OH 44907

MC DANNOLD WILLIAM 7
728 SOUTH CHESTNUT
CAMERON MO 64429

MC GOWAN FREDRICK D 391
2838 SUNSET CIRCLE
SIOUX CITY IA 51104

MC KEON PATRICK 4
BOX 38
RYE BEACH NH 03871

MC MAHON JOE 7
386 GARDNER DRIVE SOUTH
ORANGE CA 92666

MC MILLION HARRY 18
8345 KANTER AVENUE
NORFOLK VA 23518

MC PHEE ROBERT 7
18825 NORTH 43RD STREET
PHOENIX AZ 85027

MC QUAW ROBERT
5915 SOUTH CENTER
PORTLAND OR 97206

MC SPADDEN ALLEN C 7
BOX 298
VAN BUREN MO 63965

MC WAY ROBERT 4
477 FAIRVIEW AVENUE
ARCADIA CA 91006

MEDART ERWIN B 391
ROUTE 1 BOX 161
WEST FORK AK 72774

MEARS PETER
674 ELM ST
MANSFIELD MA. 48442

MEEHAN JAMES B 7
2912 MANNS ROAD
BALTIMORE MD 21234

MEHL FREDRICK
318 EAST CONCORD
HOLYROOD KS 67450

MEHLING GEORGE W 18
39 PARIDISE POINT
SHALMAR FL 32579

MEISNER MAURICE D
1ST 3RT 34TH AG

MELCHER TOM HDQ
2463 BEFORD AVENUE NORTH
EVANSVILLE IN 47711

MELLON SARGENT P
16 JUDY AVENUE
PASS CHRISTIAN MS 39531

MELNRICK JOHN D

MEREDITH HAROLD 4
421 PENQUIN DRIVE
SATELLITE BEACH FL 32937

MERRIS GENE
133 LAKESIDE CIRCLE
JUNIPER FL 33458

MERWIN TED 4
5628 WALLA
FORT WORTH TX 76133

METYK ZENNON 7
3672 KENT ROAD APT 44
STOW OH 44224

METZ CHARLES F 7
914 TIDAL POND ROAD
NEW PORT RICHY FL 33552

MEYER JOHN 18
1139 PERIN ROAD
RUSSIA OH 45363

MEYERS KERMIT (DR) GRP

MOUNT VERNON IA 52314

MILFORD BOB 4-7
1828 WASHINGTON
KANSAS CITY MO 64108

MILLER, JORDAN
313 NO: MOORE ST
CHATTANOOGA TE. 37203

MILLER GEORGE 7
1268 HARMONY AVENUE
WEST SAINT PAUL MN 55118

MISLAK FRANK
34 AKARD STREET
LUDLOW MA 01056

MIXON JAMES REV 18
183 SPRINGDALE ROAD
BIRMINGHAM AL 35217

MOATS RAYMOND H 7
33 OAK BLVD
LANSDALE PA 19446

MOLLICA JOHN V 391
3847 BENTLY AVENUE APT 3
CULVER CA 90230

MONAHAN BERNARD B
559 GRIMM PLACE
BALDWIN LI NY 11510

MOORE GEORGE W 391
548 E PARTLAND A1-F
PHOENIX AZ 85004

MORAN HAROLD D

MORELLINO SALVATORE
6 TRUBERG AVENUE
PATCHOGUE LI NY 11772

MORGAN CHARLES D 391
183 4TH STREET
VERPLANK NY 10596

MORRISON ROBERT (MRS)D
6378 WELL FLEET DRIVE
COLUMBUS OH 43229

MORTENSEN FRANK A HDQ
5128 38TH AVENUE
WOODSIDE QUEENS NY 11377

MUCCINO KENNETH F
158 GREENWOOD AVENUE
WATERBURY CT 06704

MUENTE FREDRICK 7
4434 NORTH 106TH STREET
WAUWATOSA WI 53225

MULLENBACH JOHN L 7
685 SILVER LAKE ROAD
PORTAGE WI 53901

MUMM J F 391
132 KILBOURNE
CHEEKTOWAGA NY 14225

MUNTZER WILLIAM 391
1334 CAROL ROAD
MEADOWBROOK PA 19046

MURPHY JOHN P 7

RISING FAUN GA 30738

MURPHY RALPH 7
BOX 142
PERRYOPOLIS PA 15473

MYERS RAYMOND 18
1988 SHERIDAN DRIVE
ORANGEBURG SC 29115

MC CUE JOHN C.
211 GRAND BLVD.
MOBILE AL. 36607

MORRISON EVERETT,
320 NORTH SECOND
OSBORNE KS. 67473

NEAL WILLIAM L
2853 CAMBRIDGE
SPRINGFIELD IL 62878

NEEL WILLIAM 4
DR EM
MISSISSIPPI STATE MS 39762

NELSON HARRY R 7
1983 CASTILLE DRIVE
PALM HARBOR FL 33563

NESBITT HARRIS
5 BLEACHER ROAD
ROCHESTER NY 14609

NIATAS STEPHAN 18
2107 NOTTINGHILL ROAD
TRENTON NJ 08609

NICHOLS CARL O 7
1535 WREXWOOD DRIVE
FRESNO CA 93711

NOBLE LEONARD
2522 LANDIS DRIVE
DURHAM NC 27705

NOE JOHN 391
3243 KERRY STREET RT2
MOUNT MORRIS MI 48458

NOEHREN ROBERT E
1123 CINAMON ROAD
FORT WAYNE IN 46825

NOLAN EUGENE 4
2109 BRISTOL AVE
WESTCHESTER IL 60153

NORTON G E 7
3508 SIDNEY DRIVE
MESQUITE TX 75150

NOVICKI JOSEPH I 18
8914 123RD STREET
PAOLS PARK IL 60464

NURRE ALVIN H
4343 ERRUN LANE
SAINT BERNARD OH 45217

PARISEAU RAYMOND 18
658 DUSQUENA DRIVE
SUN CITY CENTER FL33570

PARKER M B TOMMY 7
3237 EAST LARK CIRCLE
LAS VEGAS NV 89121

PARRISH HAROLD 18
708 EMERALD LANE
CARBONDALE IL 62901

PATRICK CECIL (MRS) D 4
1501 MAIN STREET SOUTH
PORTALES NM 88130

PATRICK LESLIE 18

VIVIAN SD 57576

PATRICK TOMMY 391
1824 EAST 24TH STREET
TERRE HAUTE IN 47803

PATTERSON ROBERT 18
30 ROCKEFELLER PLAZA
NEW YORK NY 10112

PAWLOSKI AL 391
133 Franklin Ave
DUNKIRK NY 14048

PECORARO RUSSELL F
699 PARKSIDE AVENUE
BUFFALO NY 14214

PEEDE FLOYD A JR
451 BRIDGETOWN COURT
SATELLITE COURT FL 32937

PENDOWSKI EDWARD 18
1158 NORTH 44TH STREET
MILWAUKEE WI 53208

PERRY GEORGE
TR #32 RD#2
EMPORIUM PA 15834

PERRY HARRY
BOX 1827
HENDERSONVILLE NC 28739

PETERMAN CLARENCE 4
7 TALL PINES LANE
MYRTLE BEACH SC 29577

PETERS DONALD
3518 BUCKEYE
TERRE HAUTE IN 47804

PETERS RICHARD 18
BOX 242
JOHNSTOWN NY 12095

PETERS STEPHEN R DR4
7859 NORMANDIE
MIDDLEBURG HTS OH 44130

PETTIANO G E
267 WOODLAWN AVENUE
JERSEY CITY NJ 07305

PIERCE GRANVEL 18
6826 E UNIVERSITY CO186
DALLAS TX 75206

PIERCY NED C 7
314 CHILDRESS STREET
KINGSPORT TN 37660

O'BRYAN WILLIAM M 391
601 N VIRGINIA BOX 386
KINGSTREE SC 29556

O'GRADY HARRY 7
1802 SOUTH 72ND STREET
MESA AZ 85208

O'MALLEY JOHN 391
9738 SE 32ND PLACE
MILWAUKEE OR 97222

ODOM JACK D 18
2231 CANAL ROAD
LAKE PARK FL 33418

OLDS MELVIN 18
1925 WORLEY LANE
MONTGOMERY AL 36106

OLIVER BERT
9 SCRANTON ROAD
WORCESTER MA 01606

OLSON EDGAR GRP
2801 WILSHIRE DRIVE
FRANKFORT IN 46041

OLSON EVERETT 18
BOX 338
MORAN WY 83013

OLSZEWSKI ALFRED J JR
20552 LAKESHORE DR
EUCLID OH 44123

ONESCHAK WILLIAM 4
413 GREENWOOD AVENUE E
CROWN POINT IN 46307

ORAVEC WILLIAM J
403 NORTH DALE AVENUE
PROSPECT IL 60056

OTTO MORRIS D
413 FINCH DRIVE
SATELLITE BEACH FL32927

OWENS HAROLD G 7
2669 RIGGS DRIVE E Pt.
ATLANTA GA 30344

OWENS JOHN 4
2424 OLD FALLS BLVD
NIAGARA FALLS NY 14304

PALMER, RAYMOND V.
337 S. BROOKSIDE
WICHITA KS. 67218

PALMER DAVE
5305 98TH AVENUE
TEMPLE TERRACE FL 33617

PALMER KENNETH W 4
4 ROBERTS ROAD
SIMSBURY CT 06070

PANCAKE CHARLES E 391
2518 ELM DRIVE
WHITE BEAR LAKE MN55110

PAPALEO COSMODD

NEW YORK NY

PARENTEAU EARL 18
4 DUNCAN AVENUE-11
WORCESTER MA 01604

PINE GERALD 7
5414 HIGHWAY 12 LOT 51
WAUNAKEE WI 53597

PIPES CHARLES 391
1716 COLUMBUS SW
LENOIR NC 28645

PITTMAN LOREN 18
1718 23RD STREET
WYANDOTTE MI 48192

PLANK DONALD W 391
8115 NORTH WOODLAWN
PIQUA OH 45356

PLATZ ROBERT 4
ROUTE 1 BOX 453
OTTSVILLE PA 18942

PLAUT BERNARD C 391
5979 CHEROKEE DRIVE
CINCINNATI OH 45243

POCHTER IRWIN 7
264 DREXEL LANE
GLENCOE IL 60022

POLAK RICHARD C
PO BOX P
RAPID CITY SD 57709

POLLOCK HAROLD
STAR ROUTE
REW PA 16774

POLQUIN JOSEPH N 391
4 EAST VIEW DRIVE
SANFORD ME 04073

POUNDERS RALPH (MRS) (D)
416 ROXANNE DRIVE
RALEIGH NC 27603

PRATT ROBERT 391
419 BOUTEL COURT
GRAND BLANC MI 48439

PRIDDY ROBERT T 391
PO BOX 248
WICHITA FALLS TX 76307

PRILLMAN HARRY 7
BOX 3318
MARTINSVILLE VA 24112

PRITZ JOHN
247 AMAZON
CINCINNATI OH 45228

PROVINCE HAROLD F 391
BOX598 LIBERTY DRIVE
SLIDELL LA 70460

PSENICKA JOE M 18
1248 WEST 58TH STREET
CHICAGO IL 60609

QUINN EDWARD H 18
32 GROVE LANE
LEVITTOWN NY 11756

RABUN EDGER 4 D
2224 NORTH SYLVANIA ST
FORT WORTH TX 76111

RADFORD ROBERT P 391
8805 MANDEN ROAD #304
GREENBELT MD 20770

RAE HAROLD W 391
6301 WASHINGTON STREET
RAVENNA OH 44266

RALLS GEORGE E
349 HAWARDEN ROAD
SPRINGFIELD PA 19064

RAMSHAK FRANK 4
1818 OAK GROVE DRIVE
LOS ANGELES CA 90041

RANCK MERTON J 7
5737 34TH AVENUE SOUTH
MINNEAPOLIS MN 55417

RANKIN EARL W 4
ROUTE 1 BOX 245
STRASBURG PA 17579

RAPISARDA JOSEPH P 7
8412 FREESTONE
RICHMOND VA 23229

RATCLIFF DAVID N 18
1117 PROSPECT AVENUE
PULASKI VA 24301

RAY JOSEPH (MRS) GRP
173 MONTLARGO NE
ALBUQUERQUE NM 87112

RAYMOND JACK 18
208 KERMETT DRIVE
OLD HICKORY TN 37138

REED, DONALD E.
1093 MAIN ST
NORWELL MA. 02061

REED JOHN R
1506 ALPINE DRIVE
AIKEN SC 29801

REED NORMAN S 18
BOX 941
SWANSBORO NC 28584

REN Z ERNIE
732 KIMBROUGH
SHREVESPORT LA 71104

RESCHKE WILLIAM 4
302 HIGHLAND AVENUE
EAST SYRACUSE NY 13057

RHEIN LYLE 7
967 STERLING AVENUE N
SAINT PAUL MN 55109

RICCI JOHN
15 8TH STREET
LA SALLE IL 61301

RICE ERNEST JR 4
BOX 15772
NASHVILLE TN 37215

RICE LOUIS H
2811 CARLISLE BLVD
ALBUQUERQUE NM 87110

RICHARDS H E 18
290416 L.A. ROAD
LEISURE CITY FL 33033

RICHARDS ROBERT S
236 PLEASANT STREET
BIRMINGHAM MI 48009

RICHART GEORGE A JR 391
1086 ASPEN
LONGMONT CO 80501

RICHY ROBERT
19832 CHOLE ROAD
APPLE VALLEY CA 92307

RIDER THOMAS 391
11153 NORTH CO ROAD 15
FORT COLLINS CO 80524

REILLY CHARLES 4
81 GREEN VALLEY DRIVE
ENFIELD CT 06082

RILEY JAMES C.
311 COLUMBERLAIN DR
DANVILLE, VA 24541

RISEMILLER RICHARD L
2616 CLEVELAND AVENUE
DAYTON OH 45407

RITCHIE GEORGE J 7
7139 WOODCHUCK HILL
FAYETTEVILLE NY 13066

ROBINS WARNER A
706 WORMLEY CREEK ROAD
YORKTOWN VA 23692

ROBINSON LE ROY 18
1414 EAST HARDING ST
ORLANDO FL 32806

ROCKWELL WILLIARD 7
517 EAST 2ND STREET
WEST LIBERTY IA 52776

RODDEY MARION S
495 KILBOURNE ROAD
COLUMBIA SC 29206

ROGERS "BUCK" (MRS) D
4218 WEST MAIN STREET
MIMS FL 32754

ROGERS EVAN 7
321 VIA LENTERNA
TUSCON AZ 85716

ROGERS THERON P 4
4765 SHOSHONNE TRAIL
COLLEGE PARK GA 30349

ROHRBAUGH GEORGE 7
164 TIMBERLINE DRIVE
BRENTWOOD NY 11717

ROMBRO MARVIN J DR 18
8 STONEHENGE CIR A 11
BALTIMORE MD 21208

ROMEO CLEVELAND
1808 BREAUX BRIDGE AVE
LAFAYETTE LA 70501

ROSCHER PAUL E 7
9814 ADMIRAL VERNON TERR
ALEXANDRIA VA 22309

ROSE EVERETT M 7
14711 25TH AVE CT EAST
TACOMA WA 98445

ROSS JOHN J 18
525 NORTHERN BLVD
GREAT NECK NY 11021

ROSSOW BLAIR 391
113 SOUTH STREET BOX328
PANORA IA 50216

ROWE ROBERT
742 EASTVIEW
GREENBURG PA 15601

ROWLEY FRANCIS
955 WHITNEY STREET
JACKSON MI 49202

ROY HERBERT O 391
8 MARYHILL LANE
SAINT LOUIS MO 63124

RUPERT SCOTT 7
98 N RACCOON RD APT 85
YOUNGSTOWN OH 44515

RUPRECHEST WILLIS R
613 LIBERTY STREET
MERRIL WI 54452

RUSSELL MERLE I 7
ROUTE 3 BOX 264
WATKINS CO 80137

RUTH DICK C 18
NEW INN
LAKE OKOBOJI IA 51355

RUTKA HAROLD 7
11 EAST ARTAVIA STREET
DULUTH MN 55811

RUTKOWSKI STEVE 391 D

TONAWANDA NY

RUWE ROBERT
4371 LORA LANE
CINCINNATI OH 45209

RYAN G I4-18
26 CHARLES
SALEM MA 01970

RYAN RICHARD E 391
1908 EAST TUTTLE
NORTH MADISON OH 44057

RYALS MARVIN C 4
320 No Dollins
ORLANDO FLA 32805

SAEGER EARL 7
3423 ALLEGHANEY ROAD
ERIE PA 16508

SALEK CHESTER L 4
1918 STERNMAN BLVD
MUSCATINE IA 52761

SALEK LA VERNE 4
ROUTE 1 BOX 123
LETTS IA 52754

SALSER JOE
BOX 243
NORMANGEE TX 77871

SALVERSON LEON E 19
433 158TH PLACE NE
BELLEVUE WA 98008

SAMPSON FRED L
35 ALLMAN PLACE
NEW HARTFORD NY 13413

SANFORD PAUL
309 FAIRHALL DRIVE
JACKSON MS 39212

SANTISERIO JOHN 18
BOX 239
STUART FL 33494

SAUERMILCH FRED 7
4623 SOUTH WILLOW
FRESNO CA 93725

SAVARESE SALVATORE 7
436 85TH STREET
BROOKLYN NY 11209

SAWICKI WILLIAM
1424 WEST FARRAGUT AVE
CHICAGO IL 60640

SAYWER CLYDE 18
813 EDWIN DRIVE
VIRGINIA BEACH VA 23464

SCALES DONALD 4
115 KINGWOOD DRIVE
LITTLE FALLS NJ 07424

SCANNEL THO REV MSG GP
1 ST MICHAEL LANE
ANNADALE VA 22003

SCHADE JACK E
3976 PARKVIEW DRIVE
SALT LAKE CITY UT4117

SCHAFER GUSTAV GRP 391
STAR ROUTE BOX 198
NORDMAN UT 83848

SCHAUS JOSEPH 391
137 ABBEY STREET
MASSAPEQUA PARK NY 11762

SCHERKENBACH ELMER 18
2478 I NDIAN TRAILS EST
PALM HARBOR FL 33563

SCHIFANI DANTE
3008 DELLWOOD COURT
ALBUQUERQUE NM 87112

SCHILDINWEIN ROBERT
2533 11TH AVENUE
SACREMENTO CA 95818

SCHILDMAN WILLIAM 7
ROUTE 1
ALEXANDER IL 62601

SCHINDLER HOMER (MRS)7
9002 CAROL STREET SO
TACOMA WA 98409

SCHMIDT FRANCIS C 7
BOX 421
FORSYTHE MT 59327

SCHMIDT JOSEPH J 4
3248 NEWPORT STREET
DENVER CO 80207

SCHMIT GEORGE 7
1817 BURKHARDT ROAD SO
EVANSVILLE IN 47715

SCHMIT GEORGE J 7
315 WEST 8TH STREET
KAUKEONA WI 54130

SCHMOLDT WILLIAM R 7
ROUTE 2 BOX 111
ELGIN IL 60120

SCHNITTGRUND BOB (MRS) D
651 ADIGO WAY
SAN JOSE CA 95111

SCHOCH FRED G 7
WEST 3305 HOUSTON
SPOKANE WA 99208

SCHOMMER PAUL 7
424 DALY STREET
SAINT PAUL MN 55102

SCHONTHALER KALMAN 7
1339 EAST 38TH STREET
ERIE PA 16504

SCHREIBER JULIAN 4
195 LINDBERG
OCEANSIDE LI NY 11572

SCHROEDER JOHN 7
323 COLE AVENUE
WEST PORTSMOUTH OH 45662

SCHROEDER, ROBERT

AMERICAN FALLS ID. 83211

SCHRUPP DANA 391
1516 SOUTH BLACK #83
BOZEMAN MT 59715

SCHULTZ RAYMOND 7
1123 BETTY LANE
CINCINNATI OH 45238

SCHUTT JAMES 18
848 SOUTH LINCOLN APT 4
HOLLAND MI 49423

SCHUTTE WALTER 18
6981 BASCOMBE DRIVE
HUBER HEIGHT OH 45424

SCHWARTZ BERNARD M 391
BOX 1315
BERLIN NH 03830

SCHWARTZ ROBERT H 7
ROUTE 1 BOX 126
VAN WERT OH 45891

SEATON NORRIS E 18
3501 EAST RENO
OKLAHOMA CITY OK 73111

SEIFERT WALTER W 7
128 GIFFORD STREET
SYRACUSE NY 13202

SEILER TOBY
ROUTE 7 BOX 185
ROCHESTER IN 46975

SHACK GEORGE 7
3602 PROVOST ROAD
PITTSBURGH PA 15227

SHANLEY HENRY GP.
29 LAUREE ST
MELROSE MA. 02176

SHARE JACK 18
11 PASCOENA AVE
GROTON NY 13073

SHEE DONALD
6135 HILLCREST
DOWNERS GROVE IL 60516

SHEIN STANLEY
28 TANGLEWOOD ROAD
NEWTON CENTER MA 02159

SHERIDAN PHILIP (MRS) 4 D
338 PARKRIDGE DRIVE
MEDIA PA 19063

SHERMAN LAURENCE F 391
515 DEEPWOOD DRIVE
HOPKINSVILLE KY 42240

SHERON STEPHEN E 391
624 DOUGLASS STREET
CAMDEN SC 29020

SHIELDS ALBERT F 18
449 FORREST HILLS DRIVE
MONTGOMERY AL 36109

SHILLING GUY B
789 6TH STREET EXT
CHESTER WV 26034

SHINN WILHMER III 391
1738 FULLING MILL ROAD
LANGHORNE PA 19047

SHOLL PAUL V 18
7216 13TH STREET
TAKOMA PARK MD 20912

SHORE WALTER A JR 7
CALLE ALLENDE NTE 159
JOCOTEPEC JALISCO MX

SHULL PAUL A 391
8981 EAST 52ND TERRACE
RAYTOWN MO 64133

SIEGFRIED RALPH 391
606 LEFFER STREET
WEST BURLINGTON IA 52655

SILVESTERO CARMEN 391
15524 KIPLING AVENUE
CLEVELAND OH 44118

SIMMONS FRED L 4
RT#269 ERWIN HILLS
ASHVILLE NC 28806

SIMON BERNARD BEN
4800 35TH STREET NW
LAUDERDALE LAKES FL 33311

SIVERT FRANKLIN 7
18 MELVIN STREET
SHREWSBURY MA 01545

SLADE JAMES 7
811 MC DONALD STREET W
SEYMOUR IN 47274

SLIGH FRANK T 391
11689 Old Hiway 87 East
ADKINS TX 78101

SMALL JAMES C 391
417 HENDERSON
HOT SPRINGS AK 71904

SMART MARCUS RUDOLPH 7
BOX 585
STEPHENS AK 71764

SMETHILLS J J 7
2153 SOUTH XAVIER STREET
DENVER CO 80219

SMITH A.J.
RT 7 BOX 448 C. Circle
LENOIR CITY TENN. 37771

SMITH CHARLES 7
2854 YORK STREET
PONTIAC MI 48057

SMITH FRANK 7
R.O. Box 1365 Co Penn Life Bldg
Columbia SC 29201

SMITH JAMES C 7
ROUTE 8 BOX 23 D
FORT MEYERS FL 33901

SMITH JOHN S.
43 WINCHESTER DR
TINTON FALLS N.J. 07724

SMITH NORRIS W 18
801 MAIN STREET
TARBORO NC 27886

SMITH ORIN F 391
10115 DREW TERRACE
CRESTWOOD MO 63126

SMITH RALPH K
243 SANNER STREET WEST
SOMERSET PA 15501

SMITH RAY C 18
ROUTE 4 BOX 214
OKLAHOMA CITY OK 73111

SMITH ROBERT C (MRS) 7
6425 ULMERTON ROAD
LARGO FL 33541

SMITH THOMAS H 18
18 SOUTH 2ND STREET
BELLWOOD PA 16617

SNELLING TOM GRP
189 PENHURST ROAD
RICHWOOD VA 23221

SNOWDEN CHARLES L
3916 ASHLAND
MERIDAN MS 39301

SOTHERNN BRUCE 7
3354 ULYSSES STREET NE
MINNEAPOLIS MN 55418

SPELLIC FRED 18
19851 LAKESHORE
EUCLID OH 44119

SPENCE GUILFORD 391
5 BAMBOO LANE
ZEPHERHILLS FL 33599

SPENCER JAMES L 391
6449 DOVE ROAD
SMITHS CREEK MI 48074

SPILKER GORDON 7
18185 #2 PIKE
FOUNTAIN VALLEY CA 92708

SPRINKLE MAURICE
7418 42ND STREET EAST
INDIANAPOLIS IN 46226

SPROUL CLARENCE C 391
2768 NE 23RD STREET
POMPANO BEACH FL 33062

SQUIRES CLARANCE 18
ROUTE 1 BOX 218
CAINSVILLE MO 64632

SQUYRES, EDDIE
1606 W LA.
MIDLAND TX79701

ST CLAIR JOHN E
ROUTE 1 BOX 244
BOLIVAR PA 15923

ST LAWRENCE ROBERT 18
BOX 289 W MAY ST
HILLSBORO NH 03244

STAFINAK JOHN
142 HIGH STREET
COALDALE PA 18219

STAMPON PETER 7
ROUTE 1
GRAY ME 04039

STANBERRY RALPH M SR 7
ROUTE 3 BOX 198 R
BRYSON CITY NC 28713

STANKAITIS JOHN 391
1388 COLLEGE AVENUE NE
GRAND RAPIDS MI 49505

STANKIEWICZ ALBERT J 18
34481 EDGEMONT STREET
PHILADELPHIA PA 19134

STANKUS ADAM SR 4
9547 FRANKFORD AVENUE
PHILADELPHIA PA 19114

STARKEY NORRIS J 7
3914 NORTH HILLSIDE
INDIANAPOLIS IN 46205

STATHIS GEORGE
154 BEACH 121 STREET
QUEENS ROCKWAY BC NY 11694

STEINER ROBERT 18
1693 34TH STREET NW
WASHINGTON DC 20007

STELLING WILLIARD 391
1181 ILLINOIS STREET
OTTAWA IL 61350

STEVENS WILLIAM 18
RT 1 BOX 188A
MANHATTAN KS 66531

STEWART NORMAN W
16 WESTVIEW DRIVE
HUNTINGTON NY 11743

STIVENDER JAMES C 391
325 ALPINE VIEW
GADSEN AL 35901

STOCKMAN EUGENE J
ROUTE 2 BOX 286
CLINTON SC 29325

STONEFIELD RICHARD 7
BOX 228
OLDHAM SD 57051

STOUTSENHERGER PAUL REV 18
518 NEWCASTLE STREET
REHOBOTH DE 19971

STOVAL EARL B 4
3585 MAYO DRIVE
LOUISVILLE KY 40218

STRAIGHT LAWRENCE C 7
ROUTE 2 BARD RD EXT
CASSADAGA NY 14718

STRAWDER EARL C
PO BOX 336
DE BARREY FL 32713

STRONA JOHN P 7
4168 E KINGSLEY AVE AP H
MONTCLAIR CA 91763

STRONG EARL
2105 S.E. 10th ST
MINERAL WELLS TX 76067

STROTT WILLIAM 391
689 PENN AVE APT 1285
PITTSBURGH PA 15222

STROUD WALTER R (MRS) 4 D
58 LAFAYETTE S Waverly
SAYRE PA 18840

STUFFLEBEAM DAN L 4
ROUTE 1
LEWESTON IL 61542

STURDIVAN WALTER 18
5981 NORTH EL DORADO
STOCKTON CA 95207

STUTTS CHARLES B 391
182 JANWOOD CIRCLE
FOREST MS 39074

SUBJECT PAUL 18
181 HARVEY STREET
GRAYSLAKE IL 60030

SUDDERTH CLYDE 7
183 HOWELL PLACE
GREENSBORO NC 27408

SUMMA RAY L 18
2918 BITTERSWEET LANE
ANDERSON IN 46011

SUMMERS WALTER R (BOB) 391
1819 HANOVER BLVD
BORWNS MILLS NJ 08015

SUMNER HOWARD C 18
181 WEST BRINKER DRIVE
AVONDALE AZ 85323

SUTTON CHARLES 4
ROUTE 1
HARRISBURG IL 62946

SWICK GIDEON W 18
974 SOUTH DENVER AVENUE
FORT LUPTON CO 80621

SWIFT JOHNATHAN A
754 CHEROKEE STREET
MARIETTA GA 30060

SYVERSON MATVIN A
238 SOUTH 1ST STREET
WAYAMANGO MN 55993

SWAN, RAYMOND
14 S. ALMEDA M.P. 13
ENGLEWOOD FLA 33533

SEIFERT, JACK
2848 EDGEMOOR LANE
DAYTON OHIO 45439

TALLICHET EDWARD L 391
3114 KETTERING
HOUSTON TX 77027

TANTES JOSEPH J
PO BOX 732
COLUMBUS OH 43216

TATE JOSEPH JR
325 ASSEMBLY
WAYNESVILLE NC 28786

TAVASTI ROY 7
354 SEAVIEW
PISMO BEACH CA 93449

TAWA FRED 18
3 HIGH VIEW AVENUE
WEST ROXBURY MA 02132

TEARE PAUL N 7
415 WALNUT SOUTH
MILFORD DE 19963

TEPPER HENRY 391
5874 VILLAGE DRIVE
LAS VEGAS NV 89122

TERRY JOHN P 7
421 EAST LEXINGTON
GLENDALE CA 91206

TEW HOWARD I (MRS) D
2744 MEADOW DRIVE
CHESAPEAKE VA 23321

THERRIN ROMEO 7
ROUTE 1 BOX 382
DOVER NH 03820

THOMAS HAROLD E 7
6618 WOLF CREEK PASS
AUSTIN TX 78749

THOMPSON J W (SOAPY)
ROUTE 3 BOX 166
RECTOR AK 72461

THOMPTO HARRY 7
ROUTE 2
NORTHWOOD IA 50459

THOMPSON LESTER E SR 18
3258 WESTCHESTER DRIVE
GRANITE CITY IL 62040

THOMPSON MYRON E 18
7148 SILVERCREST STREET
CINCINNATI OH 45236

THOMPSON ROY E 391
158 BIRCH MOUNTAIN ROAD
BOLTON CT 06040

THONE EARL 7
3592 NEILA COVE ROAD
MEMPHIS TN 38116

THUMMEL GRANT
2401 EAST 45TH STREET
LAKE OSWEGO OR 97034

THURNER, CHARLES W.
406 JONQUIL
PITTSBURGH PA. 15210

TIGGES EUGENE
3338 NORTHUP STREET
FORT WAYNE IN 46805

TOBIASON HENRY T 4
ROUTE 1 BOX 167
REMER MN 56672

TOMPKINS FRANK M
ROUTE 6 BOX 376 A
COLUMBUS MS 39701

TOOLEY GUY D 18
BOX 356
CHESAPEAKE OH 45619

TOPPING DONALD 391
886 WOODBINE DRIVE
SAINT LOUIS MO 63129

TRAUERNICHT CARL JR 7
68 CLAREMONT LANE
SAINT LOUIS MO 63129

TREMBLAY EUGENE C 18
88 HADDOM STREET
HARTFORD CT 06106

TRIPLETT PAUL (PETE)
3413 TRASKWOOD CIRC AP C
CINCINNATI OH 45208

TRIPODI AL
727 7TH AVE PATTERSON H
BEAVER FALLS PA 15012

TRUEK MITCHELL 4
324 HOLIDAY AVENUE
SUFFIELD CT 06078

TRUEX OTTO 18
66618 COUNTY ROAD #3
WAKARUSA IN 46573

TULL SEYMOUR 7
27123 N GRAND CENTRAL PKW
FLORAL PARK NY 11005

TUMA EDWARD L 7
12 H STREET
BEAVER PA 15249

TURNIPSEED SAM GRP
993 RALPH MCGILL BLV NE
ATLANTA GA 30306

TURNMIRE LEE 18
383 RUSSELL NO
SANTA MARIA CA 93454

TUTTLE DON 7
1152 CURTNER AVENUE
SAN JOSE CA 95125

TYMCZYSZYN EDMOND J 7
128 WREXHAM COURT SOUTH
TONAWANDA NY 14150

ULAM KEN 7
PO BOX 5782
FULLERTON CA 92635

ULRICH CLARENCE B GRP
45312 13TH STREET WEST
LANCASTER CA 93534

UNDERWOOD DOUGLASS L 4391
381 HOWLING GREEN AVE
MONTGOMERY AL 36109

UNWIN JOHN 391
1312 NORTH STREET
PITTSFIELD MA 01201

VAN BUSKIRK WILLIAM V
P.O.BOX 1287
LITCHFIELD PARK AZ 85340

VARGA EDWIN 4
487 WEST HARVEY
STRUTHERS OH 44471

VARGA PAUL J 391
18265 ADA STREET
LANSING IL 60438

VILLANO PETER MED
424 MAIN STREET
CENTERPORT NY 11721

VINCENS HILTON P
2413 VICTOR STREET
CHALMETTE LA 70043

VISCONTI LOUIS 4
169 KRUZE STREET
FRANKLIN SQUARE NY 11010

VITULLI MARINO (MRS) D
35 RUMSEY ROAD
YONKERS NY

VROOMAN BURTON
RR1 BOX 273A
COBBLESKIL NY 12043

WAAG BERNARD 4
43 SATELITE LANE
LEVITTOWN LI NY 11756

WACH JOHN
PO BOX 3
BERLIN CENTER OH 44401

WAGNER LESLIE H 4
211 ALPINE WAY
GREENVILLE SC 29609

WALCH STEVE
18 WESTVIEW COURT
SAGINAW MI 48602

WALKER JOHN J D

WALKER RALPH 391
1808 CLOVER LANE
OKLAHOMA CITY OK 73131

WALTERS EDDIE
4625 MEMORIAL DRIVE
WACO TX 76702

WANFRIED HAROLD
786 AMERICANA DRIVE AP5
ANNAPOLIS MD 21403

WARD EDWARD L
213 BROOKSIDE AVENUE
AMSTERDAM NY 12010

WATHEY RALPH 391
725 EAST LEVEL STREET
COVINA CA 91723

WATKINS JAMES T 7 D
188 ELMWOOD DRIVE
SALISBURY NC 28144

WATKINS PAUL 7
216 SHEPHERD STREET
WHEELING WV 26003

WEAVER CHARLEY
89 WESTVIEW
REYNOLDSBURG OH 43839

WEBB FLOYD
R2 BX 912 FOXCREEK
WAUKEE IA 50263

WEBSTER GEORGE
4733 LOGANA PLAZA
YORBA LINDA CA 92686

WEDDELL GEORGE 7
3220 CARENLIAN COURT
SACREMENTO CA 95821

WEESE RUSSELL 4
2955 EASTHAVEN COURT SO
COLUMBUS OH 43227

WERNER BERNARD 18
8242 KEDVALE
SKOKIE IL 60076

WERTH HAROLD
1424 N.W. VISTA PLACE
CORVALLIS WA 97330

WESCOTT RAYMOND B
819 N 25TH ST PENNSIDE
READING PA 19606

WESSEL JEROME R 4
4915 RAMSDELL AVENUE
LA CRESENTA CA 91214

WEST ROLLY G 391
2848 HAIG AVENUE
KETTERING OH 45419

WESTENBERGER KURT 4
W156 N11686 PILGRIM ROAD
GERMANTOWN WI 53022

WESTMAN CARL
3516 WILLOWOOD
BELLINGHAM WA 98225

WHITE ROY D 391
3588 SPRINGFIELD ROAD
FORT WORTH TX 76111

SEP. 1983

WINGO TRUMAN 18
2822 VEREDA POIENTE
SANTA FE NM 87501

WITHAM HAROLD 18
3393 CITRUS LANE
CINCINNATI OH 45239

WITWAR CHARLES
261 NORTH MUNROE ROAD
TALLMADGE OH 44278

WOEFUL ARNOLD 4
918 POST ROAD
IRVING NY 14081

WHITING JACK 18
2914 NOYES AVENUE
CHARLESTON WV 25304

WHITTAKER JACK D

LONE WOLF OK

WILCOX WILLIAM H 391
14365 CARNARGO COURT
SAN DIEGO CA 92129

WILLIAM S ARTHUR D GPP
LAKESHORE RD OWENS FARM
WILLSBORO N.Y. 12996

WILLIAMS FELIX
DOPM 3 V.A.MEDICAL CENTER
BILOXI MS 39531

WILLIAMS HERBERT M
613 BIGLER STREET
FRANKLIN LA 70538

WILLIAMS HOWARD JR 7
813 LIVERPOOL STREET
MISSION BANKS CA 92189

WILLIAMSON EARL 4 D

JACKSON IN

WILLIS CLYDE 391
ROUTE 4 BOX 12
CARROLTON MO 64633

WILSON LLOYD E MP
9683 ATOM ROAD
CLINTON MO 24735

WILSON MERLE 7
RR 4
INDEPENDENCE KS 67301

WILSON TREVITT A 7
48 MORA MI APTS
PADUCAH KY 42001

WILSON WM J.
2784 UNIVERSITY AVE.
SAN ANGELO TX 76904

WILTZE CLAUDE

JEFFERSON CITY IA 52125

WIMER DANIEL C 18
3627 WAINFLEET DRIVE
RICHMOND VA 23235

WOOD JOHN R
2842 PEMBROKE ROAD
TOLEDO OH 43606

WOODWARD FRANCIS L 391
1616 JOHNSON ROAD #1
ILLION NY 13357

WOOTEN JOHN R 4
689 SOUTH LILAC AVENUE
RIALTO CA 92376

WORKMAN BENSON 7
35 RIVERSIDE AIRPORT R
ZANESVILLE OH 43701

WRIGHT JAMES 7
116 HOLLOW ROAD
LEVITTOWN PA 19056

WRIGHT NOBLE
2652 FISK ROAD
MONTGOMERY AL 36111

WRIGHT ROBERT 7
411 PARKOVASH AVENUE
SOUTH BEND IN 46617

WRIGHT TOM B 7
ROUTE 4 BOX 147
MURPHYBORO IL 62966

WRIGHT WARREN J
4914 NORTH STATE STREET
JACKSON MS 39206

WRIGHT WILLIAM L
71 CUNNINGHAM DR BX906
NEW SMYRNA BEACH FL 32069

WRIGHT BURRIS
P.O. BOX695
BLANCHARD, OKL. 73010

YATES FRANK B 391
27 HICKORY ROAD
GUILFORD CT 06437

YOHE HAROLD D

ELWOOD IN

YOTHMANT ROBERT
6826 EAST KIAMI AVENUE
TUSCON AZ 85715

YOTHMENT BILL 7
7515 CLINE AVENUE
CROWN POINT IN 46307

YOUNG CHARLIE 7
2425 E ELMWOOD CRESCENT
WILLIAMSPORT PA 17706

YOUNG JAMES C 7
318 ECKMONT AVENUE
SO WILLIAMSPORT PA 17701

YOUNG JOHN R 18
97 DERBY PLACE
STATFORD CT 06875

YOUNG WOOTEN L 391
1209 TRAVIS HTS BLVD
AUSTIN TX 78704

ZELDES BENJAMIN 4
113 VINCENT STREET
NEWINGTON CT 06111

ZELL RICHARD D

ZEKNECKI JOHN
186 PINE STREET
LOWELL MA 01851

ZINZOLA PAUL L
863 RICHMOND AVE
BUFFALO N.Y. 14222

Zukatis Frank J
2009 FENWICK AVE
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TAPS

WILLAIM LALA	WARREN C MOORE.
EUGENE PEELER	EARL COLEBANK
LOUIS GLUCK	HOWARD BURTON
HOLSEY GLOVER	CLAUDE WILTZE
RICHARD (ALFRED)ARMSTRONG	JACK BLACK
EP LINK	RULDOLPH J. LONGMIRE
DUNCAN WYMAN	J.F. MUMM
GERALD COONEY	EDDIE WALTERS
WILLAIM ROBERTSON	KEN HARRISON
GERALD FEIT.	PAUL MEEDER

Some of the above names appear on the list of those we have found I have tried to mark those who have died with a D. Some of the address I have for quite a few have have been sent in by friends and relatives.
This is the greates number, I have found since we started As you can see a lot will be missing in the future So go thru those old records and try to find the old addresses of your friends and companions. Try to find them. Ship the names and old addresses to me and I will you look for them .
I have just received word that Guy Norton has suffered a stroke and is very ill. His wife said he wanted to come to the reunion in Oct but see no chamce now. Will some of you close to Mesquite Tx. call Mrs Norton to see how Guy is doing.

Change Benson Workmans address to 3570 Riverside Airport Rd.

SEP. 1989

34TH BOMB GROUP

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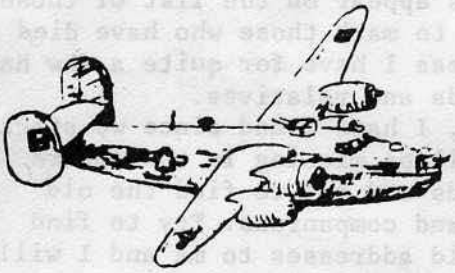

VALOR TO VICTORY

H D Q.

34th BOMB GROUP ASSN
c/o RAY L. SUMMA
2910 BITTERSWEET LANE
ANDERSON, IN 46011

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Joseph K Marks
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VOLUME V NUMBER IV DECEMBER 1983

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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34th BOMB GROUP REUNION NASHVILLE, TENNESSEE SEPTEMBER 13th — 16th, 1984

Gerald's Jottings

By Gerald Pine
President 34th B.G. Ass'n

Greetings:

My thanks to all, who attended the Houston reunion and helped make it work out. For those who couldn't make the trip to Houston, I'll brief you on some of the direction of the 34th Bomb Group, in this next year.

First off, WE, the 34th Bomb Group Ass'n, are going to have our own 34th Bomb Group reunion, alone, by ourselves. This will be held without the blessing or hazards of serveral other groups mixing into our business meeting and dining area—yes, we will be alone in the Hyatt Regency Hotel, in MUSIC CITY USA, NASHVILLE, TN.

The efficient sales manager, assures me that meeting spaces will be adequate, the menu unquestionable and the rooms very comfortable. Both meeting and dining areas are adjustable to our needs. The sales staff and the catering staff have been most cooperative in getting this reunion airborne. They have promised me, they will be on hand throughout our stay, to aid us with any unforseen problems.

BOB WRIGHT, HAROLD RUTKA and MYSELF form the reunion Committee, with the Board of Directors ready to render aid, where needed.

The FIRST 34th BOMB GROUP GOLF TOURNEY, will be held at reunion time. This tournment will be managed by the able and knowledgeable MR. GEORGE RITCHIE and MR. DANA SCHRUPP. I am sure they will produce a lively day on the links for even the average Duffer. I wish to thank these two fine fellows for so unselfishly volunteering their services for this outing. So come early and bring your golf clubs.

Campgrounds have been contacted for those, who wish to attend the reunion and stay in their campers.

The Board of Directors are mulling over the likelihood of the 34th B.G., issuing a life membership. There are several pros and cons, to this action and it requires some forethought before any permanent decision can be made. We have a clear thinking group of people on the Board and I am certain, their last thoughts on this, will be for the benefit of both the 34th Bomb Group Ass'n and its members.

There will be more information on the reunion and other activities in the future newsletter.

My wife Wanda and I wish the best of Christmas and New Years to you.

Gerald Pine

Gerald Pine
President, 34th B.G. Inc.

No need of explaining the message from your President. You have asked me, time and time again for a 34th B.G. Reunion of our own and have said you would come, now I am holding you to your word. We are expecting more at this reunion, than have been in attendance at the others we have had with the 8th AF. So some on now and show the great 34th B.G. spirit and make your plans early to be at Nashville TN on Sept. 13 thru Sept. 16th, 1983.

At this reunion there will be plenty for the ladies to do and see, so bring your wife or girlfriend to our 34th B.G. reunion at Nashville.

Some of you have been holding crew reunions, so why not call the members of your crew and make this a crew reunion as well as a 34th B.G. Reunion. Lets see which crew can have the most crew members present.

I want to report that the Memorial Plaque has been installed, on the Memorial Wall at the A.F. Academy at Colorado Springs, as reported to me by Dana Schrupp, who carried the ball on this Memorial. Money for this was raised by Dana Schrupp and Grady Deatherage, thru the sales of the 34th B.G. jackets. Malcolm Corum has sent the picture, shown among the pictures on another page, of the Memorial Plaque. Thanks Dana, Grady and Malcolm. Jackets will go on sale again, but at a higher price, see the insert in this newsletter.

Before I tell about the Houston reunion, I would like to print a letter from Bruce Sothern who was on the trip back to Mendlesham with us. Sorry, it not arrive in time for the last newsletter.

Dear Ray,
I am writing to tell you how much I enjoyed the trip back to England. I was glad to see and greet some of my old buddies, one more time. Will you agree with me that those who were unable to go, missed a good trip? I thought the trip was well planned in every detail, thanks to Ruth and Murray Fein. Of course, Ol Buddy, if it hadn't been for you, I would have been one of those who missed the trip.

Just for a moment let me reminisce: I arrived with Jerry Dickman and Keith Anderson, at our old Air Base, to see it had been converted back to it's original use — farm land — but to our surprise, there stood the 7th Sdq Engineering Office, the cement was still there, where our dispersal area was. All the rest, including the runways and most of the taxi strips had been removed. I saw the tiedowns where our maintainence tent stood. A large portion of the firing range, back-stop hill, still stood. I closed my eyes and there was McDermott, getting ready to taxi "The Wrangler #209" out for a take off. I ran and unplugged the auxillary unit, pulled the chocks and gave him the thumb up sign. (I had flown with McDermott, who later was lost over the target, when two planes collided. With him were Welch, Durreh, Roberts, Palmer, Wingfield, Hudson, and Braucks. On the other plane was Whited, Moyer, Strinum, Garmen, Lambert and I am not sure of the other). I opened my eyes and sorta felt foolish, for thinking those thoughts. However, I closed them again and this time, I saw B17s. Lo an behold there was #367, "Gotta Haver". I went out and climbed in the cockpit and started the engines. I saw, looking to my right, my old buddy Dick Fueling, topping off the tanks on Dex Jordan's plane. I heard a .50 Caliber and right before my eyes, I saw a fuel truck catch fire, just then Keith Anderson pulled the truck away, where it eventually burned. About that time, I heard a familiar voice, it was "Pete" Gray in the next hard stand washing cowling with 100 octane gas. Naturally he was emitting rebel sounds, cause the prop was from "Gotta Haver" was blowing his cowling around abit. I opened my eyes just in time to see Capt. Cole, come riding by on his "Go-Cycle", which Ray Swyler and Jerry Dickman had made for him

Ray, I could reminisce a lot longer, but just then, the bells started jingling. Sure enought there stood a cart, loaded with tea and tarts. When no one came to dispense the goodies, I knew it was time to come back to reality. In '45 when we left Mendlesham, I can remember looking back at the place, we called home for a hectic years. To me the trip back to our home was worth the whole trip. Everything else was "just the frosting on the cake" and there was plenty of frosting!!! Bruce Sothern

Just received a letter from Randall Martin. He and his crew of "Ol Buddy" had a reunion in Michigan and all were present but "Pete" Gray (he was with us at Houston). It seems the winner of the "Ol Buddy" Golf tournment was George Webster, Navigator of the crew, with Don Gibbs Bombardier, running a close second. Don was a good sport and paid off his debts, with only a hint of a tear in his eye. Charlie (Smitty) Smith took care of the ladies, while the golf tournment was going on.

Randall is gathering up some photos to send to Ian Hawkins, who will place them in the Pubs at Mendlesham. More about this later.

The reunion of the "Ol Buddy" Crew was saddened by the death of Jack Graham, one of the crew members of Jackson, MI who passed away just a few weeks before the reunion.

Now for a list of those who came to the reunion:
Ralph and Mary Applegate from South Bend, IN. Ralph was with the Medic and has been to quite a few of the reunions. He says he will try to get the rest of the Medics to Nashville next Year. Lawrence and Lucille Babcock from Kansas City. MO. Bud, as he is known was with Roy Jones when he went down, glad to see you. Shelby and Margo Alexander from Houston, TX. Shelby was the Pilot for H. Rutka, Grady Deatherage and W. Howarter. Hope you can make the reunion in Nashville. Eli and Rose Baldea from Crown Point, IN. Eli was elected to the BoD of the 34th B.G. Have you two rested up from your trip to England? Hope you plan going back with us in '85. "Hank" Bloomer from Waco, TX. I had him listed as Harry until I received a letter from him. He was really an 8th AF Hdq man, who can to the 34th to help us with the equipment when the intruder knocked the B24 down into our equipment hangar. Jean Boulaine from Calvert, TX, not too far from Houston. Jean was on Ray Brown's crew. I had not met Jean until we met at the reunion but had heard from him. He volunteered to help if we needed any at the reunion. Leonard and Velma Breaux, San Antonio, TX. Len "Bro" was the Sgt/Maj of the 34th when we went across to England. He and Velma were sure cutting a rug on the dance floor Saturday night. Robert and Janice Myers, from Houston. Jan is Len and Velmas daughter and Len and Velma brought them to the reunion. Hope they can come with you to the Nashville reunion next Sept. Paul and Betty Bresh from Ft. Meyers, FL. Paul was a pilot in the 391. We saw them one day when Hannah and I were in Florida. We had breakfast together one foggy morning. Ray and Harriet Brown from San Antonio, TX. I had heard from Ray serveral times and if you recall the picture of the plane Shadrack. Ray was the Pilot of that plane. Warren and Millie Armstrong, from Albuquerque, N.M. Warren is building a couple of small planes in his "Toy Shop" in Albuquerque. Ralph and Mary Bush from Springfield, IL. Ralph is on the BoD of the 34th B.G. and is still active in the Illinois Air Guard. Paul and Mary Buss, from Olney, IL. Paul has been attending all the reunions since the 34th found him. I get a call from him and Mary quite often. We are expecting you over one of these days. Henry and Bonnie Butler, from Garden Grove, CA. Henry met some more of his crew here at Houston, B. Grimes, R. Schwartz and Mike Jaccobauski. "Smitty" said to tell you hello. Cecil and Terry Cohen from Margaretsville, NY. Cecil works with the National Rifle Club, it keeps him busy. He was a cameraman for the 34th B.G. and has a lot of negs. from the missions. Malcolm and Tille Corum from Colorado Springs, CO. They have recently moved from Texas to Colorado. Malcolm is a former President of the 34th B.G. Ass'n.

Lonnie and Dorabell Crook from Shrevesport, LA. Lonnie and Dorabelle recently spent severals weeks in MN. Lonnie was Group Bombardier Instructor for the 34th B.G. Joe and Verna Edwards from Grand Praries TX. Hope you come to the Nashville reunion and bring your musical instruments. They both play the cornet and can really make things jump. William Fandel from San Antonio, TX. Bill looks good, guess the Texas golf course air agrees with him. Glad you could make it this time Bill. Come to Nashville next year and play in the golf tournament. John Dozier from Boiling Spring Lake, NC. John had just written to me a few weeks before the reunion and was not sure he could make it to Houston, glad you came. Lee and Bonnie Fossum, from Couer D Alene, Idaho. Bonnie, Hannah wants to know about you coming to our room one day. Wrong key or wrong room? Ha! Lee and Ken Lockwood are two of the three survivors of their crew. Wm "Pete" Gray from Va Beach, VA. Pete had to make a decision, whether to come to the 34th B.G. reunion or the reunion of his crew of "Ol Buddy". It was a hard decision to make, I am sure. Your crew says they will be us in Nashville next year. "Pete" is another BoD Member. Willis Griffis from Sequim, WA. Willis drove his RV down from Washington and went to the CAF show at Harlingen, TX and then came to the reunion. We missed seeing each other at the show. Bryant and Myrtis Grimes, from Houston, TX. Bryant helped me out at the pre reunion meeting in April. He also was the one who borrowed the American and Texas Flag for our Banquet. Thanks to you both. Anthony and Joan Habiger from Topeka, KS. Tony was on Paul Buss's crew and has been coming to all the reunions since he found out the 34th was active again. Milton and Kay Hansen from Madison, WI. Glad to see you again. Milt has restored an old car, I hope to see it one of these days.

Wayne and Laverna Howarter from Wilda, KS. Wayne was on Alexanders crew. He also is a BoD member. Bill Ingram from Phoenix, AZ. Bill was on Ray Brown's crew and had forgotten his ticket for the Friday night banquet and the girl at the door would not let him in. Did you find Ray Brown Saturday night? Seymour Isaacs from Summit Park, Utah. Seymour was a pilot from the 4th and still flys Frontier Air Line. Wally Jackson from Springfield, IL. Wally got called home Sat. morning, had to go back to work as one of his men took ill. Mike and Margie Jaccobauski from Van Nuys, CA. Mike met several of his crew

here at Houston. Ken Lockwood from Cordell, OK. Ken brought his daughter from Shrevesport, Dr. Bonita Lockwood with him. I hear from Ken quite often. Give Frank Crabtree a call and get him to come to the reunion next year. All his men asked about him. Miguel and Laurencia Lopez from Rio Grande City, TX. Good seeing you again Mike and Laura. Mike was in the 18th Sqd and serviced up many of your planes. Give the rest of your buddies a call to come to the reunion next year. Earl and Helen Maciel from Warwick, RI. Earl came from quite a distance to see their old friends from the 34th. Glad to see you both again. Dan Marks from Mananhawkin, NJ. Dan's first time at the 34th reunion. Glad you came, hope you come next year. I still have the name tag you lost. James Martin from Santa Ana, TX. Jim was not able to get tickets for the banquets but that did not stop him from staying. He was elected to the the BoD of the 34th B.G. this year. Walter and Ruby McAllister from Orlando, FL. Walt was a pilot in the 7th Sqd Several of his crew were present. G. Ritchie and Eli Baldea. Walt pinned the citation, "Worlds Greatest Bomber Pilot" on Roy Tavasti Friday night at the banquet. Wish I had your gift for talking. John and Mary Mollica from Culver, CA. John was on Paul Bresh's crew and was known by all as "Ol Hot Rock". Hannah and I were at the same table as John and Mary at the Saturday night banquet. Jack and Beatrice Odom from Riveria Beach, FL. Jack was an 18th Sqd ground crew. We had a lot of good times together in England back during the war. Gerald and Wanda Pine from Waunakee, WI. Your new President of the 34th 7th Sqd, R.O. Gunner on Bob Wright's crew. Gerry is taking charge of the Nashville reunion. Hal Province from Slidel, LA. 391st man, Hal is putting all names and addresses on Computer for me. On the way home, we stopped along side the road for a talk. Thanks Hal and Jan for the invitation to stay the night. We will take a rain check and come back. George and June Ritchie from Fayetteville, NY and also NC. George was on Walt McCallister's crew. They came early to play in the Golf Tournament. June took honors in the ladies golf tournament and won a trophy. What was the matter with you George, letting your wife beat you? Ha! Everett and Peggy Rose from Tacoma, WA. They bought a new RV and drove down to Houston. Did you make it out of the garage at the hotel? Everett was 7th Sqd Crew Chief and a BoD Member. Harold and Genevieve Rutka from Duluth, MN. Harold is the new 34th V.P. Was it too cold to go swimming? I heard the swimming pool was just outside your door. Jack Schade from Summit Park, Utah. Although he is not of the 34th, he has been coming to the 34th B.G. Reunion with Seymour Isaacs. Hope you like the reunion, Jack. Dana and June Schrupp from Bozeman, MT. Dana was a pilot in the 34th. He and I were supposed to meet at the CAF show at Harlingen, TX but failed to do so. We were staying at Brownsville at a motel next to each other and did not know it. Dana has charge of the jackets. Robert and Laura Schwartz from Van Wert, Ohio. Bob was a pilot from the 7th. Bryant Grimes tells an interesting story about how Henry Butler, would get Bob's attention when they were flying.

Frank and Alda Sivret from Shrewsbury, MA. It was a happy reunion when all the ground crew saw Frank. He was a crew chief from the 7th Sqd. How about next year Frank? Bruce Sothern from Minneapolis, MN. Bruce was a crew chief from the 7th and is a BoD Member of the 34th B.G. Bruce was with us in England last summer. Ray and Hannah Summa, 18th Sqd crew chief. You know I was glad to see all of you there. Roy and Kate Tavasti from Pismo Beach, CA. Roy was 7th Sqd C.O. and was the speaker for the 34th B.G. Banquet on Friday night. Roy we recommend you for a speaker anytime. Your speech about the history of the 34th was superb. Hope you and Kate enjoyed your trip back to the East. Doug Underwood from Montgomery, AL. Doug, did the speaker put you to sleep at the Saturday night banquet? I think he did most everybody. Hope you like the picture. John Wack from Berlin Center, OH. I saw you one afternoon but could not find you again. Sorry I did not get to talk to you more. Robert and Esther Wright, Bob was a 7th Sqd Pilot. He was last years 34th B.G. President and did a good job. He is helping Gerry and Harold Rutka out on the Nashville reunion. Thanks for all your help to me this last year.

Now for a little about our trip to Texas and the Houston reunion.

Here it is Nov. 15, 1983 and I have held off finishing the December newsletter waiting, yes waiting, on you to write. Remember me going from table to table at the dinner, on Saturday night asking each one of you to write me as to how you liked or didn't like the reunion. Well, I have given up for I have just received only one letter about the reunion and this was from Paul and Mary Buss. So after I write the comments from Paul and Mary you will just have to read or listen to my version of the reunion. Maybe you did not like the reunion, how am I to know, I have not heard from any of you except Mary and Paul. Frankly, I am disappointed.

Here is Paul's and Mary's comments: Ray, as far as comments go for your next newsletter, among the fond memories of our reunion, is the contribution of one of our 8th AF members at the Symposium who said: "After forty years of marriage to the same wife, there may well be memories of the bride having a few warts, but after these many years, those warts may be considered beauty marks." —Paul and Mary Buss—

Many of you might have tried to contact us at the end of September, but as I told you, we left early to see the east part of Texas. We had seen the West section and now the opportunity came up for us to see the rest. I want to say we had a wonderful trip and saw a lot of things. We went to Houston first, then to Galveston Island and then to North Padre Island and then to Harlingen, TX to the CAF Air Show. We stayed a few days at Harlingen for the show and to see one of our 34th B.G. 18th Sqd men "Lefty" Gardner fly in to the show in his P38 "White Lightening" . Boy, that was a sight to see. All that did not see the show missed a lot. After Harlingen, we went to Brownsville, TX, South Padre Island and of course over to old Mexico. We returned to Houston a couple of days early to see some of the places around Houston and to wait on the reunion time. We visited the Astro Dome at Houston and enjoyed it very much. It was worth the money and time it took for the tour of the Dome. If you missed this you missed something good. We have always wanted to see Gilley's and this was the opportunity to do so. One night we left the motel and went to Pasedena to Gilley's. We were amazed at the size, for it covered several acres. It is one big entertainment place. Bars all around the place and flashing lights from the game machine make it seem like a planet from outerspace. It was free beer night at Gilley's. We sat down next to the mechanical bull and watched the crowd try to ride the bulls. Most of the ladies were successful, but most of the men were thrown. On our way to another spot inside, we passed one stationary bull, where one could take pictures of friends riding the bull and not being throwned. I fell off this one just as Hannah snapped my picture. Only my pride was hurt as I heard Hannah say, "You can't ride the bull, but you can sure throw it". Next day was Wednesday and we moved into the Hyatt Regency where we had reservations.Talk about plush, this hotel had it. They even turned the beds down at night, left the radio on and a couple of pieces of chocolate. For the price, they should have left the box. Ha!

I spent most of the day Wednesday in a meeting with other Unit Contract about business of the 8th AFHS concerning the Unit Contacts. Thursday morning Hannah and I had an early breakfast with other Unit Contacts and then I had another meeting to attend called the Unit Contact Workshop. We were to learn how to build up each unit and about a memorial building and a few other things. Quite a meeting, it lasted until afternoon. I finally left and went to the Hospitality Room to meet Hannah, she and the other officers of the 34th were already in the Hospitality Room. I met a lot of you men that afternoon and I must apologize for not being able to spend more time with you. Next year I have a promise that I will be able to sit down and talk to for for Gerry says the reunion committee will be able to take care of things. There are thousands of questions I want to ask all of you, if I am to keep a record of the Bomb Group.

Several stayed late in the Hospitality Room on Thursday for we were editing the slide of the dedication at Mendlesha, Cambridge and at Duxford in England. Others went to the dance which was

held in the main Ballroom. The slides belonged to Bob Wright, Bruce Sothern, "Pete" Gray and Eli Baldea. They were to be shown after our reunion banquet on Friday night.

We were up early on Friday morning for we were to go on the NASA Tour. Breakfast was a continental breakfast and might have been good but did you ever try to balance a roll and a cup of coffee to eat and drink, and no place to sit down? Someone goofed as there was no place to sit or place your drink and roll. It was a job trying to eat and balance your plate at the same time.

We boarded the bus for the Hobby Airport, changed from the Ellington Base. Here we saw the B17 "Texas Raider". It was down, due to a redlining, something was wrong and it was being repaired. We also had to fly over by P51 and some other WW II Aircrafts. We boarded the bus again for NASA or the Johnson Center as it is called in Texas. We were supposed to have guides for the tour and not everyone was to go to the same place but we were let off the bus at the same location and each one followed the other thru the complex. We did see alot but did not get to see the Control Center. It took a special pass to see it. I do not know how many of our bunch were able to see it but the group of Japanese who were there had a guided tour thru the Control Center. After the tour we were to meet at the Memorial at the gates of the complex for a Memorial Ceremony. All groups with a rendezvous had a representative to lay a flower at a certain place at the Memorial. I was asked by the committee to be the one from the 34th B.G.

After we returned to our hotel, the 34th had a business meeting in the Hospitality Room. An election of officers was held. Harold Rutka was to be Vice President, Dana Schrupp to be Recording Secretary, Eli Baldea and Jim Martin to be on the B.O.D. Gerry Pine our Vice President took office as President, replacing Bob Wright whose term of office was up. A life membership was discussed but no conclusion was reached. It was tabled until more could be learned about the Life Membership. After this discussion, Gerry Pine gave a report on the next reunion of the 34th B.G. He had been in contact with several places at Nashville, TN; Dayton, OH; Louisville, KY and St. Louis. He had talked to the manager at the Hyatt Regency at Nashville and several other hotels and they were the only one who could be reasonable and still meet the needs of the large amount of our members who have said they would come to a reunion if we were to hold one of our own. This was discussed and voted on and was passed, by the members, to have our next reunion at Nashville, TN September 13th through September 16, 1984. Gerry was given permission to sign the contract and start proceeding for the reunion.

Friday night banquet was a huge success, food was good and the speaker excellent. As you know Roy Tavasti was the speaker for the banquet. He was the C.O. of the 7th Sqd and also the Operation Officer for the Group. He kept everyones attention when he told the history of the 34th B.G. when we changed from a Training Command back to the 34th B.G. Roy began by telling about the Base C.O. at Blythe, riding behind a Staff Car on a motorcycle or on a bus, picking up anyone who did not salute a staff car. The C.O. of the base also was the one who promoted the idea and placed the sign. "The World's Healthiest Air Base", we fly 365 days a year. He was eventually moved to another base, whether for good deeds or for bad. Roy also told how the 358 CTS became the 34th again. It seems as if one day, a General from the 4th AF, who we were under flew into Blythe with an engine out on his plane. Our C.O. graciously offered to fly him to his destination if he would observe the flying of our planes. he agreed to do so and when after seeing the flight of the combat crew, he asked, "why aren't you overseas flying combat?" The reply was, "that is what we want to know". A few weeks later the 34th B.G. was reborn as a combat group and just a few weeks later our orders were to prepare to go overseas. He also told of the move to Salinas and many things which happened to you and me overseas. (wish I had your notes Roy) He also said that the 34th was to be sent to the pacific to help out over there, but the bomb was dropped and the 34th being the oldest bomb group in the US was disbanded and deactivated. Thanks Roy, we would like to have you as a speaker again. After Roy talks, slides of the tour of England was shown and the CBS film of July 10th news broadcast of the 34th B.G. and 8th AF tour of England was shown.

Saturday morning's breakfast was again a continental breakfast, but this time it was a sit down which was liked by all. After the breakfast the business meeting of the 8th AF was begun. Although we had a man running for the B.O.D. of the 8th AFHS, he lost by a few votes. I do not think the 8th AFHS members can recognize a good man when they see one. I think ours have been the best.

Saturday afternoon was the Symposium with Roger Freeman as the narrator. Bruce Sothern was one of the 34th men in the discussion of the B17 versus the B24. I am not sure who won, but I can say this, both had their uses and did the job they were intended for. Saturday night was the 8th AF banquet and dance. The food was good, the speaker was long and the dance music by Tex Beneke was great. We stayed until late at the dance to talk to those who stayed. It was late when we returned to the hotel.

Sunday morning breakfast was a sit down, full breakfast and we all enjoyed it. It was with mixed emotions as we said goodby to all and wondered if would would all be together again, even though we all promised to attend the 34th B.G. reunion at Nashville next year.

Let us not forget to remember those of us who are ill and could not attend the reunion in Texas. I talked to Al DiNenno about Olive and he said she is holding her own. I called Keith Anderson and he reports his wife is still in intensive care. Joe Edwards called Mrs. Norton and Guy is about the same, she was glad someone called. I called Father Fred and he is feeling better and recovering from his operation. He is back to work a couple of days a week.

It will cheer up those who are ill if we call or send a card to them. All the addresses of those mentioned are on the list I sent out in September.

If you have pictures you would care to copy them and donate them to Ian Hawkins who will see they are placed in the Pubs at Mendlesham, England. As soon as I can make arrangements I will notify you as to the place to send them. This is one request I am sure we will want to fill.

We are trying to get all addresses correct and get them on the computer. If yours is not correct, please send me the correction as soon as possible. We plan to use computer labels on the next newsletters by zip codes. This will lighten the load on the Summas. 1984 dues are due, you will find a green slip for them in the newsletter. Fill it out and send to me with a stamped, self-addressed envelope. This will help me and the treasury of the 34th.

Now a message from your former President of the 34th B.G. Ass'n.

One of the significent accomplishments of the year can be the successful financing, rebuilding and dedication of the 34th B.G. Memorial at Mendlesham, England. This and the successful reunion at Houston, TX would indicate we had a good year and the 34th B.G. is still among the tops. It has been a real pleasure to serve you as President of the 34th B.G. and without the help of all of you these accomplishments would not have been successful. I wish our new President and the other Officers and Board of Directors best of luck in the coming year.

Robert H. Wright
Past President 34th Bomb Group Ass'n

Hannah and I wish each of you a Merry Christmas and Happy Holidays.

Ray and Hannah Summa

Please drop us a note, if you are planning to come to the reunion at Nashville September 13 — September 16, 1984.

DEC.

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Los Angles, CA 90027

Denny, Howard H.
390 Ben Franklin Rd N.
Indiana, PA 15701

Simpson, Robert W.
7044 E. 71st Ct
Tulsa, OK 74133

Knowlton, Robert
5138 New Branch Rd
El Cajon, CA 92020

Wolsteneroft, Sam Jr.
Old Port Td
Westley, RI 02809

Sagany, Thomas J.
16 Sherman St
Pathogue Suffolk LI NY 11722

Millheiser, Julian H.
43 Edgewater Ave
Bayport LI NY 11705

Dozier, John
P.O. Box 157
Boiling Spgs Lake, NC 28461

Hanson, Kermit E.
Box 599
Crosley, ND 58730

Baughman, Cleo J.
P. O. Box 291
Stockton, KS 67669

Pearce, Robert T.
2413 Ave F Ebsley
Birmingham, AL 35218

Steiner, Alfred N.
355 Wyoming Ave
Millburn, NJ 07041

Vaughn, Robert E.
712 Charlotte Dr
Picayune, MS 39466

Thompson, Gerald
2771 S Camino Iturbie
Green Valley, AZ 85614

Gerlach, John T.
Box 205 W Bently
Know, PA 16232

Frazier, Roy G.
216 Lafayette Ave
Lawrenceburg, TN 38464

Seelhurst, Alex M.
8028 Wier
Houston, TX 77017

Morrell, Joseph
126 Bernice St
Jonhson City, NY 13790

ADDRESS CHANGES AND CORRECTIONS

Bill Ingrahm Z.C. to 85251
Robert Braeger to 1222 E Bywater Lane, Milwaukee, WI 53217
Irwin Pochter to 240 W Monroe, Chicago, IL 60606
Leo Harrison to 266 Middle St, Portsmough, NH 03801
Don Mann to 624 3rd No. Great Falls, MT 59401
Emil Armstrong to Rd H 13, Rt 1 Box 3 Ordway, CO 81063
Paul Carter to 236 Richmond Rd, same city
Stepken Niatas 31-05 Fox River Dr, Plainsboro, NJ 08536
John Feda, Den Del, Marshall, MN 56528
E. Gerhardenstein 1221 Bauer, Naperville, MN 60540
Malcom Corum 6370 Lemonwood Dr Colorado Springs, CO 80907
Ernest Long 5512 Seagrape Dr, Ft. Pierce, FL 33450
Grant Thummel 94 Greenridge Ct, Lke Oswego, OR 97034
Conway Couse P.O. Box 192 W View Station, Binghamton, NY 13906
James Byers's Sqd from 18th to 7th
Tommy Patrick to S 24th, same address and city

Harry Bloomer to Henry Bloomer
Seasmons Jones to Seasmans
Harry Nelson to Henry Nelson
Emet James Z.C. to 48180
Jim Hanson Z.C. to 55904

TAPS

Victor Aspelin, Butler, PA
Mrs. Joseph Ray, AL NM
Jim Clawson, Belle Vernon, PA
Jack Graham, Jackson, MI
Wendell Poole, El Campo, TX

34TH B.G. OFFICERS

Gerald Pine, President
Harold Rutka, V. President
Everett Ross, BOD 86
Bruce Sothern, 84
Wm. "Pete" Gray, 85
Wayne Howarter, 84
Ralph Murphy, 84
Ralph Bush, 86
Jim Martin, 87
Eli Baldea, 87
Dana Schrupp, Rec. Sec.
Ray Summa, Unit Contact
Doug Undersood, Archivist

34TH BOMB GROUP
4 7
18 391
VALOR TO VICTORY
H D Q.

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

34th Bomb Group Assn.
c/o Ray L. Summa
2910 Bittersweet Lane
Anderson, IN 46011

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VOLUME VI NUMBER I MARCH 1984

MENDLESHAM MEMORIES
34TH BOMB GROUP H

4 7 18 391

Well, here it is that time again, it seems as tho it was just yesterday, when we sent out the December Newsletter, but time flies. We are just a little early this time, for we wanted to bring the June newsletter up a little so we can get the reservation forms to you a little earlier than we have before. This will give you time to get your reservations in at Nashville a little earlier.

First, Hannah and I want to thank each of you who sent Christmas cards. We received hundreds and we appreciate them very much.

Now for a few words from our President, Gerald Pine.

Gerald's Jottings

Ray has informed me that it is time for another edition of the ''Mendlesham Memories'' and that he would like to have a few words from the Group's President. Ray is a Foxy Old First Sargeant and these words help him on his quota (what's that Gerry), I can't blame him for he has done a remarkable job getting the newsy publication to the membership all these years. I always look forward to receiving the 34th B.G. newsletter, The Mendlesham Memories (now you are making me blush).

I hope all of you had a great Holiday Season and are able to get 1984 rolling in a healthy and prosperous manner.

The Nashville Mission is taking shape, one step at a time. To date, the Committee, Harold Rutka, Bob Wright and Gerry Pine, have put together a plan that consists of a carefree, relaxing do as you please, reunion. The only time schedule to meet will be meals and entertainment. I have never known the men of the 34th B.G. to be late for chow or miss having fun, so these two items shouldn't put a burden on the days plans.

Tours to various parts of the city, to many interesting things of interest, will be available at the Hotel and can be taken in any size participation at reunion time. We have no pre-sales on tours except for the Sat. afternoon performance of the ''Gran Ol Opry''. Buy what you wish to see, see what you wish, all first hand.

If Dana gets thawed out this September (he lives in Montana), he and George Ritchie are planning a Golf Tournament. Rumor has it, that records will be set and divots replaced (you forget clubs broken, and balls lost and the 19th hole will be played).

I am certain this will be a fine time for all to make plans, to be in Nashville Sept. 13th - 16th, 1984.

Your President

Gerald Pine

There will also be a business meeting of the 34th B.G. Association while we are at the reunion. There will be an election of officers at the business meeting.

Hannah and I have been busy, sending out membership cards. By busy, I mean real busy, by the time you receive this we will have answered over 400 letters, not necessarily all membership cards, but for new members also. This is not a very good average for the group of over 850 members who have paid in since we started. We thank those who have sent their dues and remind those who haven't, that they are due in Dec., for we start our year as of Dec. 1st, Nuff said.

I had a call from Dana Schrupp, who keeps me informed about the sales of the jackets for the B.G. He has several jackets on order and the hold up is from the manufacturer of the jackets. He asked me to set the deadline for the jackets for March 15th. There was a price raise from the jacket company on the jackets and the one who does the screen printing will absorb the loss until the deadline and then the change of price will take effect. (Sorry about this, we thought we would be alright on the price for awhile.)

Prices on the golf shirts are not affected and can be ordered at anytime, but if you want one it is advisable to order as soon as possible. Do not forget the jacket deadline of March 15th. He has a sizeable order now. Dana says he will not cash your checks until the jackets are ready and in his hands. He is personally sending out the shirts and jackets. So if your check has not cleared the bank, you will now know why. Be patient and your order will arive.

I am sorry about the caps, it seems as if I ran out, we will have more later on. I will let you know. We do have the 34th B.G. Ass'n license plates in stock at the present time. I had 258 plates, cost is $4.00 each. They are real nice. 34th B.G. Valor to Victory emblem is in the center, 34th Bomb Group Ass'n is over the emblem, 8th AF is underneath the emblem, Sqd numbers are on each side and then outside of that is a B17 and a B24. Colors are blue, gold and white. They can be mounted as a license plate in the states which have no front plates, put in the window or with a little help can be mounted someplace on the car, either front or back. I have one each on the back and front.

Should anyone wanting to locate a friend who was killed in action, and was buried in one of the cemeteries in England or Europe, I have the address where you can write. I have tried to get the location of all 34th B.G. men who are buried on the Continent, but so far there is not a separate list. I have been assured, if such a list is made I will receive a list. The place to write is: **The American Battle Monument Commission, Washington D.C., 20314 William J. Ryan Col., Ad Director of Operations and Finance.** It takes quite awhile for an answer.

When I was at the Cambridge Cemetery in July, I did not get to see it all, for I was talking to the manager of the cemetery getting a list of those of the 34th who are still buried at the cemetery and a list of those whose names are on the Wall of Missing Men. When I returned home, I wrote to the address that I was given to try to get the address of the other cemeteries where our men are buried and to get the list of our men who are still there. I complimented those who upkeep the cemetery, for

the gardens about the place and the looks of the cemetery are beautiful. His reply was: ''Comments such as yours about the Cambridge American Cemetery and Memorial assures us, that our efforts to honor the memory of those who died for our country, are achieving their purpose.'' — Those of you who have never seen the Cambridge Cemetery has missed one of the most beautiful spots in England. Rightly so, for those who are buried there might have been you or me.

George Ritchie and Dan Schrupp are planning our First Annual Golf Tournament. Their plans are for a two day ''official'' stroke play, with handicaps, a gala event with cash prizes and trophies. Golfers who do not carry handicaps will be assigned one by our experienced (?) staff. Everyone has a chance to carry home a ''large'' check or trophy, so please join in the fun. All prizes and awards will be presented at the group's banquet. Transportation will leave the hotel on Thursday and Friday morning for those needing a ride. (Private cars may be used.) Printed directions and details will be available on arrival. Golfers should be available to leave the hotel not later than 9 am Thursday and Friday. Naturally you can play one day if you so desire. No problem bending the rules, not when you are a golfer. Prizes figured for each day, so every one wins. The committee is looking at 3 courses, final selection of location, green fees and carts will be announced. Fees will definately be in line with the going rate - or less, trust us. Come along bring your partner and swing away. Your check will go towards the total cost. More details as the time draws closer.

Thank You

George Ritchie Dana Schrupp

The golf reservation forms will be out in May along with the other reservation forms, so please look for them. It might be wise now to drop Dan or George a note saying you intend to be a player in the 34th B.G. Gold Tournament at Nashville. George lives at 7139 Woodchuck Hill Rd., Fayetteville, NY 13066, and Dana Schrupp lives at 1615 S Black #83, Bozeman, MT 59716. They will be glad to hear from you.

As you know, I try to include a story about the 34th B.G. in each newsletter whenever it is possible. This time I have two, both about the intruder on June 7th '44. I do not think that any of us, who were there that night will ever forget that night. It was just as it was turning dark, and you remember how late it got dark in June in England.

This story is by Don McCarthy Bombardier of the 18th Sqd... This was my sixth mission as Bombardier on a B24. We took off at 1300 hours, pretty late in the day. Our Mission Toures, France. We only had fair results. We came back in the rain and darkness and flew low with our formation lights on. At 2330 hours, Stu Stygal, our Radio Man Operator, received word that there were bandits in the area of the Home Base. I can remember telling my nose gunner, Al Davids, to get his tail back in the turret and man his guns. Within minutes our right wing plane went down in flames. I believe one man did get out with his chute. We turned off our formation lights and hit the deck, thinking we could possibly slip away from the fighters, Ju 88s, I think.

About 10 miles west of Ipswich, we got it. We were raked from stem to stern by 20 millmeter shells. The plane immediately started burning like tissue paper. Some of our amunition belts started popping off. I opened the nose turret door to help Al, and tried to help him put on his chute harness that he had taken off when he went back into the turret, and in his excitement, he had put it on up side down. I tried to open the bombay doors but they would not open from my controls. Someone elses controls finally opened them. I opened the nose wheel door and put my chest pack on. At this point Al was still struggling to put his chute on, I finally got it on him and then I slipped and fell into the nose wheel opening. I caught myself and tried to pull back into the plane. I could not make it, so I pulled my elbows close to my sides and dropped out into the night. I knew we were low, the indicator said about 500 feet of altitude when we were hit, so I pulled my ripcord immediately. I remember looking over my shoulder to see if my chute was open. Thank God it was. I swung back and forth a few times before hitting the ground at the edge of a ravine. No serious injuries, tho I did hurt my back. I was praying for the other guys. My top turret gunner, Paul Schopf, landed close to me. He sprained his left leg badly. We lay low for a few minutes, some distance from our chutes, just in case the bandits came back looking for us. Paul and I made our way to a farm house, where we ran into Richard Stevens, Steve as he was called, our navagator.

The farm couple fixed tea and cookies for us and we used their phone to call the base. We sat along the road and smoked cigarettes for 5 hours before we were picked up by a truck and taken back to the base. We heard our radio man went down with the plane. Tail Gunner Chet Nowakouski and Ball Gunner Ernie Tipton were still missing. Our Pilot, Stan Brain, our Co-pilot, Bob Buenger showed up the next day. They did their very best to gain altitude for us to jump before they themselves jumped. We heard later our engineer, Junior Craft, was in the hospital.

On June 8th, what was left of our crew went to visit Junior in the Hospital, he was badly burned, his entire head and hands were covered with bandages and the tops of his ears were burned off. He was in very much pain. I got sick at my stomach and had to run outside for a few minutes. He pulled through tho.

On June 10th we went in search of our Tail and Ball Turret Gunners. I came upon Chet at the base of a tree. He looked at first as tho he had just sat down. As I got closer, I knew he was dead. His harness, shoes and socks were missing. He did not have a chance at all. We found his tail turret about 200 yards away from him, it apparently burned off the plane. We heard, several months later, the Ball Gunner, Ernie Tipton, was found in a field, by a farmer during harvest.

I think we were the second plane to go down and the crew with Lt. Ken Hunphreys was the third. Who the first and last planes were, I just can't remember.

A few days later we had to leave Ipswich and went to a USO. They had a band playing from another base that night. They were dressed very unusual and I commented on it to the band members. They replied that they had lost most of their clothing, when a B24 crashed into their barracks. It turned out to be our plane.

Don McCarthy

This was crew number 40 of the 18th Sqd Crew Chief, Irvin Levy. Stanley Brain is now gone, killed in a crash in Texas. Buenger is in California and you have just read about Don McCarthy. The others from the plane, I have no old address for. Junior Craft was from a western state. If anyone has an old address of any of the survivors of that crew who we have not found, please send the address to me.

Here is a letter by Carrol Forister one of the men whose plane also was shot down when the Bandits hit our Mendlsham Base.

Dear Ray; Here is a bit of memory about Andy Keer, farmer by trade but certainly no ordinary farmer. Born in Scotland, Andy moved as a young man, with his parents to the farm named Wetheringsett Hall in the charming village of Wetheringset, later taking over the farm management. Upon the death of his father, Andrew and his employees tilled the several hundred acres. He was a true gentleman farmer, a stalwart figure in the county of Suffolk. His mother lived with him until her death shortly after World War II.

During the war years, Andy's place was a farm, raising food for Britain and her Allies, but he was also a proud member of the British Home Guard. After farming all day, he spent many a night on guard duty, searching the dark English skies for German aircrafts and paratroopers. On such a night as this, I first met Andy, very unexpectedly, having fallen from the sky onto his property.

7th June '44, about 10 PM, Andy was on duty talking with friends just north of the Mendlesham Aerdrome, observing American B24's returning from bombing sorties behind the newly established Allied Beach Head. Suddenly the sky exploded with air to air combat, between the American B24's and the German night fighters, who had followed the bombers back from France. One bomber on fire, hit and exploded right on the Air Base and moments later, a second B24 burst into flames. From Andy's vantage point, he clearly saw airmen (mysel

included) jumping from their crippled plane, their chutes mercifully opening.

As the second bomber veered out of control and crashed, it appeared to be in the general direction of his home, so being concerned for the welfare of his mother, Andy jumped on his bicycle and pedaled home. Grateful to find the impact was a mile or so beyond Wethersingett Hall, and his mother quite safe, Andy went outside to observe any further action. That was when our first meeting took place. I was the Radio Gunner of the flaming aircraft. I had parachuted onto a sugar beet field belonging to the Wethersingett Hall. Gathering my chute, I walked about a half mile to the farmhouse and was standing in the barnyard, when a voice from the darkness challanged, "I say there, are you one of the chaps, who just parachuted from that burning aircraft?"

Andy took me in and his mother soothed my ragged nerves with kind words and a water glass half full of Scotch whiskey. She said she had been saving it, to be opened on a special occassion and in her mind this was a most special one. Andrew drove me back to the Base (lights out), only 3 miles away. Over the years I have been increasingly grateful to this Suffolk farmer and his dear mom. To my regret she did not live long enough to know that I had survived the war.

During the following years, Andrew and his dear wife, Margaret having made my whole family most welcome in their lovely home on several occasions and our Anglo American Friendship has deepened with time.

After valiently suffering a long bout with cancer of the pancreas, Andy passed away in 1982. The Eulogy written at the time of death was absolutely beautiful and rightly so. A more kind gentel and good man is hard to find. I shall miss his annual Christmas letter, it meant so much to me and he always signed off, "Your Pro-American Friend, Andy".

Carroll E. Forster

I received another letter from Lester Brookshire, whom we have just found, Lester would like to hear from his crew, whom he has not seen or heard from for a long, long time. His crew was Crew No. 56 391st Sqd. Here is parts of his letter.

Dear Ray, I believe I was the first one of the 34th to receive the Purple Heart in action. It was on the 4th of June, my third mission. I had a helmet shot off my head and had to have 2 stitches to close the wound in my neck. A picture of the helmet was sent to all the other bases in England to encourage the men to wear their helmets and flak suits. I spent several days in the hospital. Our plane was hit so bad, we did not have one to fly for several missions. I was told our plane had an estimated 3,000 holes in it, it had to be scrapped.

I had to pass that plane everyday after I resumed flying. One day one of the men remarked to me "I'll bet no one came out of that plane alive!" I said, "you are wrong, all 10 of us came out alive and I was the only one wounded and it only took 2 stitches in my neck to close the wound."

One of the few missions that stand out after all these years is the one when we knocked out the German oil supply. If my memory serves me right, we were in the air close to 12 hours. Almost the limit of the B24 flying time. We landed with all four gages showing empty. Robert Zimmerman our Co-Pilot kept asking if we had plenty of gas. I kept telling him, "yes plenty". After we landed, Zimmerman looked at the gages and said, "Good God Brookshire, I thought you said plenty of gas", all the gages said empty. I replied, "well Bob we made it didn't we"? I can recall seeing the huge tanks of oil exploding and black trails of oily smoke coming up to 18 or 2,000 feet. What a sight.

Lester also sent me a couple of pictures of his plane and his crew chief.

If those of you who have the 34th B.G. History book will look thru the book, I think you will find a picture of Lester's helmet or a least one like he wore with the tear where a piece of flak hit it.

I have just received a letter from Harold Rutka, our Vice President. It is the one which he is sending to the rest of his crew, bringing them up to date and urging them to come to the reunion at Nashville, TN Sept 13th-16th, 1984. I urge each of you to get in touch with your own crew or friends and invite them to the reunion. Make it a crew reunion. There will be plenty of time to talk over some old times.

Hank Bloomer sent me some pictures of the men and things around the Sub Depot at Mendlesham. Hank was originally from the 8th AF Headquarters, but when our B24 was knocked down into the equipment hangar June 7th '44, Hank was wakened by his C.O. and told to go to Mendlesham and help out. Hank said "why and where is Mendlesham?" Of course he was told and Hank started for the 34th B.G. at Mendlesham and on the way he begged, borrowed and stole enough equipment to get the 34th B.G. back in the air. He was promised a return to 8th Hdq, but promises are broken sometimes. His C.O. moved on and Hank was left at the Sub Depot at Mendlesham, I know it was bad for you, Hank, but good for the 34th B.G. I do hope your pictures have returned.

There is a couple of men from the 34th, whom we would like to find very much. One is Edwin S. Smith who wrote B.G. History and was recalled to take the 34th B.G. Memorial Plaque to Mendlesham and dedicate our Memorial. I had the picture in the newsletter last year. Edwin's home was Baltimore, MD. Hank Jurgens has written or called to about all the Smiths, whom he thought might be a relative of Edwin's, but Hank has not been able to find him. I have gone thru the phone book around Baltimore and have written several Smiths myself and I have had no luck. All of you who live around the large cities in the East and in the South, look thru your phone books and see if you have and Edwin S. Smith listed.

There is another one, Robert Ballesteros, 1st/Sgt of the 18th we would like to find. Bob was formerly from NY City and I think I have contacted about every Ballesteros' in the book, but have no lead on Bob.

Do any of you from the 391st, know the old address of your 1st/Sgt Ervin S. Craig? He is not listed in any of the rosters I have.

As you know, the 7th Sqd 1st/Sgt Walter Wolinski has passed on. The 4th 1st/Sgt Robert Elsener, is still very active and I hear from him quite often. You men from the 4th Sqd who remember Bob, give him a call. He would appreciate hearing from you.

Do any of you remember a plane by the name of "Superstitious Aloysious"? If so please let me know. I am looking for a man by the name of Alfred Kovener, nickname "Koko". A friend wants to get in touch with anyone who knew Koko. Koko went down on a mission and the friend wants to know about it. He was supposedly from the 391st Sqd.

I am working on the tax returns of the 34th B.G. for the IRS. As you know we are an exempt, Non-profit Veterans Organization and we do have to file a tax return, even tho we do not have to pay, except when we make over a certain amount. I am sure we will not reach that amount the way we are going. I am including a Treasurer's report with this newsletter. As I have said before our fiscal year starts Dec 1 and ends Nov 30th each year. This gives me more time to get the tax report ready.

I received a letter recently from Harold Knudsen, who worked as a clerk for Lonnie Crook and Harry Ackerman. Harold sent me some pictures taken at Mendlesham of the base from the air. One of the 34th B.G. Group Operations and the 34th B.G. Basketball team. He has identified several of the men and we would like to have the others identified. Bob Gay, I think you are the coach of the team.

When we went back to Mendlesham last July for the dedication of our Memorial "Pete" Gray renewed old acquaintenance with a family from Mendlesham. The lady worked for the Red Cross at the base. "Pete" asked her to get the names of the ladies who have been taken care of the Memorial all these years. "Pete" is very concerned as are some of the rest of us, that we have not done something for those ladies. We should do something now and not put it off for too long a

time. We are open for suggestions, so lets hear from all of you out there about this situation. What about some ideas. We hope to go back to Mendlesham in '85 but we should not wait until that time. We can do something then and I think we should and also do something now.

''Pete'' sent me the names and addresses of the ladies, it doesn't have the first names or the English Z.C., but I think if any of you would want to write to those ladies and thank them you might write in care of:

Mrs. Millicent Scruby
2 Mill Terrace
Mendlesham Green
Stowmarket
Suffolk, England
1714 5 RW

Mrs. Brunish
2 Oak Lane Cottage
Oak Lane
Mendlesham
Stowmarket
Suffolk, England

Mrs. Capon
11 Thorpe House
Duckson Road
Mendlesham
Stowmarket
Suffolk, England

Mrs. Abbott
3 Ducksen Rd
Mendlesham
Stowmarket
Suffolk, England

Mrs. Burgess
37 Mayfield Way
Mendlesham
Stowmarket
Suffolk, England

Mrs. Beaumnot
4 Thorpe House
Duckson Road
Mendlesham
Stowmarket
Suffolk, England

Mrs. D. Scruby
Kay Hill
Mendlesham Green
Stowmarket
Suffolk, England

Mrs. Smith
Horsefair
Mendlesham
Stowmarket
Suffolk, England

Mrs. Peters
21 Mayfield Way
Mendlesham
Stowmarket
Suffolk, England

There you have about all the ladies from Mendlesham who have kept our Memorial clean and with fresh flowers in season and artificial when not in season. **What are we going to do about it!!!**

Lets make plans to go back to Mendlesham in 1985.

Financial Report

Dues and donations 1983	$4569.35
Disbursment 1983	$3548.51
Balance 1983	$1020.84
Balance from 1982	$2124.04
Balance Dec 1 '83	**$3144.38**

Memorial Fund

Donations '83 & Interest	$3493.99
Disbursment '83	$2400.55
	$1093.44
Balance '82	$6329.02
Bal of Dec 1 '83	**$7422.40**

Talked to Father Fred Brooks, he is feeling better and is back to work a few days a week. Called Al DiNenno and he says his wife, Olive, is holding her own. Mrs. Guy E. Norton informs us that Guy died in Jan. Guy was an Armanemt Chief in the 7th Sqd. Those of you who knew Guy might send Mrs. Norton a card, she lives at 3508 Sidney Dr., Mesquite, TX 75150. We are also sorry to hear of the death of Keith Anderson's wife last Dec., Keith lives at Ravenna, OH, he was a 7th Sqd man.

You men from Indiana will be receiving a letter from the Indiana Chapter of the 8th Air Force Historical Society to attend a dinner meeting on March 4th, 1984 at the Rodeway Inn, 5212 West Southern Ave., Indianapolis, IN, (near the Indianapolis airport). Time will be 1:00 for the Buffet Dinner. There will be a cocktail party (cash bar) for those who arrive early. Come on you men from the 34th B.G., lets show the rest of the groups that we can take first place. Cost of the Buffet Dinner will be $10.00, this includes tax and gratuties. Bring your wife and come on down to the Rodeway Inn. Write to Henry R. Heckman, 2140 Portland Plains Dr., Greenfield, IN 46140 1-317-804-3955.

Some time ago, I received a letter from the daughter of Halsey Glover, Mrs. Eddie Squyres, seeking information about her father. Halsey has passed away and she is wondering if any of you who knew him would please write her at 1606 W. Louisiana St., Midland, TX 79701. She would like to complete her father records. Halsey was with the 4th Sqd and if you will look at the pictures, you will find a picture of his plane ''Set 'Em Up''

I have just received a letter from Ian Hawkins of Bacton Stowmarket, England who says his book, ''The Munster Raid and After'' has been published in Germany and is selling well. He also states that the Robinson Typographic Co of 1614 S Clememtine St., Anaheim, CA 92802, is publishing his same book in America and the company hopes to have it out in April or May. This is a book about one of the raids which the 8th AF took part in. Knowing Ian, it will be a very good book. When it comes out, we can help Ian by purchasing the book. Ian has helped the 34th B.G. by keeping a lookout on the Memorial at Mendlesham. He also states he has received some pictures of the 34th but would like to receive more to put in the Pubs at Mendlesham. If you have some that you can give to him, send them to Ian Hawkins, 29 Birch Ave., Bacton, Stowmarket Suffolk, England IPI4 4 NT.

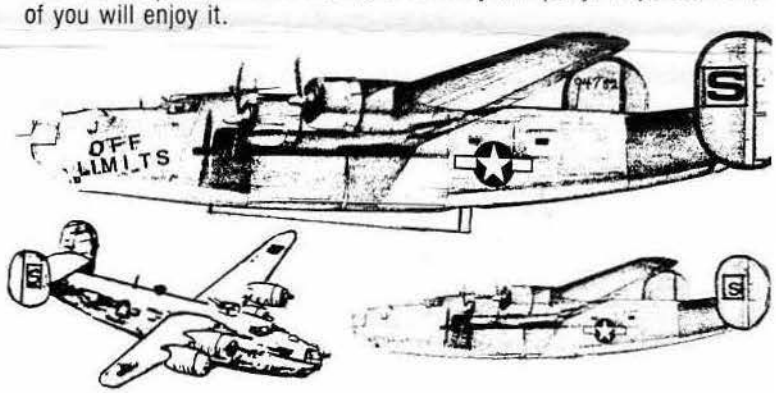
I would like to thank all of you who sent stamped, self addressed envelopes. It not only helped me, but it helped the treasury of the 34th B.G. Now if you find any mistakes in the letters I sent, think nothing of them, for I found quite a few in those I received from you and from other B.G's. Just blame it on the computer, which I do not have.

I would like to leave you with this thought. We are just footprints in the sand of time, so let us make those prints deep and wide, so we will be remembered as one of the greater bomb groups of the 8th Air Force.

Now as our English Pub Owner would say at closing:
''Time Gentlemen''

Ray L Summa

I have received several letters about the B17 that I had a picture of in the Dec '82 newsletter asking to show a picture of the B24. Well, here it is and a report from the Pratt and Whitney Company. Hope each one of you will enjoy it.



The Crate the B-17 Came In

The unkindest cut of all. A bit clumsy in the air, and dumpy-looking wherever she went, the Consolidated B-24, powered by R-1830 Twin Wasps, was the unsung heavyweight of World War II. She did what she was designed to do. She carried cargo. Mostly bombs. She wasn't a flying machine, as many pilots found out. She was a flying receptacle.

She ultimately outnumbered her more streamlined, glamorous older sister ship, the Boeing B-17 Flying Fortress. Yet she never made as many friends, even among the pilots who over and over coaxed this boxcar into the air.

Heavily loaded, the B-24 had to be handled gingerly. This was Thundermug, the Agony Wagon. Time and again, maximum gross weights forgotten, she defied the laws of gravity.

She was born in January, 1939, when Consolidated Vultee Aircraft began to prepare a design for a bomber with superior performance to the B-17 already flying. Demanded of the design by the Army Air Corps was a four-engined aircraft with a speed of 300 miles per hour, a range of 3,000 miles and a ceiling of 35,000 feet. The Army let a contract three months later on the basis of the engineering data. Before the year was out, the XB-24 was flying out of Lindbergh Field, California.

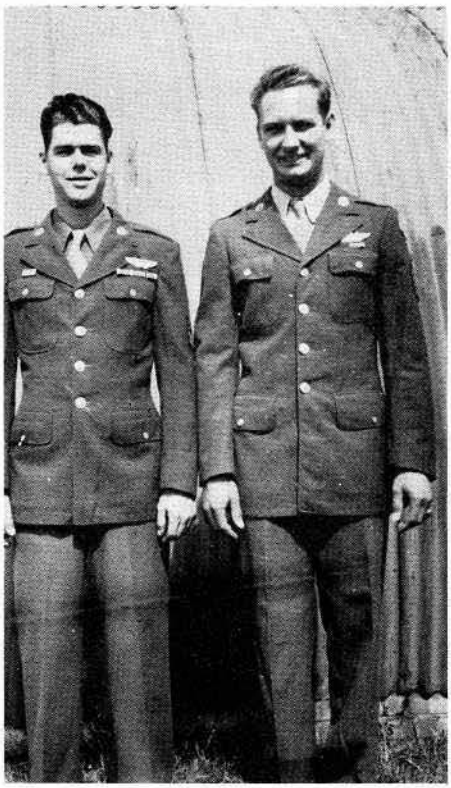
The bomber was designed around the Davis wing, a highlift-ratio wing, shoulder-mounted, permitting maximum bomb stowage and easy loading. The Davis wing was a delight operating in its special altitude ranges, a devil with bad manners other times.

Its best bombing altitude lay between 12,000 and 20,000 feet. Yet despite awkward low-level handling, the B-24 carried out the most daring low-level missions of World War II, the raid on German-occupied oil fields in Ploesti, Rumania.

Con't on page 7

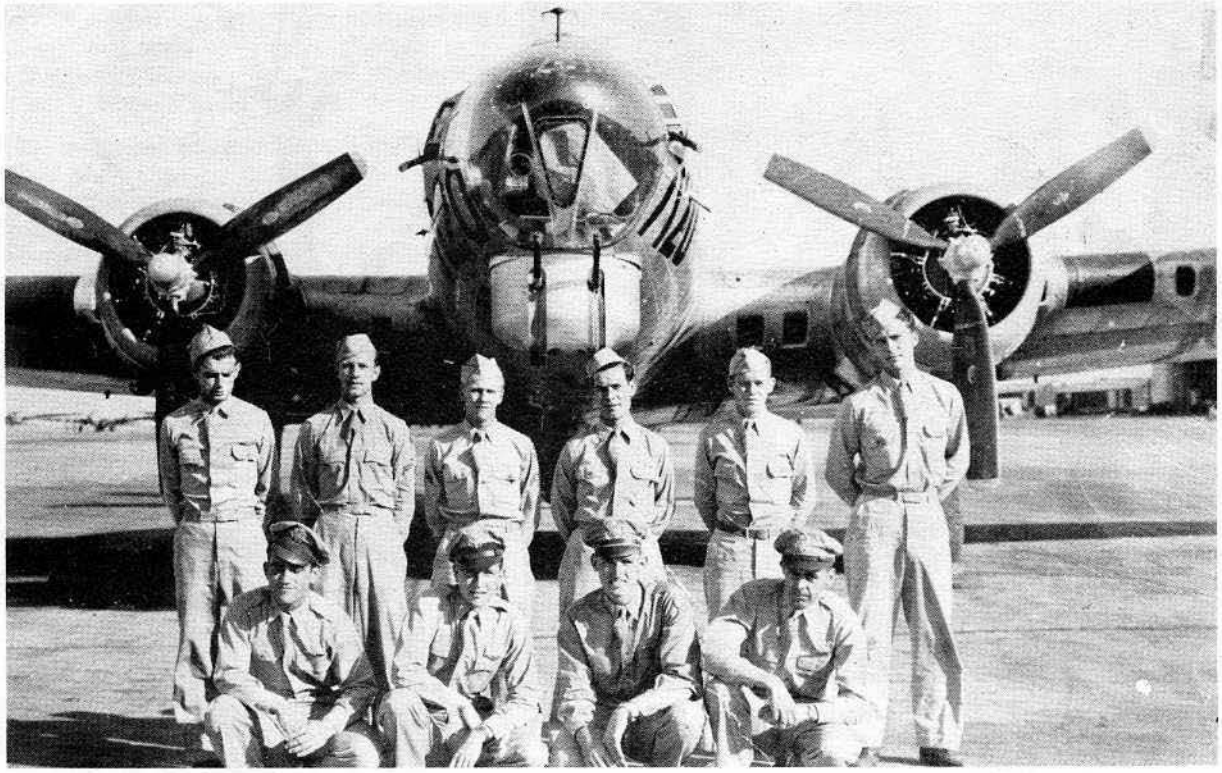
L to R Robert Gay, Coach, 2 ?, 3 ?, 4 Harold Knudsen, 5 ?, 6 ?, 7 ?, 8 K Burdeam

Lt Jack Black, John Pritz, Verl Grimme

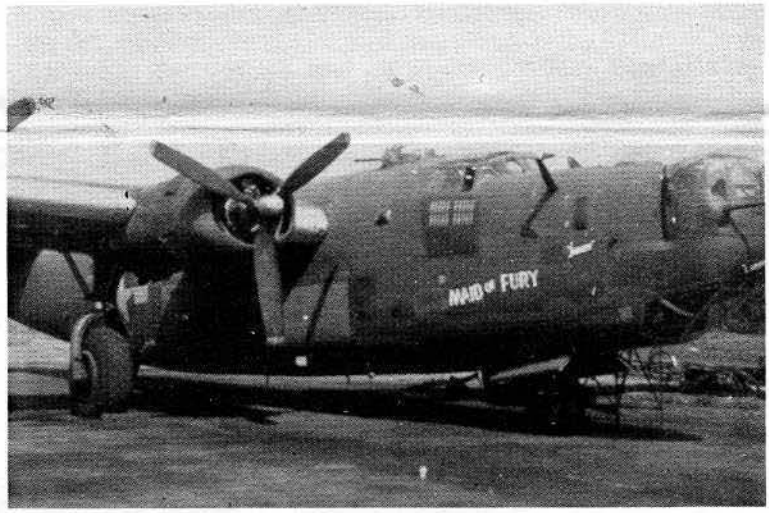


Lester Brookshire, Alex Seelhurst

Nav. unknown, Hobart McNeil, LS Robinson, unknown, TD Copeland, James Stewart, Michael Zapach, James Jordan, Morris Rosenweig, Robert Burnett



J Huling, Ken Lockwood, Wm Ilka, C Keist, J Fowler, R Chaney, F Parkhurst P, D Mote CP,
C Yarbrough Nav, L Fossum B



W. Griffis, J Crouch, R Hendricks, M Chapman, H Crawford,
W Verneuille, C Paulick, H Graham, H Glover
"Set Em Up"

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Paul Borquin Z.C to 10570

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Tymcyszyn, Edmond
Town Tonwanda, NY 14150

Parenteau, Earl
Should be Duncannon St

Long, Charles
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St Petersburg, FL 33708

Wilson, Trevett
125 Crestline #106
Clarksdale, MS 38614

Gail, Charles to
Rd 1 Box 150 A
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Williams, Arthur D
Owens Fram Lakeshore Rd
Willsboro, NY 12996

Baglio, Sam
Spelling of Exeter, PA

Spelling of Ruperchet

J. Dwyer Z.C. to 33451

TAPS

Fowler, Harold, Baden N.C.
Myers, Kermit Dr., 18 Sqd Surgeon
Hartung, John, Denver, CO
Vernuille, Walter O., Mobile, AL
Gerlick, John T., Know, PA
Norton, Guy E., Mesquite, TX
Kelleher, Vincent, Forest City, PA
Senger, George L., Alaska

Con't. from page 4

Numerous model changes of the B-24 lay ahead, capitalizing on her speed, range and capacity. She became a familiar sight from Newfoundland to England. Over the Middle East and Africa. Into Third Reich Germany. And over the vast Pacific, from the Aleutians to Australia.

Over 18,000 B-24's came off five assembly lines, more than any other American aircraft, bomber or fighter, for the United States and her Allies. Able to absorb punishment, the B-24 could stay in the air as long as the crew had power and control.

This versatile aircraft covered six years of production, from 1940 through 1945. After more than 300,000 sorties, unloading 600,000 tons of bombs in all theaters of the war, she disappeared virtually overnight.

Much maligned, she was not the glamorous twin of her Boeing stablemate. It was the British who named her Liberator, in 1940. But "The Crate that the B-17 Came In," flew her appointed rounds with solid, but sluggish dignity.

(Thirty-fourth in a series of historical profiles recalling the grand spirit in which Pratt & Whitney Aircraft was founded in 1925.)

Mendlesham Memories, published 4 times annually by the 34th B.G. Ass'n. Inc. They are March, June, Sept., Dec. Unit Conact is Ray L. Summa, 2910 Bittersweet Lane, Anderson, IN 46011.

Each issue is prepared and published in Anderson, IN. Editorial comments and stories are welcome and should be sent to the above address, along with deletions and changes.

PURPOSE

To bring together the Veterans of the 34th B.G. and to encourage social fellowship and uphold the Constitution of the United States. To perputate the memory of our dead and the history of the 34th B.G. and to preserve the spirit of comradship among our members.

34TH BOMB GROUP

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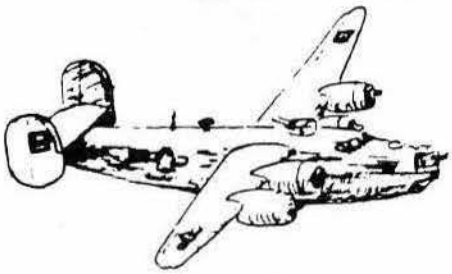

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H D Q.

34th Bomb Group Assn
c/o Ray L. Summa
2910 Bittersweet Lane
Anderson, IN 46011

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From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Address Correction Requested

VOLUME VI NUMBER II JUNE 1984

MENDLESHAM MEMORIES
34TH BOMB GROUP H

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Giant On The Beach
34th Bomb Group Reunion
Hyatt Regency Hotel, Nashville, Tennessee
Sept. 13th-16th, 1984

Walter McAllister To Be The Speaker

Fellow members and friends of the 34th B.G., Gerry Pine, President 34th B.G. Ass'n Inc wishes to announce, that Walter McAllister, 7th Sqd Pilot will be the speaker for the 34th Bomb group reunion banquet on Saturday night, September 15, 1984.

Gerry's Jottings

My "**Jottings**" this time concerns our mission to "**Music City USA**" Nashville, Tennessee.

I have consulted Webster on his version of **Reunion**. Ol' Web tells it like it is and he says a reunion is a gathering of people after a long separation. The reunion committee has tried to give brother Webster a boost. We have provided a very fine meeting place, close to the approximate geographical center of the continental United States. A place where fellow members can indeed gather in comfort after separation and discuss whys and where bys contributing to their being together in the first place. This may or may not capitalize all the conversation, but it is a dandy place to be just in case someone stretches the length of a mission or shortens the length of a runway. It could be that you were an eye witness to the facts and could bring such subjects down to bite size.

The committee for this reunion has placed a great value on the definition of reunion and has allowed plenty of time for reacquaintenances and just plain visiting. You can discuss everything from Buzz-bombs to grandchildren. Don't forget your old photos and bring the pictures of your children and grandchildren. Elsewhere in this newsletter you will see a flexible schedule of planned events. Again we left plenty of time to chat.

There should be two envelopes in this letter. One is for the Hyatt Regency Hotel for your room reservation and should be sent directly to them. The other is addressed to Harold Rutka, who is taking care of the reunioin reservations. It is to be sent to him for your meals, Grand Ol Opry tickets, bus fare to the Opry House, return from the Opry House plus a registration fee to cover postage, printing and mailing expenses. Upon payment to the Hotel for your room reservation you will receive a confirmation back from them. Upon payment to Harold Rutka, you will receive a confirmation slip concerning your status as far as meals and other tickets. The actual tickets will be distributed at the registration desk, which the 34th B.G. will have set up at the Hotel.

There is another note—I would like for the Board of Directors to come one day early. There are some details that have to be arranged ahead of time to help the machinery of the reunion run smoothly.

I am looking forward to this gathering after our long separation. I want to see a lot of our regular faces and meet several new people who have said they would be at Nashville. All in all, I sincerely believe it will be a great way to top off the Summer of 1984.

Respectfully

Gerald Pine

Gerald Pine,
President 34th B.G. Ass'n, Inc.

Reunion Program

Thursday — 13th Sept. Registration — Welcome
Mixer — Get Acquainted — Wet Bar — Hospitality Room Open
Friday — 14th Sept. 0730 — Breakfast (Sit Down)
0900 — Officers and Board of Directors meeting
1030 — Golf and Shopping — Tours — Visits — Relax
1900 — Country profile Dinner
Auction — Fun Night
Saturday — 15th Sept. 0730 — Breakfast Sit Down
0930 — General Membership Meeting
Ladies can tour shops or attend business meeting — relax
1430 — Board buses for Grand Ol Opry
1500 — Grand Ol Opry
1730 — Board buses back to Hotel
2000 — Gala Banquet
Walt McAllister will be the speaker for the Gala Banquet. Walt was Pilot in the 7th Sqd and was shot down.
Sunday — 16th Sept — 0800 Breakfast Sit Down
So longs and good bys and see you next year, either at the reunion or the trip back to Mendlesham.

Just a few words to add about Walter McAllister's crew, he was flying a B24 from the 7th Sqd A/C 43 38353. On board was:
Capt Walter McAllister Pilot
1st Lt Andrew S Champiom Co Pilot
1st Lt Eli Baldea Jr Nav.
1st Lt George Ritchie Bomb
T/Sgt Reedy Sears ROG
S/Sgt George Carroll B.G.
T/Sgt Robert C Smith T.T. Eng.
S/Sgt Otto Graff T.G.
Sgt Wm C Coons Jr R.W.G.
S/Sgt Joseph T Domino Jr N.G.

Crew Chief was Raymond Englehart who passed on a couple of years ago.

They were over Cologne and this is what the 34th B.G. records say.

At 0915 5037N—0705 A.C 353 was observed with a small fire in the #1 engine. Some crew report A/C was trailing vapor, which might indicate the wing was on fire. Approximately 3-5 minutes later, the A/C peeled out of formation and went into a shallow dive, losing 3-5000 feet in attempt to put out the fire. Following moments, black smoke issued from #1 engine. When last seen A/C was trailing smoke, under control, however maintaining altitude of about 17000 feet.

At 1012 near Liege, a B17 was seen at 12000 feet with #1 engine afire, escorted by 5 P5ls, which could possibly have been A/C 353. No chutes were seen. There is a little discrepancy in this report for it said a B17 and the A/C which the crew was in was a B24.

You will note in the reunion program which Gerry has prepared, he has mentioned an AUCTION USA to be held after the dinner on Friday night. It is to raise money for the Bomb Group and the future reunions. We did this in Cincinnati and it was very successful. We raised quite a bit of money for the Memorial fund. George Ritchie has again voluntered to be the Auctioneer as he was in Cincinnati. The request he made was not to let his throat get too dry. Most of you know how this works, if not I will explain. We all can participate in the Auction by bringing something to the reunion, something that might mean something to someone else, like an article representing your home state, such as wine, peanuts, nuts, food, liquors, painting or anything you think that might sell. Maybe you have some memorabilia from WW II which you might think someone may want. Bring it to the reunion, a place will be made for it. Please give your name and address and the article you wish to donate. As you know all dues and donations are tax deductable, so if you want a receipt let us know. You, who will not be coming and want to donate something, send it to me at 2910 Bittersweet Lane, George Ritchie, 7139 Woodchuck Hill, Fayetteville, NY 13066 or to Gerry Pine at 5414 Hwy 12, Lot 51, Waunakee, WI 53597. We will see that the Article gets to the reunion at Nashville. Lets all get behind this and make it a success.

I would like to print a letter from Randall Martin to the crew of "Ol Buddy"

To The Crew of "Ol Buddy"

I have offered to share a bottle of Pete Gray's paint thinner (better known as Bourbon in Virginia), with any crew that has a better attendance to the reunion, than ours. Please don't let me down for I might have to drink the damn stuff myself with the winners and Pete will cry if he has to give it away. Did I tell you he has packed 6 bottles of this rot gut in the suitcase that was lost when we went to England last year? Of course the English wouldn't sell anything as bad as Virginia Bourbon, so Pete wound up drinking my Scotch with Seven-up and Orange Soda.

It might be sociable if our men, Bob Dejardins and George Webster make up a crew foursome to challenge the other crews in the golf tournament. I understand that there will be special prizes for anyone lodging a ball in a pine tree, so you had better ask Bill Ferlich to join you. I also heard, Don Gibbs has been practicing every day, even in the snow so he can regain his two dollars. There will be golf available for hackers and guided tours of the Nashville area, including the Country Music Hall of Fame. Ryman Auditorium, Recording Studios, The Hermitage, or you can sit back and listen to Pete and me tell lies about the girls we met in England.

If you have a chance, offer to help Gerry Pine when he request it. This fellow has arranged the whole thing and you will see he has done a great job.

Shirley and I will be arriving on Tuesday, Sept 11th and 3:00 on US Air Flight #421 and leaving on Sunday afternoon Sept 16th at 1:30. If you need transportation, let me know and I try to arrange something.

Let's try for 100% attendance, I know you will enjoy this reunion even better than the 8th AF reunion in Cincinnati and for 1984, **"THINK MENDLESHAM".**

Randy

Now that is an excellent letter from a Pilot to his crew. I wish more of you would send a Round Robin Letter to your crew and make plans to attend the 34th B.G. reunion at Nashville, Tennessee.

Randy mentioned in the letter to think Mendlesham and to be ready for at trip back to the old base at Mendlesham in 1985. this will be discussed at the business meeting on Saturday. We are hoping to have a travel agent at the business meeting to discuss a tour back to England. This will take a lot of planning. If you have any ideas and are willing to help out, contact Pete Gray or Randall Martin, they will be getting the ball rolling. Give it some thought now. Those people in Mendlesham and the surrounding countryside really want to see their own Bomb Group, the 34th come back for a visit. Let's all get behind this and make plans to go on the tour back to Mendlesham in 1985.

How about all of you putting an article in your newspaper about the 34th B.G. reunion at Nashville, TN. Most newspapers will put it on the editorial page of their newspaper with no charge. Here is a sample you can use: **The 34th Bomb Group, 8th Air Force of World War II, will hold a reunion at Nashville, TN, Sept 13th-16th, 1984. For information call or write to: Ray Summa, 2910 Bittersweet Lane, Anderson, IN 46011, Phone 317/644-6027,** or use your own name and address. This has brought several calls and letters the last years for the reunion. Many of our people have no knowledge of our organization and the only way we can get their attention is to have notices printed in the newspapers and military magazines. Send me a copy of the notice.

Should any of you have stories to tell about your life and missions, when you were in the 34th B.G., please let me use them first. Our men will get the benefit from them in reading. Should you send them to someone, not of our organization, they will reap the benefits and profit and we of the 34th will get nothing in return, this has happened.

I would sometime in the future, with help, (God alone knows I will need it) from all of you, like to publish a book for the benefit of the 34th B.G. Or perhaps someone else might like to do it. As you look back, you will see, we are not getting any younger so if we are to do it, it must be in the very near future. Get your stories ready, I know there is a lot of them out there which can be told. Not necessarily from the flight crews, but from the ground crews as well. There has been many books written about other bomb groups but none about ours and after all we were the oldest bomb group in the USA when the war broke out. It has been said, the 34th Heavy Bombardment group is the Grandaddy of the 8th Airforce.

You know we have some historic date coming up these past and future months. The 34th went to England in April 1944. In May we went operational. In June we took part in the invasion of Europe and on June 7th, we were hit by the German Intruder as we came in from a mission. Yes, it was April when the last plane left Blythe for the modification depot in Nebraska and then to England by the way of South America and Aftica. The ground personel left immediately afterwards, along with several of the flight crew who were to travel with us by boat, so that some of the ground crew could go with the planes. We

arrived at Camp Miles Standish to await our ship which would carry us on the stormy north Atlantic to Liverpool England and then by rail to the Mendlesham Aerodrome which we would call him for awhile.

It was on May 21th, the 34th made its first mission, led by Gen. Gerhart. It was to Estampes Mondesir, 36 planes took part and all returned safely. It ws on June 6th D Day that the 34th made two bombing missions to help the men who were invading the continent of Europe.

It was on June 7th that the enemy intruder hit our formation when the planes were on the landing approach and knocked 4 of our B24s out of the sky. I have received several letters since I printed the story which Don McCarthy sent me. Don was in one of the planes which was shot down that night. I have received word from Wm Schildman that the engineer of the plane, Junior Craft was from St. Louis. Wally Brauks, who does volunteer work for the VA Hospital is trying to locate Junior for us. The D ring from Junior's parachute is in the 390th B.G. Museum at the present time.

Here is part of a letter from one of the ground personel, Harry Thompto who was at the briefing block that night of June 7th, 1944:

Yes! I remember the night of June 7th, 1944 as if it were yesterday. I was working in the briefing room, (map storage, etc) when the tail gunner of the plane which crashed into the equipment building, came into the briefing room carrying his chute. His words were: "The rest of them forward, looked dead. I jumped just in time", he had landed just a few minutes after pulling his rip cord. The German plane involved, I believe was a ME 410 and not a JU 88 as has been referred to in many accounts of the intruder. (Our records show it was a JU 88, there seem to be some argument about which plane hit us that night. Jim Hanson, Oscar Hanson's nephew, doing research on that night, had a letter from a german officer stationed near or on the enemy base saying it was a ME410.) It has been said that there were both ME 140s and JU 88s stationed at the field in France, from whence the plane flew. Maybe someone can tell us. (Research by R Summa)

Rumors came over the Tanoy System that the Germans were dropping paratroopers on all the bases in the ETO. I rushed out of front of the briefing block and lay prone on the grass with my carbine and my gas mask with a live shell in the magazine of the carbine. I prayed I would not shoot any of my countryman or any of our British Friends. The intruder flew low over the base, in the darkness you could hear the uneven sound of the engine or engines (ME 410 has two engines.) One of our .50 caliber machine guns opened up and let fly a few bursts and I think there was a searchlight also. The .50 Cal machine gun was just east of the M.P. Shack. There was a plane south of the base on fire. Must have been about 2-3000 feet and a speck would show and then a white chute would drop out. When all ten got out, the plane burned from wing tip to wing tip, suddenly it dived straight down. Yes, I am sure that June 7th will be long remembered by the hundreds of us who saw the attack that night.

Harry T.

Sometime ago I received a letter from Stan Kowalczyk, of Emery Ralls' crew. He said when the crew finished its missions, they were to meet at a reunion twenty years from that date. Do you men of crew #41 18th Sqd, remember? Well so far no reunion has taken place. Stan says now is the time for the crew to get together and meet at the 34th B.G. reunion at Nashville, TN. Emery has passed on now, killed in a hunting accident in Texas and so has Harold Moran, who died in 1981 of a heart attack. Why don't you make this reunion a Memorial to both of those men from your crew? Stan also asked about another man who flew some of the missions with his crew, Manuel J Markes. According to the records, on Oct 19th 1944 Manuel was flying as a photographer on another plane which was hit with enemy fire and knocked out of the sky. The only survivor was Leonard Fix, another member of the crew, who was blown thru the top of the plane and was made a P.O.W. until the end of the war. I have recently found Leonard, here in Indiana.

There is one special member of the 34th who I would like to convey my thanks for the help he has given me. He is Tom Hildebrand of Rembert, SC Bombardier from the 4th Sqd. I had received a letter about a year or so ago from Tom asking if I needed any help in locating some of our men in S.C. Tom went to work and found most of the men. About 6 months ago, I had another letter from Tom asking if he could help me find the men from the 34th in N.C. Course I sent Tom the list and he has gone to work on the list and has found most of them. You will find in this letter the list of men and on this list you will see all the ones from N.C. and a few from other states, whom Tom has found. Thank you Tom, you have helped me more than you will ever know.

Now is there anyone interested enough to volunteer to locate the 34th B.G. men from your state? Do I hear any volunteers? I have the Roster broken down by states and cities (thru the work of Dana and June Schrupp) and I will send it to anyone who will volunteer to help.

You will note in TAPS Column, the list of those who we have found, who have passed on. Most of these have passed on it recent years, like 1982, 1983, and 1984. Remember we are not getting any younger and now is the time to try to find our lost friends. Who knows, the next issue of "Mendleaham Memories" might have your name under the TAPS Column.

As of now we have had 460 paid their dues this year of a possible 1100. We have had 795 who have paid their dues at one time or another. This is not a very good record for the 34th B.G. Starting in September, due to the high cost of printing, I will no longer send those who have not paid their dues to date. If you are not sure, look at the membership card, which has the year, you paid your last dues stamped on it. If then you are not sure, send in your dues any way and if you have paid your dues, I will credit you with the next year.

Several weeks ago I traveled to Washington, DC to visit my sister, who was to move back to Indiana. Hannah and I took a side trip to Richmond, VA to see one of my ground crew, Junius Cobb. He had asked a few of the 34th to join us at his restuarant on Walmsley Blvd. After he had closed his restaurant and locked the doors, we moved to his back meeting room and proceeded to talk about the 34th B.G. and the ones who we knew in the group. We have been doing this now for several years and those who were not able to make it, really missed a good time. Junius and Ginny Cobb really make you feel at home and I want to thank them for the good time and the use of their meeting room at the restaurant. Among those who were present was F.A. Bristow. 18th Sqd Crew Chief. Hannah and I from the 18th, Junius and Ginny Cobb, 18th Sqd Pete Gray from VA Beach of the 7th Sqd Grady Deatherage from Collinsville, VA 7th Sqd. Tom Snellings Group Hdq. who went to the infantry in Jan '45. Dan and Francis Wimer, Richmond, VA 18th and Irvin and Betty Hardy from another B.G. Irvin likes to meet with the men from the 34th B.G., says he learns more from us than from his own group. Thank all of you for coming. All the ones from the 34th have promised to come to the reunion at Nashville, TN. Hannah and I will see you there.

On the way back to Washington, I stopped off for a few hours to see Hank and Mary Lambert who live just off I-95 at Spotsylvania. Hank, we really enjoy the visits with you and Mary and we are looking forward to seeing you at Nashville. Hank and Mary say unless something drastic happens, they will be at the reunion in Nashville. Tell Mary to have here class reunion changed so it does not interfere with the reunion. Hank as you know is a transported Yankee and now is a Southern Gentleman.

On our way home we detoured and went to Smyrna Del to see Henry and Ruth Jurgens, Olive and Al DiNenno were to come but Olive and was not feeling too good so we missed them. Pete Gray came up from VA Beach. Henry, Pete and I went to the Dover Air Base to see the B17 Shoo Shoo Shoo Baby which is being restored at the base. Pete says it is worth the trip just to se the B17.

I received a note and a clipping from George Kline, telling about the B17 which circled Washington, DC on its light to the New Air and Space Museum at the Dulles Airport.

I have just had word from Gen. Bill Creer our C.O. that Mr. George Steadman, on whose land the Mendlesham base stood, has just gone thru an operation on his hip. He was feeling pretty good. I think it might be appropriate for us to send him a Get Well card or a short note telling him we are thinking of him and hoping he will be well soon. His address is Mr. George Steadman, Brockford House, Stonham, Stowmarket IP14 5 Ly. England.

A few addresses to remember are:

Ray L. Summa
2910 Bittersweet Lane
Anderson, IN 46011
317/644-6027

Gerry Pine
5424 Hwy 12 Lot 51
Waunakee, WI 53597
608/836-3939

Harold Rutka
11 E Artavia St.
Duluth, MN
218/724-1667

Robert Wright
411 Parkovash Ave.
S. Bend, IN 46617
219/232-4287

George Ritchie
7139 Woodchuck Hill
Fayetteville, NY
315/466-0985

Call these numbers or write to these men for reunion information.

We will have a Hospitality Room at the Hyatt in Nashville for the reunion. If you have an extra bottle handy, bring it along and donate it to the Hospitality Room.

Hannah and I will be gone from the first of June until about June 23. We are off to Atlantic Beach, N.C. for a little fun in the sun and to do some fishing. Anyone of you who sees an Olds Cierra with Indiana plates and 2, 34th B.G. plates on it, honk and we will pull over. If you are around the Atlantic Beach, look me up. The plans now are to be at one of the Villas on the upper part of Ft. Macon Rd. We will be there one week starting June 9th.

Have any of you been to the WPAF Museum at Dayton, Ohio lately? If not you should go to see the displays and all the Memorials. Quite a few more memorials like ours has been placed there. I belong to the Friends of the Museum and receive a coming event bulletin periodically. One of the main events coming is the Glenn Miller Show, August 18th, 1984. This show is put on every 2 years and we have attended the last two and providing nothing interferes, we will attend this one. Why not make it a picnic, a lot of people do. Why not meet us there on Saturday, August 18th. Be prepared to come early for the show is free and if it is like last time, there was almost a capacity crowd. All the parking areas were taken up and about all available space on the grass near the Museum Building was taken up. So bring a picnic and come to the Glenn Miller Show.

The reservation for the reunion and golf games are on a separate sheet of paper. Send the reunion reservation form to Harold Rutka and the golf reservation to George Ritchie. Addresses are on another page of this letter. Get your reservations in early for the reunion. We have 400 tickets to the Grand Old Opry reserved. If we do not sell them all we can turn the balance back and receive our money back but we must do this by Aug 15th. Gerry has tried to keep the cost down as much as possible and I think he has done a remarkable job.

Just had word that Beuleah Jordan, wife of Dex Jordan had a fall in FL and broke her leg, hurry and get well Buelah for the reunion is coming up.

Bob Wright former President of the 34th B.G. Ass'n is going into the hospital for a knee operation. He will be incapicated for awhile. Good luck Bob.

I received a letter recently from Jack Hood of Lake City, FL telling of the death of his wife Hettie Hood, Jack we are sorry to hear of her death, she will be missed by all. While you are writing cards and letters, you might write to Gil and Bernice (Pop and Mom) Spence of 5 Bamboo Lane, Zepher Hills, FL 34248. "Mom" is not feeling too well and would enjoy a card or letter from each of you. Hope you both improve in health soon. I have a story about Gil and will endeavor to publish it in the next issue of the newsletter.

Bob Green of the 475th Sub Depot asked about the 34th and has sent in his dues. He did not go across with us but was there when the Yanks took over the base. He was one of the "Yanks" who was at the Flag Raising. We are finding a few of your friends, Bob. If you have any old addresses please send them to me. Bob's address is on the new list.

I still have quite a few 34th B.G. Ass'n License plates. You, who are from the states not requiring a front plate, TX, PA, IN, they would look good on the front of the car: Cost of plate is $4.00. Caps will be available soon. Those who bought jackets and shirts from Dana, should be receiving them soon, please return card to Dana.

Attention: Some newsletters will have just the reservation forms for the hotel, fill it in and send to the address on the front of the form.

Ray L Summa

Your Unit Contact

Remember you can not fly like an eagle with the wings of a wren.

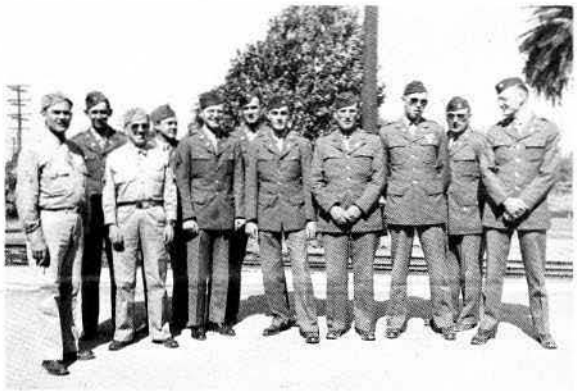
Definition of a reunion:
Where every one gets together to see who is falling apart.

REMEMBER!

MAKE EARLY
RESERVATIONS FOR
34TH BOMB GROUP
REUNION
SEPT. 13 - 16, 1984

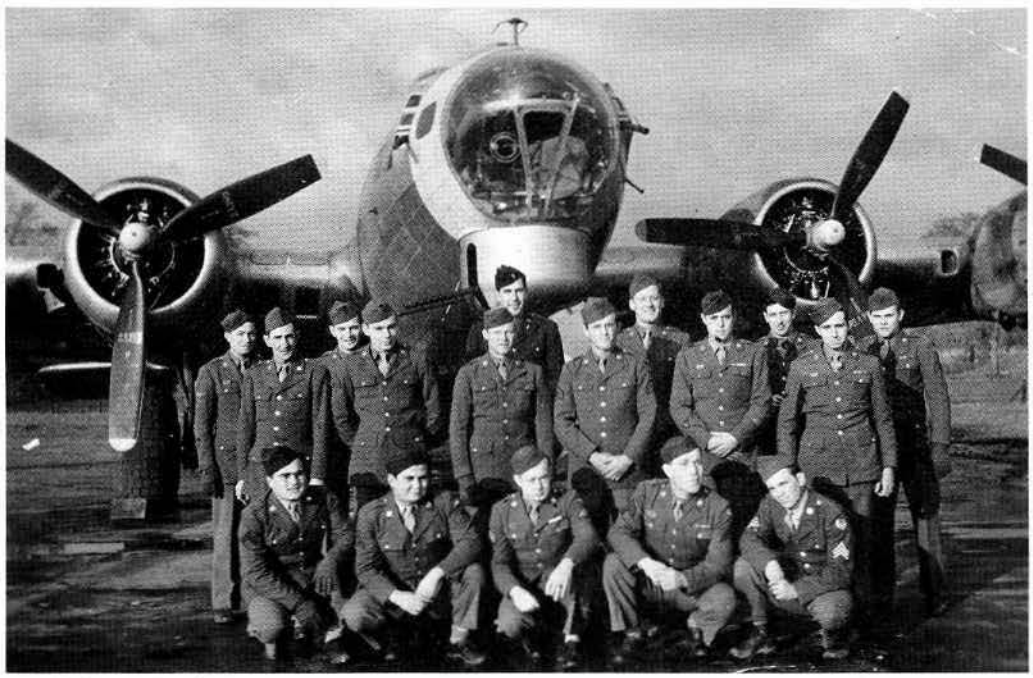
Hyatt Regency
Nashville, TN

Crew #103
Seated: Joe Krystof, Gil Spence, LeRoy Cole.
Standing: Robert Vaughn, Allan Stiemsen, Fred LeMaster, Cranston Sproul and Austin Fryer.

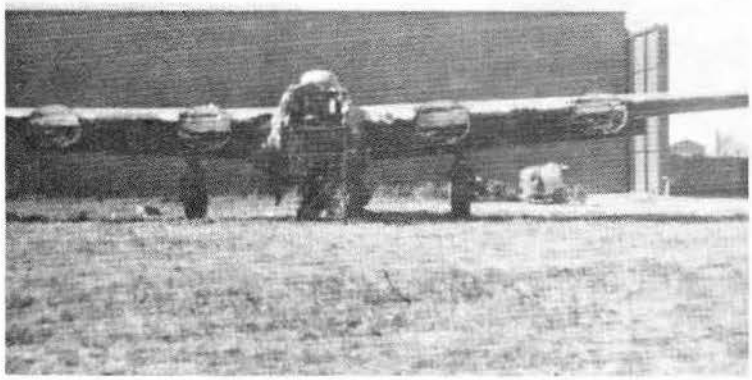


Ground Crew of 34th B.G.

Crew of Thelma Jane.
Top Row L - R: Crew Chief unidentified, John Rosequist, Louis Bowen, John Northrup, Ground Crew.
Bottom Row: Louis Tamburro, Arthur Massey, Bill Jones, Jack Borders, Albert J. Russo, Harold O. Madion, (No picture).



John C. Baucus Ord. Section
Some of those in the picture are: Robert Mitchell, Donald Graham, M. Thomas, John Ricci, C.O. Buckley, C.P. Fredricks, Harry Lykins, E.D. Hull, W.H. Poston, Sol B. Tizhey, A.J. Blanchard, J.D. Revetti, R.E. Black. Picture taken Nov. 15, 1944.



B24 being salvaged. This was the plane Lester Brookshire told about in the March issue.

Seymour Isaacs Crew of "SUGAR"
Top Row: Billy —, Eddie K. Jines, Ed Rabun, Bert Oliver, John R. Mason.
Bottom Row: Seymour Isaacs, Capt. Petersen, Pilot of Hurry Home Honey (P51), William Munter, Robert Platz, Ken Hood.

Eddie K. Jones, Frank Piereira, Seymour Isaacs, Bill Muntzer, Capt. Petersen of "Hurry Home Honey".

Last mission of Elmer T. Lian's crew Sept. 17, 1944.
Robert C. Pearce, John B. Oyster, Robert Huebler, Curtis D. Orr, John C. Wolf, John J. Denter, James R. Blackburn, Elmer T. Lian.
Not pictured: Robert Stallmach, Howard C. Burton Command Pilot, Walter Davis Radar Nav.

Crew #41 18th Sqd. Emery Ralls crew.
Left to Right Standing. Don Hughey, Albert Juris, Harold Moran, Emery Ralls, Harold Wanfried, Carl Westman, Ground Crew unidentified. Front Row: Ground Crew unidentified, Clayton Gable, Stan Kowalczyk, Earl Parenteau, John Zelenski, Manuel Marks, Wesley Franklin, C.C.

NEW MEMBERS

Buchanan, Robert
28 Gen Heath Blvd
White Plains, NY 10603

Lester, Raymond
123 Chateau Rd.
Durham, NC 27704

Polvika, John C
221 E. 7th Ave. #115
Anchorage, Alaska 99501

Johnson, Alfred M.
49 Broadship Rd.
Baltimore, MD 21220

Alling, Charles B 7
200 E 90th A #26 F
New York, NY 10218

Blake, Ernest T 18
308 W. 31st St.
Lumberton, NC 28358

Levi, Myron 18
2803 W. Border Link Rd.
Visalia, CA 93277

Taylor, Jay S
817 Ware Blvd.
San Antonio, TX 78214

Jones, William J. 7
107 Quail Neck Court
Swansboro, NC 28584

Neave, David E 391
Sec #2 Va. Center
Bath, NY 14810

Gillispi, Hugh W.
P.O. Box 846
Gobsonville, NC 27249

Friedal, John 391
6846 Sherburne Dr.
Dallas, TX 75231

Winstead, Marvin R.
1513 Cedar Bluff Rd.
Richmond, VA 23233

Haberchak, Michael 475 SD.
4030 Swallow Hill Rd.
Pittsburgh, PA 15220

Blinksoff, William R. 7
1631 Harrison
Clinton, IA 52732

Hunt, Ernest
4435 Darventry Ct.
Charlotte, NC 28226

Autry, Elwin B.
Rt. 1, Box 135
Melbane, NC 27302

Dyan, David Assoc.
303 Goode St.
Burnt Hills, NY 12027

Nickas, Harry 475 S.D.
3203 Eden St.
Bloomington, IN 47401

Adams, Bailey
1396 Federal Dr.
Houston, TX 77015

Buchan, William
48597 Cardinal Dr.
Utica, MI 48087

Vaughn, Robert G.
502 Birchwood
Highpoint, NC 27262

Moore, Benjamin D.
Rt. 3, Box 314 C
Maiden, NC 28650

Rouse, Ebren D.
764 Avenive Estanbia A J.
Venice, FL 33594

Stallmach, Robert
44 Rye St.
Seekonk, MA 02771

Thrun, Warren
50 Oak Dr., P.O. Box 627
Westfield Center, OH 44251

Saunders, Ray C.
126 Sebrill Ave
Wilmington, NC 28403

Barry, William 18
Rd. 283 A
Stanfordville, NY 12851

Gaudio, Italio
4047 140th Ave.
Bellevue, WA 98006

Sykes, James 391
40 Williamsburg Ave.
East Harwick, MA 02645

Blair, John Sr.
Rt. 1, Box 4
Camdenton, MO 65020

Cocherell, Robert, Jr.
3128 Camino Real Ct. N.E.
Albuquerque, NM 87112

Buersmeyer, Syl R.
119 Kings Rd.
Jefferson City, MO 65101

McKarrick, Ken
4 Sharon Dr.
Whippany, NJ 07891

Crosby, Winfred L 4
Rt. 1, Box 74
Lee, ME 04455

Broadhurts, Edward Mrs. Marion Travis R.C.
22 Fay Place
White Plains, NY 10604

Hillis, Layman M.
715 Hilltop Rd.
Wilmington, DE 19804

McDermott, Myron D. 7
775 Rancho Sianola Dr.
Covina, CA 91724

Nigg, Stanley A. 4 391
768 East Level
Covina, CA 91723

Mink, Clayton A. 7
RFD 2
Germantown, NY 12526

Hackney, Carl D.
1112 Laurel Lane
Wilson, NC 27893

Monegon, Omar G. 18
3303 Broadway
Tucson, AZ 85075

Borders, Wm. (Jack)
Box 325
Dugger, IN 47848

Rosequist, John C.
17 Coachlight
Mascoutah, IL 62258

Tamburro, Louis J.
580 Sliver Lane
E Hartford Ct. 06118

Madion, Harold O.
15045 Woodbridge Triangle
Farmington, MI 48018

Trutanich, Anthony 391
Fish Market
Fisherman's Warf
Renondo Beach, CA 90277

Turpin, Richard E. 391
51 Lakeshore Dr.
Ashville, NC 29004

Green, Robert L. 475 S.D.
P.O. Box 621
High Point, NC 27261

Shenfield, George
P.O. Box 531
Ruskin, FL 33570

Fix, Leonard E.
Box 56
Williamsport, IN 47993

Northrup, John F 18
610 Enger Dr.
Pascagoula, MS 39567

Kantarak, John
1642 Woodward Lane
Lakewood, OH 44107

Greene, Paul C.
Rt. 4 Box 155
Carthage, NC 28327

Tetkoski, Theodore 4
11 Reid Ave.
Monessen, PA 16062

Clark, Joseph D.
P.O. Box 111 W
Winterville, NC 28590

Hebron, William R. 7
Oak Ridge High School
6000 Winegard Rd.
Orlando, FL 32809

CHANGES

Harold Smith
City to Hartford, WI

Bill Neal zip to 62704

Grady Barfield
Add Copper Rd Box #114

John Noe
119 Glenn
Flushing, MI 48433

Harold Logan
345 Winding River Rd. 1B
Atlanta, GA 30338

Truman Wingo
Spelling of street
Poiente, zip 87505

Wesley Franklin
7851 Haberback Blvd.
Des Moines, IO 50311

Ben Simons
Add N.W. after St.

Gil Spence zip to 34248

Conway Couse
3 Grand Blvd.
Binghamton, NY 13905

Robert Hardwick
724 Main St.
Bellvue, OH 44811

W.H. Wilcox
4470 Wilson Ave.
San Diego, CA 72116

John Mollica
4345 Eden St.
Salem, Oregon 97301

James C. Smith
Rt. 8, Box 23 B
Cape Coral, FL 33909

S.P. Mellen Spelling of name
P.O. Box 1077
Gulfport, MS 39502

Robert Stoneham Sqd to 391

Sheron correct to **Sheorn**

Schlindwein correct spelling

John Baucus
Box 1682
528 Power St.
Helena, MT 59624

John Strona
9550 Fremont
Apt. A 1
Montclair, CA 91763

Ernest Long
5512 Seagrape Dr.
Ft. Pierce, FL 33450

Ward A. Yarabrough
2904 Sierra N.E.
Albuquerque, NM 87112

Donald Mann
300 2nd Ave N #305
Great Falls, MT 54901

Valkosky correct spelling

Norman S. Reed
P.O. Box 1362
Oak Bluff, MA 02557

TAPS

Brophy, William La, CA
Hardesty, Thomas, Owensboro, KY
Seifert, Walter, Utica, NY
Palluti, Anthony, Schnectady, NY
English, Clifford, Defiance, OH
Hague, John, NC
Cook, Charles A., Bawldin, MO
Travis, Cecil, Perrytown, TX
Orr, Curtis D., Houston, TX
Matthews, Charles O., Fayetteville, NC
Edwards, Glenn W., Greensboro, NC
Hines, William, Shamokin, PA
Childers, Louids D, Carnige, OK
Howell, Howard, Badin, NC
Smouse, Edgar, Orange, CA

34TH BOMB GROUP

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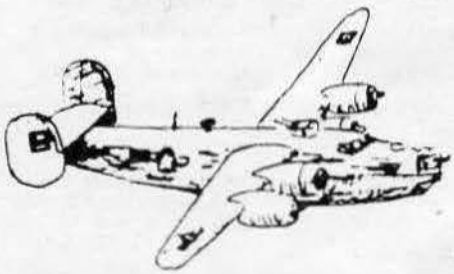
18 391



H D Q.

34th Bomb Group Assn.
c/o Ray L. Summa
2910 Bittersweet Lane
Anderson, IN 46011

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REUNION

34th Bomb. Group

4 7

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NASHVILLE, TENNESSEE
SEPTEMBER 13 - 16, 1984

Address Correction Requested

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

VOLUME VI NUMBER III SEPTEMBER 1984

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

Fellow members of the 34th B.G.:

Time is drawing near for the reunion of the 34th Bomb Group in Nashville, TN and some of you may not receive this letter until after the reunion. To those, who will not be attending, you will be missing a real good time, for this is the first reunion of the 34th Bomb Group by itself. To those of you who are attending, we appreciate your coming and know you will have a good time, sight seeing and especially meeting your old friends, friends who you have not seen for many years. Most of you will wonder, how much the others have changed but think back, so have you.

Gerry's Jottings

It happened, on my way to get a second cup of coffee this morning. I had a phone call from Mr. Ray Summa, and in his eagerness to inform me that is was again time to get another Mendlesham Memories, he ''slyly'' mentioned the fact that he would appreciate any contribution I could or would give him for his quarterly task. He also stated that it would be smashing to have it in his hand by Friday. THIS FRIDAY. (Gerry did not read my last letter to him very closely). Ray wants the newsletter composed, printed, mailed, and received before reunion time of 13 - 16th September. Deadline and ultimatums are old stuff to me as Wanda issues these every so often. Never-the-less Ray I will see if I can whip up something for the pressman to work on, and the 34th to read. By now my second cup is cold.

Vice President Harold Rutka, also Chief of registration, informs me that he had been under worked on his job. He was more than concerned, he was down-right worried. This concern brought the reminder letter, or special edition between #2 - #3 of the Mendlesham Memories. We on the Committee are with highest hopes that the registration, increases in numbers, so we can show ourselves that we are an organization with the same spirit, we proudly displayed 40 years ago.

We had 400 tickets for the afternoon performance of the Grand Ol' Opry for September 15. The unsold or unrequested tickets had to be returned 30 days prior to performance date in order to protect the finances of the 34th B.G. and also give the Opry a chance to sell to someone else. On 13th August, V.P. Rutka returns the unasked portion by 24 hour guaranteed mail. Reservation for the reunion is general, without the Opry, were still in order and available.

Now, do not be totally dismayed and give up. There are umpteen other things of interest to see in Nashville, and the tour people will be on hand to take you to any of these. This will be my fourth visit to Nashville and the first time to see the Opry. Don't forget, we are getting together to hash over days of yore and let our minds wander back in some cases even as far as basic training days.

Mary Lee, our lady at the hotel, tells me thal all is ready for the grand time. Dottie, our food lady, has a very good menu prepared and waiting. Southern cooking is always good and Dottie says the best originates in her kitchen. A good meal and a fine room makes our reunion a pleasant yearly occurance.

Bob Wright, the other committeman, has had a busy summer. In between the job of arranging the hospitality room and all name tags, he has under gone knee surgery to rebuild an inoperative joint. He is getting along fine, and will be at his station carrying on his assigned duties with his usual efficiency.

George Ritchie and Dana Schrupp have the golf course groomed for championship competition. I am in hopes that Father Fred will be on hand to keep us all in due bounds and in touch with Diety. (Father Fred regrets, he will not be at the reunion in Nashville. He must be where a Doctor is readily available, due to the stroke he had). Ray is getting things together. He told me that the trunk of his auto is already full and that is just with Hannah's stuff.

I'm looking forward to this reunion to reacquaint the old friendships and meet all the first timers.

As the Bobby says, ''Straight on Mate, you can't miss.''

Respectivelly

Gerald Pine

Gerald Pine 34th, President 34th B.G.

Just a few lines to say something about our trip thru NC, a few of you may be wondering about it. We have been home now for two months but the trip is not forgotten for we had a wonderful time doing nothing much but a little fishing and walking the beaches. In Ashville, NC where we stopped the first night, I called some of the men from Ashville but found some of you out for the evening. We did get hold of Wiley Moore, who told me Everett Coats had passed away, just recently. Everett was on the same crew as Wiley and was a P.O.W. with Wiley after they were shot down. Wiley says he will not make the reunion this year. He will be going to Europe with a group who took one of the bridges after Wiley's crew had bombed the Germans.

At Atlantic Beach where we stayed, we were visited by Tom Hildebrand, I felt that I knew Tom pretty well, having been corresponding with his these last couple of years. When a new name appeared on the roster from the Carolinas, you can bet Tom was the one who found them. Sorry you were not able to stay very long with us Tom. Maybe we will know a little ahead of time, when we are in Carolina again and we can gather some of the 34th B.G. and have a Mini Reunion. We are looking forward to seeing you at Nashville.

We visited Bill and Milly Jones at their home in Swansboro, NC, just a few miles from where we stayed. Had a wonderful time with them, Bill sent me the pictures of his crew, which appeared in the newsletter last month. Bill says he will be at the reunion. How about you Millie?

Do you mind, if I plug the NC State a little? Especially the coast and outer banks. They are beautiful and we have always enjoyed our visit to NC. If you plan to go there, make plans to see the lost Colony at Manteo, for it is real special. This year was the first time we have seen it.

Traveling up the coast from NY, we stopped in Norfolk, VA and took the Harbor Cruise. The Harbor has been renovated in most parts and is very interesting. While in Norfolk, I called ''Pete'' Gray and he was able to get hold of Harry McMillion and Clyde ''Tom'' Sawyer, and they came to our motel for a gab fest about the 34th B.G. It was a real nice evening and I was told a few things about the 34th, which I had not heard. Many of you may not know but as the 18th Sqd. planes were

running up their engines to take off for home, a man with a dog under his coat, came running out to one of the planes and climbed aboard. It was Harry McMillion. It seemed as if one of the officers wanted to take his dog home but regulations would not permit it, so Harry was given the job of smuggling the dog aboard. Yes, Harry made the plane with the dog and saw it thru, back to the states and finally on his way home, was able to ship the dog to his master. Harry, who was the dogs master? Let me hear from the Master. Have you a picture of the dog?

Clyde Sawyer, when he visited us at Norfolk said he would like to find his Navigator Joseph Trapani, with whom he had lost contact all these years. As you know Sawyer's address from the back of the history was in CA. Joe's address was from PA. Now Joe lives in San Diego, CA and Clyde lives in VA Beach, VA. Joe's address will be on the master list.

I am purposely keeping this issue short for we have a Master List to send out, with the newsletter. It is being put on the computer by Hal Province of Slidel, LA. All mistakes you can blame on me, for Hal is printing what I tell him to. You all know I can't type without making a mistake. Take a good look at the list, for you will find quite a few new names on the list. There will be some mistaken addresses for a lot of you have moved, changed Z.C. or added apt numbers to your addresses and have not informed me. Look good and if your address is not correct, send me a correction and I will make corrections in the Dec. letter. If it was not for Hal's help with the computer, the list would not have been ready for the Sept. newsletter. Thanks to you Hal, I hope I have corrected most of the mistakes.

Remember the letter I printed from Randall Martain to his crew, in the June newsletter? Well here is ''Pete'' Gray's answer to Randall. ''Pete'' was Randall's crew chief. Note how he demoted Randall from Colonel to Sergeant.

Dear Lt. Col. Martin:

In your last commnication, to the crew of ''Ol Buddy'' — which Ray Summa, surprisingly enough, printed in the June issue of The Mendlesham Memories — you made several derogrative remarks concerning the well known beverage — Bourbon Whiskey. Now Bourbon Whiskey is well known all over the states, as the pride of the South. (Respectfully spelled with a Capitol ''B''!!!

And **Major Martin —** you had the audacity to refer to it — I quote ''Paint Thinner'' — now this is very unkindly of you to say that about the most historical product of the ''Old South'', it dates back before the Pilgrams got lost and wound up on Plymouth Rock in Mass. As my old Grandpappy would have said, anybody who would make a remark like that, would not know beans when the bag is open.

It reminds me of an incident that took place in one of the cemeteries near Richmond, VA many years ago. An old man and a young boy were leaving the cemetery and the boy noticed a head stone which proclaimed, ''Here lies the remains of Thomas Gate a Yankee from Mass. — an honest man''

''Grandaddy, the boy said, ''there must be two men buried in the grave.''

''Now then you, **Captain Martin**, you would have to admit, the 9 year old boy showed considerable native intelligence, unlike you as a dyed in wool Yankee, who spent most of a lifetime eating Cod Fish and beans, who drinks like he inherited a distillery.''

The whiskey you refer to is the kind we export to Yankees and other immigrants, it has been refined and diluted to make it more palatable to your Northerners, whose taste buds can't, won't appreciate a real thing.'' ''The good stuff we keep for ourselves, it is often referred to as ''Swamp Dew'' — ''Gator Sweat'' or ''Monkey Rum'' — is so strong that one drink would leave you tongue tied and would probably make your hair fall out. It is often used as Battery Acid. Two drinks of the stuff, **Lieutenant**, and you'd be lit up like a lantern and after 3 drinks, you'd be holding a fish under water to drown it!

But I won't go on, was writing to you about a church with just one door, down at the Smokey Ordianary VA, when I got your notice, and felt I had to reply to it. Will get back to the Church later.

Anyway, **Sergeant**, we will take this matter up when we get to Nashville in September, I am sure there is plenty of Bourbon there!

What will Randall's reply to Pete's letter be? Read it in the next issue of ''The Mendlesham Memories''

I have received several letters from our members of the 34th B.G. who have sent me a story. I have some space so I will publish a few.

Stanely Kowalsczyk, of Emery Rall's crew writes: Ralls never aborted (thanks to an A 1 ground crew). We came back to the base, alone, twice after being hit over the target. The last time two hours late, (the base was locked up for the night), when we got back to the base. A few red flares got the base active again. When we taxied in, we found out we had been given up, for the last messages they got from us, was we were going down over the target. Captain Ralls has a tough job getting us out of the Lead Formation after we were hit, without hitting any other plane. Thank God, out Deputy leads on each wing were on the ball, also the lower element just below us. They gave us room to clear, It was a long ride, our Engineer said over 12 hours. The mission was Mersburg, Germany Nov. 30th 1944, which was one of the roughest. This was the same mission of which Jim Hanson asked about, when his Uncle, Oscar Hanson went down. It was after we were hit that Hanson went down. One of our planes was called ''Madam Shoo Shoo'' from the comic strip, ''Terry and the Pirates''. Her picture was painted on the nose, under the Pilot's and Co-Pilots window, but had to be covered over with Armor Plate to protect the two pilots from Flak.

From Giles Avriett:

I to will never forget the night of June 7th 1944. The 7th Sqd. was not flying that mission, (we ususally had the hardest targets) but had flown earlier. My crew was playing poker when we heard the birds returning, just about dark; I got my money and stepped outside just as a 210 (maybe a 410) came over us at about 100 ft. an started shooting up at the formation getting ready to peel off. One bird, already afire, crashed into the Personal Equipment Building. One caught fire and pulled up as the crew bailed out. We heard at the time, some civilians were killed in the crash. The guy flying my plane (Runyan?) got down to about 50 feet from the ground and haulded A_____ for over 100 miles. He must have pulled 55 in. on my engines, the whole pane was covered with oil, when he brought it back the next day. My Ball Gunner Friedal, salvaged a .45 from the P.E. and replaced the burned plastic handles with carved plexiglass. He may still have the gun today.

I noticed someone said the B24 flew with ''solid but sluggish dignity'', BAZZFOGG!!'' The B24 could go farther and 10 miles faster than a B17 — it had better engines — it could and did haul more bombs than the B17, I agree, it did not fly too good over 24,000 ft. but the only place we needed the 24,000 ft. was over Mersburg and why not let the B17 have that. They wanted all the glory —

Please tell me about the guy named Tymcyszhn, was he a gunner in the 7th? (Yes). One day we played Volly-ball and the next day he was gone. Glad to hear he made it.

From Henry Shanley:

I joined the group at Spokane in 1942 and stayed in it, I was assigned to the Group Hdg. S. 3. In this time many came and went, some voluntarily and some otherwise. Some of the frustrating times was the change over from B17s to B24s and then overseas from B24s to B17s especially the time in England when we had a B24 and were assigned to a B17 wing. It was back to the drawing board for a few weeks for training on B17.

A brief travelogue of the 34th, as I recall it. From Spokane, to Geiger Field, to Ephrata WA, about one month there, too much rail, snow and too cold. Then to Blythe, remaining there for a year or so and then to Salinas, CA while our runways were being repaired. Remember the Yougslavians at Blythe? The Pilots were Corporals and the Gunners were Captains.

From Paul Sims:
Hi Ray.

Thank you for your card and letter and the update on the reunion. My wife and I are planning to attend and will arrive Thursday afternoon. We are looking forward to meeting you and the rest of 34th B.G. I was on Art Hansen's crew and the plane was a B24 J. Last four members on the rudder was 8840. The name was LONI, however it was not painted on the side at the time we went down. There was an Ace of Diamonds painted on the Nose under the Gun turret. I am sending you this info because I think Francis Bristo (F.A.) was our crew chief, if so, I hope he will be attending the reunion.

I have no addresses of my crew but in looking thru the things the War Dept. sent my mother I found the old addresses of the crew.

While I was living in NJ in '47, I was able to contact Art Hansen, my Pilot. He had visited a couple more of the crew, Steve Kock and George Boyle, but since then have lost contact with them.

I will see you in Nashville _____.

Paul is the only one of the Art Hansen's crew I have found but as he has sent me the old addresses, I will keep looking.

Can any of you identify this plane as one of the 34th B.G.? Do any of you remember it? It is identified as a 7th Sqd. plane and had a yellow band around the nose also black and yellow stripe on the tail just aft of the rear stabilizer. Who was the crew chief and who remembers flying it? This picture is from a book B17s in action. The picture with several others was sent to me by John Blair. Pilot from the 391st.

You will note, we have a few of the Sub Depot men on the list and we appreciate them joining us. Any Base Personel, who were stationed with us are eligible to join the 34th B.G. Ass'n. If any of you have addresses of anyone from the Sub Depot, M.P.s, please send the addresses to me or if you have a friend from one of the Base Personel and have the city where they lived. This would help a great deal.

We had a couple of visitors this summer, Hal and Jan Province from Slidel, LA stopped by on their way home for a short visit, sorry you could not stay longer and see some of our scenery here in Indiana. But we knew after being gone quite a while from home you were anxious to get home.

Lonnie and Dorable Crook stopped by to see Hannah and I one afternoon. They were on their way home back to Shrevesport, LA from a reunion at South Bend, IN. Upon their return home Lonnie sent me the speech of Col. Gabreski, which Gabreski made at the Houston reunion last year.

Received a call from Gen. Bill Creer, who I reported would not be at the reunion in Nashville. Bill says he finds that he can not make it this year due to other committments. He is trying to retire and asks if anyone knows of a buyer for a shopping center in Las Vegas, let him know. It is the same one he offered to mortgage so we could pay off the Mendlesham Memorial. We will miss you at the reunion Bill. See you on the trip back to Mendlesham in 1985.

Just received a gift for the Auction USA, from John and Lenora Wooten of 60 Lilac Ave., Rialto, CA. John, it looked so good I was tempted to buy it and not take it to the reunion. But one look from my wife and I had to change my mind. (Guess she thought it was too fattening). We'll see at the Auction. John was a crew chief with the 391 and he has a message for all of you who knew him. He wants all of you to write. He says he and Lenora can not be at the reunion this year, and asks all of you to have a good time and remember him.

Had a letter from Ralph and Mary Applegate. Ralph has written all the Medics to see if they will come to the reunion at Nashville. He has some confirmation on some of them. Good luck Ralph, we will see you at Nashville.

The most wasted day of all is one when you have not laughed.

Cheers,

Ray + Hannah Summa

Ray and Hannah Summa

There will be a special 34th B.G. cancellation stamp on all letters going out to the Hyatt Regency Hotel Post Office on Friday September 14th, to honor the 34th B.G., so please everyone send mail even if it is to yourself.

Those planning on attending reunion:

Boyson, John and Florence
Gibson, James
Gibbs, Don and Shirley
Ryan, Dick
Jalving, Marvin and Lois
Province, Hal and Jan
Jackson, Wally
Perry, Harry Willie
Rohrbaugh, George and Lillian
Bice, Robert and Zelma
Carothers, Harold and Lilly
Lester, Raymond and Mary Ruth
Reed, John and Margaret
Simpson, Robert and Betty
Thompson, Ray and Valerie
Zapach, Michael and Mary Ann
Billman, Charles and Isabelle
Anderson, Alvin and Julie
Hann, John and Rose
Anderson, Keith
Scherr, Fred, withdrawn wife ill
DiNemmo, Al
Pratt, Bob and Arline
Deal, Marquis Lloyd
Friedel, James and Margaiel
Danielian, Leo and Melene
Krystof, Joe and Fran
Willis, Clyde and Terry
Elliott, Lloyd and Carol
Baumgardner, Don and Vera
Klusmeyer, Emmett and Loretta
Blair, John and Mary
Windsor, Dick
Blair, Jim
Adams, Bailey, Ruth and Marcia
Sims, Paul and Frances
Ferlich, William and Ruth
Gradin, Bob and Ginny
Rogers, Rog and Margo
Reed, Jim and Martha
Marciel, Earl and Helen
Schonthaler, Kal and Evelyn
Share, Jack and Marian
Hohnstreiter, John and Billie
Brown, Ray and Harriett
Stivender, Jim and Stella
Thurner, Charlie and Toots
Hartman, Merle
Schroeder, Robert and Jennie
Anderson, Paul and Beryl
Nichols, Carl
Nichols, Bran and Bea
Ivey, Kivett and Lucille
Lawler, Edward
Brauks, Wallace and Doris
Odom, Jack and Beatrice
Walker, Oral and Marjorie
Barclay, Charles and Roberta
Simmons, Fred
Humphreys, Kan and Renee
Campbell, Bob and Liz
Wright, Doc and Doddie
Sudderth, Clyde and Betty
Loiselle, James and Brenice
Swan, Ray and Grace
Habiger, Tony and Joan
Habiger, John and Lelia
Baer, Bob
Strong, Earl
McSpadden, Allen and Mabel
Davis, Robert and Zoe
Prillaman, Arnold and Zoe
Applegate, Ralph and Mary
Baugham, Cleo and Freddie
Sivrett, Frank and Alda
Beckham, Jennings Blake
Webster, George and Shirley
Lopez, Mr. and Mrs. Mike
Meehan, Bernie and Margo
Lopez, Leonard and Adrianna
Mikes son and daughter-in-law
Braeger, Bob and Deanna
Weaver, Charley and Betty
Tavasti, Rose and Kate
Jergens, Henry and Ruth
Wolstencraft, Samuel and Arlene
Peterman, Mr. and Mrs. Clarence C.
Parrish, Harold and Norma
Gibbs, Claude and Audrey
Baglio, Samuel and Lydia
DeHaan, Ben and Helen
Koenig, Al and Marcy
Crook, Lonnie and Dorabel
Pontius, Robert and Dora
Kline, George and Margaret
Cannon, Dale and Janet
Scherr, Fred and Ada
Schmidt, Francis and Edith
Slade, Jim and Marion
Babcock, Bud and Lucille
Ryals, Marvin and Helen
Kaiser, Raymond and Alice

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Address Correction Requested

34th Bomb Group Assn.
c/o Ray L. Summa
2910 Bittersweet Lane
Anderson, IN 46011

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REUNION

34th Bomb. Group

NASHVILLE, TENNESSEE
SEPTEMBER 13 - 16, 1984

34TH BOMB GROUP

H D Q.

NEW MEMBERS

Blair, James N Assoc
Rt Box 4
Camdenton, MO 65020

Windsor, Richard N Assoc
P.O. Box 205 5th AF
Oasge Beach, MO 65065

Milliken, George
P.O. Box 8413
45 Fessenden St
Portland, Maine 04104

Trapani, Joseph 4 18
17581 Matial Dr
San Diego, CA 92127

Palmiter, Randall
5839 Lyman Dr
Battle Creek, MI 49017

Mixon, J H
P.O. Box 685
Hamilton, AL 33570

Waite, Ernie
1108 S 4th St
Alahambra, CA 91801

Bryde, Gleen M
Rt #1 Box 205 A
Pound, VA 14279

Stemen, Carl B
317 Highland Blvd
Bremen, OH 43107

Schmid Alois "Buck"
1953 Sheffield Ave No
Chicago, IL 60614

CHANGES

Abraham William
Gulf Oaks Condo Unit 8

Donlon William
41 Brinkwood Rd
Brookville, MD 20833

TAPS

Mrs Olive DiNenno Wife of Al DiNenno
King of Prussia, PA
Mrs Virl Grimme Wife of Virl Grimme Tipton, IN
Oren P Hopkins Goltry, OK

VOLUME VI NUMBER 4 DECEMBER 1984

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

HAPPY HOLIDAYS

The Officers, Board of Directors and Hannah and I wish each of you the best for the Holidays and the coming year of 1985.

1985 President Harold Rutka

Greetings:

I wish to thank the membership for their vote of confidence in electing me your president for the coming year.

Our Nashville reunion is now history, and it was the biggest and best that we have ever had. It was a pleasure to meet so many members, who have never attended a reunion before, we hope that they continue to attend the future reunions.

The plans for the coming year include a trip back to Mendlesham, and rejoining the 8th AFHS at Wichita, Kansas October 17 - 20, 1985. The officers will make a decision on when and what company will make our arrangements for Mendlesham. You will be notified as soon as the plans are finished.

The 1986 reunion is also under consideration — 12 places were named during our business meeting — you all will be alerted to the time and place. You can then begin to make long range plans, to make it our biggest ever reunion.

Genevieve and I wish you all a Merry Christmas and a Healthy Happy New Year.

Harold C. Rutka

Gerry's Jottings

This will be my final ''jottings'' to the Mendlesham Memories, and to the membership of the 34th Bomb Group. My term as president expired at the last reunion. The leadership is now in the very capable hands of Harold C. Rutka, with James F. Martin flying co-pilot, or Vice President. These fine men have some great programs in the mill for the benefit of the 34th Bomb Group Association and its members.

I want to thank all the people that worked so diligently to make the Nashville reunion the success it was. By these long hours of toils and labors, we cultivated a bumper crop of attendees to the reunion and took care of them after arrival. This 'crop' is an established record for attendance and a goal to aim for in future reunions. As reunion planner, I personally am very proud of the turnout. I thank each of you for your efforts put forth to be there.

Those members that didn't, or couldn't attend are missing a lot of good fellowship and fun. All members should strive to attend at least one of these gatherings. Just to hash over old times with old buddies and to attend the business meeting to find out who and what makes your organization ''tick.'' Your better idea can only be heard from you there. Also, of course, the reunion is very seldom, if ever, held in the same city giving everyone a chance to see a different landscape and other points of interest.

All who attended the Saturday night banquet will recall — we were a tad crowded by being placed into a smaller area than we had contracted for. This hotel sponsored ''Goof-up'' has been adjusted by negotiations between the 34th Bomb Group's Reunion Committee and the hotel. I will add here and now — to the satisfaction of the 34th Bomb Group's Reunion Committee. This adjustment also included a written apology from the general manager of the hotel.

The year I worked with you as your president was just grand, and I have no idea of going out to pasture now. I have promised both Harold and Jim that I will be available for help if needed, for the benefit of the 34th Bomb Group Association.

To all members — we have had a good 34th Bomb Group year. We will strive to make 1985 a better one.

Be good to one another, because the 34th people deserve the best. **Happy Holidays...**

Gerald Pine

LETTERS FROM...

Pete Gray

The reunion at Nashville was really a humdinger — wasn't it? Don't know when I've seen so many people having a good time unless it was on the trip back to England last year! And — since only the 34th was involved this time - we didn't have a lot of ''furriners'' getting in our way!

Everything went a whole lot smoother - except for a few small incidents — that at any reunion I've been to before. You could see that the ''planning commission'' had done a good job! The Eighth Air Force could take lessons from the 34th on how to organize and operate a reunion!

So — to Gerald Pine and Wanda, Harold Rutka and Genevieve, Ray and Hannah and all the others who did so much to make it success, we want you to know how much we appreciate your efforts. It was the most successful reunion yet!

Also, since this was the first reunion we've had in one of the Southern states (Florida and Texas don't qualify for this) it was the first opportunity many have had to see this part of the country close up! It's mighty pretty country!

I arrived a day or so early, and of course, the first person I saw was Ray Summa! (If we had to pay Ray a salary equal to what he does for the 34th, it would have to be the size of the National Budget!) Ray and Hannah were talking to Randall Martin, the Yankee from that undeveloped area north of New York City known as Boss-ton, MS. But then, Ray and Hannah are nice people, they'll talk to anybody!

Everett Rose came all the way from Washington State which must be 2,000 miles away. Bruce Sothern came down from Minnesota and Francis Schmidt from the wilds of Montana! In fact, I think there were some from almost every state in the Union. Roy Tavasti came in from California as did several others! Harold Rutka (MN), Grady Deatherage (VA) and Wayne Howarter (KN) were there also. All were in Shelby Alexander's crew in ''Belchin Bessie''. Alexander couldn't make it but he would have been proud of what some of his crew have done. Grady Deatherage was our first President after we formed some years ago. Harold Rutka is our current President and Wayne Howarter is on the Board of Directors. That's pretty good for one flight crew! Of the

ground crew of "Belchin' Bessie" Romeo Therrin came down from New Hampshire and he and Francis Schmidt got together for the first time since 1944! Forty years ago!

I was in the Hospitality Room when I first saw Romeo. He came in looking like he was lost, but when he saw me over by the bar, his face lit up with a grin as wide as a watermelon rind! I wasn't sure whether he was glad to see me or the whiskey on the table! Ray, sometime when you get a chance, get Romeo to tell you what he and I did on D-Day, June 6, 1944! I spent a lot of time in the Hospitality Room, there was always someone coming in that I hadn't seen in years and years! And, as is to be expected, most seemed to have been infected with what is known as the "B" syndrome — Bald heads, Bifocals, Bridgework, Pot Bellies, and Bunions! But thats what happens to you when you accumulate a lot of mileage — as most of us have! Not age, just mileage! Another familar face was that of Marvin Ryals of the 18th Squadron (Tech Supply). He was originally from Georgia but had left the country several years ago when he moved to Florida! In talking with him, found out that he and I were together down at Biggs Field, El Paso, TX. We left there in early 1943 for Blythe, CA and the 34th B.G. along with Irving Levy, later a Crew Chief in the 18th. Ryals hadn't changed too much — he now wears glasses though. Which shows you what good clean living will do for you.

Was trying to explain the merits of that to Randall Martin later that day down in the Hospitality Room when someone who looked very familar came in. It was Dr. William Alston, the Flight Surgeon in the 7th Sqd. We went over and talked to him for quite a while — Martin remembered him as well as I did. He's now living in Tulsa, OK and is semi-retired. He looked as fit as someone half his age, and when I asked him how he managed that, he stepped back a little and said, "Its easy, all you have to do is this, some 25 times a day!" Then he shifted his weight to one leg, and then, without any effort, he swung his other leg up over his head until it almost hit the ceiling! We stood there with our mouths open. He lowered the leg down, but almost immediately swung it back up! "All it takes is practice," he said. His wife told us he was double-jointed and could do all kinds of things like that! I told her that if I ever tried something like that, I'd break at least half the bones in my body! It sure was nice talking to him again, after all those years!

Roy Jones of the 391st was there, along with George Ritchie and Walt McCallister of the 7th Sqd. All three were shot down over Germany in the Fall of 1944 and remained POW's until the war ended! Ritchie was our "Auctioneer" on Friday night and succeeded in raising over $2,000 for the 34th! Thats the second time I've seen him do this and I'am always amazed at him, he never seems to run out of steam! McCallister gave a most interesting talk at the Saturday night banquet on his experience while a POW in Nazi Germany. Before he started however, he asked how many in the audience had been POW's and over 50 hands went up. Most of us were amazed at that, we had no idea there were that many! Two old buddies were once again united, Jennings Beckham and Frank Sivert. Their association with the 34th, goes back to before the days at Blythe! Clyde Sudderth ("Sud") and Kivett Ivey, both from North Carolina, also came. "Sud" was taken sick on Friday and had to go to the hospital, but by Sunday had recovered sufficently to make the trip home. Talked to him on the phone later in the week and he said he was doing fine and everything was OK! Sudderth, Francis Schmidt, Kal Schonthaler, Romeo Therrin and myself, all slept in the same "ut" during our stay in Mendlesham!

Spent a few minutes with Bill McDannold, a 7th Sqd. pilot, and Dwight Kelley, who was in his crew. They made their last six missions in Ol' Buddy, the plane that Charles E. Smith (Michigan) and I worked on. The final one was on September 17, 1944 and this was Septemer 15, 1984, almost forty years later to the day. McDannold was surprised to learn that "Ol' Buddy" survived the war, which ended some nine months after he returned home. Also, after he had finished his tour in England, and was preparing to return to the States, they asked him how did he want to go, by boat or to fly. He told then he'd stuck his neck out 35 times and figured that was enough. So rather than press his luck too far, he'd go home by boat. I would have done the same thing!

Now thats just **some** of the things that went on out in Nashville, during the 34th's first reunion! As I told Gerry Pine, I had a wonderful time! Met with some old friends, drank a little whiskey, told a lot of lies, and thoroughly enjoyed myself! And I think everyone else did too!

I want to apologize to all of you who came to Nashville expecting to get some good ol' Southern cooking. What you got wasn't Southern cooking, not by any stretch of the imagination! You've got to go to some places other than these "tourist towns" to find that! I found just such a place on my way home and I wished that some of the members of the 34th could have been there with me!

Just a few miles east of Knoxville, on Interstate 81, is the small town of White Pine, TN. At the turn-off there, you'll see a large **new** motel which is where I spent the night. The young lady at the desk said I could get something to eat at the Truck Stop across the way, but she thought I might do better at a smaller restaurant down the road. And she was right! It was a smaller restaurant, but it was clean and neat as a pin. I took a seat in an empty booth and this pretty young girl brought me a cup of steaming hot coffe, and handed me a menu. "Honey," she said, "I'll be with you in jes one li'l ol' minnit!" Right then I knew I had come to the right place! I chose the "boiled dinner" and that too was a good choice. Boiled fresh cabbage, hidden under a slice of good ol' country ham! Boiled "new" potatoes, swimming in real butter and fresh cooked butter-beans, cooked real Southern style! How come we never got anything like that in Nashville? For dessert, there was some delicious banana pudding along with another cup of that good coffee. Now that was **real** Southern cooking, a meal fit for a king! When she gave me the check, I asked her what time they were open for breakfast in the morning. "We open at six o'clock", she said," and you all be sure to come by, we're having hot biscuits, country ham with red-eye gravy and eggs anyway you want' em!" I promised her that I would be there. And I was, there was no way you could have kept me away! Incidently, my check for supper that night was $3.95, and breakfast the next morning was $1.95!

You all take care now,

"Pete" Gray

Bob and Rose Marie Baer

Dear Ray:

I must tell you how much I enjoyed the reunion program. It was super. I finally got my wife Rose Marie to come and she really enjoyed the activities and dinners, we liked the cook-out dinner Friday nite and enjoyed the Auction USA.

I thought the 34th B.G. cancellation stamp was a brilliant idea, my wife wrote letters like mad. I know Harry and Willie Perry would have enjoyed the reunion, but due to illness in the family, they could not make it. Rose Marie and I thought Walt McAllister was very interesting and the gala dinner, the meal itself was excellent. Although the seating was tight, I think that Janet and Dale Cannon, had the right attitude, in that a little cozyness was nice in that you got to meet and know your dinning partners, around you, better.

My only disappointment, was that when we arrived at the hotel around 1400 on Friday afternoon, and we did not get our room until about 1645, after driving about 5-6 hours, I was ready for a change and come down to the Hospitality Room to meet the troops and get slightly enebriated. Aside from the inconvenience, I think the First 34th B.G. Reunion was fantastic. I told my dining partner, that in 1975 at the 8th AF Reunion in Dayton, OH the 34th had 12 people and here 8 years later we had over 300. Thanks to the hard work that you and Hannah have put into the 34th!

Harold and Lilly Carothers

We really enjoyed the 34th B.G.'s First Reunion, you and the Club Officers and Directors made it a real success.

Oral Walker

I was quite impressed with the job you and the Board did putting the reunion together.

Frank and Alda Sivret

Alda and I had a mighty great time at the reunion. Can't wait for the

next one. Here is the check we won at the drawing, the ass'n can use it more than we can.

Leo Danielian
The reason I had not joined the 34th B.G. Ass'n was that I was not sure that I wanted to. However, the reunion convinced me that I should.

I really enjoyed the camaraderie, the hotel was first class, the food they served us was not too hot, the golf course a cow pasture — Grand Ol Opry was super. All in all my wife and I had a great time. The highlight was meeting Harold Parrish, Leon Salverson, and Henry Jurgens and you, all of the 18th Sqd. We plan to attend the next reunion.

George and June Ritchie
Well, Nashville was a success. I hope you know that with out you, it never would have come off. Believe me the people were shocked that the turnout was so large. Good work. I want you to know that June and I appreciate all your efforts. The Golf games were a success. We even ended in the black. A ball park figure: Golfers playing Thursday 17. Golfers playing Friday 47. I would like to thank all those who played and those members who shared their cars and equipment to insure that everyone had a good time. Personally I feel the golf, the Auction USA added greatly to the enjoyment of the reunion.

We may change the format and make golf 9 holes or a real contest -let AUCTION USA become a silent Auction, change it someway to make it exciting but I feel it is a natural money maker and entertainer.

June and I will attempt to make the '85 reunion, with moving and getting a new hip, I can't firm anything. **(You all saw George limping because of a bad hip, he is planning to have it taken care of. I am sure the operation will be a success and you will soon be back directing the 34th B.G. Golf Games, at future Reunions. Thanks for all you did at the reunion. You and Dana directing the golf game and you doing the auctioneering and with your crew helping you. Thanks from all of us) R.S.)**

Charles Barclay
The reunion of the 34th B.G. in Nashville was one of the most enjoyable events that I have ever attended. Seeing 7 other members of our crew after 40 years was something to remember. (Allen Israelsen Crew)

Michael Zapach
As you know I was in the 18th and was on Copeland's crew. I went over to B24's originally and made 29 missions on it and one on a B17, when they changed over. We had made 18 missions on our plane, "The Uninvited", and went on rest leave. A replacement crew took it on its 19th mission and never returned. I had a great time at the reunion in Nashville (my wife and I) and it made my trip, when I met my Co-pilot (Leroy Robinson), I was the nose gunner on the crew.

Rose and Eli Baldea
We do have a great bunch in the 34th and we were very fortunate to have one of our crew, George Carroll, join us for the first time since the war, he too was a P.O.W. and did not know what happened to the others. We have been in touch for many years but could not get him to come to our reunion. Met Pat and Helen McKeon from New Hampshire, who wasn't part of the crew but a close friend from another crew. The only thing as a form of objection from the two newcomers was not enough time to get together and really talk. Well we who come to all the doings, find it difficult to start from the beginning, as we did when we first came to the reunions, well we had covered so much ground that we forgot how it was at the beginning.

James and Katherine Alexander
Hannah, just a thank you for all the hard work you did during the reunion, it is people like you and Ray that makes things so succesful. We had a very good time and hope we will be able to make another.

Bill and Viv Creer
Happy the 34th had a good turn out in Nashville and they enjoyed themselves. Hope we can make Wichita.

Al and Agnes Israelsen
It was a great reunion for us as you can see. It seems remarkable that so many of us were healthy enough to get there and even more remarkable that our 8 wives, all of us married in the late forties and early fifties, were there too. The group represents about 300 years of marriage and we swapped stories at Nashville, it sounded like 300 years of happy marrige too. **(Al sent me the pictures taken at Nashville with all of the crew and their wives. the were #1 crew in the 34th going across and this year they took #1 attendance with 8 present).**

Randall and Shirley Martin
Had a real good time at the reunion. Here is a letter to "Pete"
"Pete" yo old reprobate. I wasted a whole day in Nashville looking for some of that Virginia Gentlemen bourbon you so highly recommended. And this was prime time when I could have been stomping my feet at Opryland or playing golf with Bob Desjardins and George Webster. To go on with the story, I went into every liquor store in Nashville at about 11:30 at night, I ran into an old retired gentleman (about 65) from the hills of Tennessee who was moonlighting as a clerk in a local gin mill and asked him where to find some of this famous Virginia Gentlemen bourbon. He said, "Son, you don't buy that in a liquor store, try a paint store tomorrow. The Rebels down here try to peddle it off to you innocent unsuspecting Yankees, along with grits, collard greens and country ham, but don't let them con you, we natives use it as paint thinner." Now "Pete", what do you say?

By the way, on my last trip to Newfoundland, I picked up a local rum called Screech. After three drinks of this, I did drown a 400 pound codfish by holding it under water.

Henry and Audrey Tobiason
Just a note to tell you how much we enjoyed the Nashville Reunion, we thought it was great and also we enjoyed Nashville. We stayed over on Sunday and took on Opryland, which I thought was better than the Grand Ol Opry Matinee on Saturday afternoon. So much fine young talent.

George and Margaret Kline
Dear Ray;

First my wife and I wish to express our sincere thanks to you and our other faithful friends for a very successful reunion. The hotel the committee selected was a very good one. It was a beautiful place, and the staff very friendly and efficient. The hotel was first class and the committee got us very reasonable rates. Our cookout, and its location was very memorable with the Capitol background providing the picturesque backdrop. The food was also very good. The banquet was very enjoyable, despite the sardine condition.

We found it very easy to make friends though I didn't remember any of the fellows. That shows what a great group we have. We did take some good pictures before my new Nikon Camera developed over heating problems. Heat marks occurred on some of the pictures and loss of pictures also. This happened during the cookout and I missed getting some pictures with the Capitol in the background. I did get some of the table set up just before dark.

We all owe expressed thanks to the ladies who worked hard to assist the committee. I never did get to ask "Pete" Gray which "White Lightening" was the best. They were serving up some good ones to prove claims. I wrote to John Wooten telling him, we made the winning bid on the Fruit Tray. You were right and it was very good.
Again, thanks to the Guys and Dolls for everything.

Ray and Hannah Summa
After seeing what the others wrote I will make this short (Hannah says I probably will bore you all again).

Thanks to all who came to the reunion and to those who were on the committee, it was a wonderful reunion. I am sure all of you enjoyed the first 34th B.G. Reunion and seeing old friends again. As one man put

it, rehashing old times and telling stories we have told to friends so many times, that we, ourselves begin to believe them. I hope I was able to talk to everyone there. So many I could not keep track off. If I do not mention your name in the newsletter, I am sorry for there were so many of you and if I did, this newsletter would not get written on time.

Most of the committee arrived in Nashville on Tuesday to get set up for the reunion. The ladies of the committee worked Tuesday afternoon and all day Wednesday on the tickets for the event. The Grand Ol Opry tickets had to be put with the others and this took time.

Time out was taken of an evening, when we all went out to dinner to some of the dining places in Nashville. As several of the people arrived on Wednesday it was decided to open the Hospitality Room and the Registration Booth early Thursday morning to register those playing golf.

Hannah and I opened the PX early on Thurs. morning and sold quite a few 34th B.G. caps to the Golfers, as the day promised to be hot with a lot of sunshine. The registration Committee was so busy they had to take turns to go eat. Hannah went to breakfast with "Pete" Gray and I think he was embarrased because someone thought that as he was with Hannah, that he was me.

One fellow, John S. Smith came up and introduced himself. I remembered him, for he and his crew had flown my plane. I also had signed his diary just before he came home. I introduced him to Hannah and before long he was helping her in the PX. Hannah says thanks John, for the help. You are quite a salesman.

One man came into the room, that I thought was very familiar, yes it was Jennings Beckham, Line Chief 7th Sqd. When he took his glasses off, I saw he had not changed too much in the face. When the others from the 7th Sqd knew Beckham was there, they crowded around to say hello and rehash old times. Beckham was my Crew Chief in the 7th, when I first hit Blythe. I went to the 18th as crew chief when we went over seas.

I say thanks to all who brought a bottle to the Hospitality Room. Did you all get a drink from "Pete's" Lacquer Thinner?

The Golfers soon came back from the Golf Course and by their looks it must have been very hot, for most were looking for a drink and to sit awhile and talk.

We had planned to take the Dinner Cruise but if was all filled up, so a group of over 50 went to Painters Alley just a few blocks from the Hotel, to the Kings Table. The food was good and the price was high. It was not too bad until 8:00 when a $5.00 Entertainment charge was added to your bill. Ask Charlie and Carrie Smith about this. Smitty, I bet your sister-in-law never lets you live it down. Charlie's brother Denver and his wife Betty had joined the Group for dinner.

Friday morning the Golfers left early to play golf, this was to be another busy day. The PX and the Registration Booth had to be kept opened as our members were still arriving. It was also the day for the 34th B.G. BOD meeting.

Articles of business was discussed and things were discussed to bring up at the business meeting of the members of the Group on Sat. morning. Such as, the trip back to Mendlesham in 1985 and where to hold the 1985 reunion of the 34th B.G. It was to be recommended that we take another trip, back to Mendlesham in 1985, and to hold the 1985 reunion of the 34th B.G. at Wichita KS, with the 8th to celebrate the 50th Anniversary of the B17. This was to be held Oct. 17th-20th 1985.

It was decided to get the approval of the membership, to buy a copier for the Unit Contact. Not to be used for publishing the "Mendlesham Memories" but to be used for copying letters to those who seek information about the 34th B.G.

It also was to be a fun day for the ladies of the 34th B.G. Several took the Boat Trip on the River and others went shopping or took Tours of the City of Nashville.

It was also to be a fun night for the Group. A Farm Barbeque was to be held in the outside street and the setting was to be an old farm without buildings, even including an old outhouse to complete the picture.

The line for the food was pretty long and reminded the men of those days in service when they stood in line for chow. Just before we all were served, the weather clouded up and the thunder rolled. Was it to rain on our Barbeque? It was also the night of the AUCTION USA. The food was good and just before we were all served the AUCTION USA began. Our Silver Throated auctioneer, George Ritchie, has started the bidding on the many things which the people had brought to Auction off, to raise money for the Treasury of the Group.

It seemed just before the Auction started "Pete" Gray was called up to the mike and Randall Martin gave him a license plate. It said on the plate "General Lee Surrendered, I didn't." This brought laughter to the crowd, for they remembered what "Pete" had written in the last newsletter about Randall. Randall was able to get even with "Pete" for the remarks Pete had made. See the picture in this newsletter.

We had kept watch on the clouds overhead and had gotten with the men in charge of the cookout to see where we could move to if the rain began. Finally it was decided that if the rain came we were to grab all the packages and head for the Lunch Room opposite the Reservation Desk in the Lobby of the Hotel.

About ½ way thru the Auction the wind came up and the rain came down. Everyone grabbed a package and headed for the Lunch Room. It took about an hour to get set up and to continue the Auction in doors.

Many things were brought and sold at the Auction, some brought quite a bit and others went lower. One sack of hand polished apples brought a fabulous price. It had been brought from W. VA by Don Baumgardner from the 7th Sqd. I wish I had space to tell about all that was brought to the Auction. There was food, can goods, art work, pictures, wood working articles, and many more things.

Sam Baglio brought a thundermug antique he had taken from one of the Hotels in London during the war and he offered to start the bidding at $50.00 or he would take it home and make a flower pot out of it, and he hated flower pots. It was soon sold. Robert Simpson brought a framed picture of the B17 and B24 with our Sqds and Group emblems and it was auctioneered off. It brought a good price. John Blair from Camdemton MO brought several cedar articles from his cedar work shop at Camdemton, MO. Several bottles of liquor was auctioned off. Some very beautiful hand made wreaths were also auctioned off. All in al the AUCTION USA was a success.

I do not know how George kept from loosing his voice. Thanks George, and to all of you who helped. June and Ritchie Rose, Walt and Ruby McAllister, Wally Braucks, June and Dana Schrupp, Hannah, and all the others who pitched in and helped run the Auction USA.

When the money was counted after the Auction, it was found we had made over $2000.00. Hannah and I immediately placed the money in a safety box at the Hotel.

Next day was to be a busy one, with registering, PX, and also the general business meeting of the membership.

First on the agenda was a talk by a representative of the Tamarac Tours, who wanted to take the 34th B.G. back for a tour of Mendlesham and England. The talk was good and very informative. Nothing was decided except to go back in 1985, date to be announced later. If you should receive a brochure about this be sure it has the 34th B.G. emblem on it to assure you that the Travel Agency represents the 34th B.G.

Old business was discussed and new business was brought forward. Election of some offices of the 34th was held, Harold Rutka was the new President, James Martin to be the new V.P., Walt McAllister, Randall Martin, and Mike Lopez were new BOD members. It was also voted to buy the Unit Contact, a copier for his work.

Wallace Braucks gave a talk on how to obtain the medals and other benefits we earned when we were in service, for more information on this write to Wallace Braucks 6923 Aliceton,Affton, MO 63123. Wally will be happy to furnish you with the information. Wally helps the DAV at the Hospital in St. Louis.

It was decided to table the Life time membership and to raise the dues to $7.50 for next year, as we lost money this year. Of the over 1200 whom we have found, only 575 paid their 1984 dues. It was also decided by the general membership to cut the amount of newsletters sent out. All of the group will receive the Dec. issue but March will be sent only to those who are paid up for 1984. If you miss your Newsletter, you will know the reason.

It was also decided to follow the suggestion of the BOD, to have the next reunion with the 8th AF at Wichita, KS October 17-20 1985. But in 1986, the 34th would go alone and have a reunion of its own,

someplace where we had not been before. The BOD is open for suggestions as to the location and for the help to make the 1986 34th B.G. Reunion another successful one.

Just before the meeting started, it was reported to me that Clyde Suddereth, had been taken to the hospital. He soon recovered and was able to leave the hospital on Sunday, to go home and the last report he is feeling good.

Saturday afternoon was the Grand Ol Opry, we were to board the buses in plenty of time to arrive at the Opry House before the start of the performances. The buses were running late and the dispatcher was taking his time loading the buses until our V.P., Harold Rutka, had a quiet talk with him and then the buses were loaded quite a bit more rapidly. You can be sure that after the show the buses were loaded more rapidly and the tickets were taken by the driver not the dispatcher. The afternoon performance of the Grand Ol Opry was real good, Skeeter Davis was the main performer and several backup performers gave a good performance.

We arrived back to the hotel and got ready for the 34th B.G. Banquet. As we got off the elevator on the 2nd floor and started to the banquet rooms which we had a contract for. We were stopped by the State Police. It seemed as if the caterer for the Arthritic Golf Tournament set it up, so the banquet was late in getting started. There did not seem to be room for all our 350 people in the small room and some were seated just outside the door. As Jack Odom said "We paid extra for this table". He and his wife were seated at the door of the room. We were sorry this occurred but we had no way of knowing that we were to be done the way we were. We had all been to the Opry, when the decision was made. None of the managers of the hotel could be found and at this time it was to late to do anything about it. I will say this, next day the committee took the management to task and we are a little better off financially than we were before. This doesn't make up for the inconvenience we suffered through. I now have an apology here on my desk from the manager of the Hyatt Regency about the whole affair. Courtesy of the letter which Gerry Pine had written to him. After the dinner, George Ritchie presented the trophies and prizes to the winners of the golf tournament. This was followed by an introduction of the new and old officers of the 34th B.G.

Next came the talk by Walt McAllister who had been shot down with his crew and made a Prisoner Of War until the end of the war. He told many incidents, which happened while he was a P.O.W. and how the POW's were treated. It seemed as if a Red Cross package was to come to each person every week. Most of the time only one package per room was distributed. In one of the rooms was an American Pilot who spoke fluent Russian and he was acting as an interperter for the Russian POW's. One day he came into his room with several small steaks. Of course this caused quite a bit of commotion, each commander of the room was to look out for his room alone. The pilot cooked the steaks with everyone looking on because many had not seen or smelled meat frying for a long time. The men in the Russian's room ate the steaks and enjoyed them. Everyone was wondering where they came from. The story got around that, the Commandment of the camp was going thru the Russian POW billet with his big dog and when the Commandment went into a room, the dog had disappeared and was never seen again. Good steaks? He also told about the thin soup with the white things in it. The bread partly made of sawdust. Many things happened that we of the ground crew did not even think could happen. Moving wounded men who were really unable to walk and with no Dr. to bandage their wounds. It was a good talk Walt, and many of us learned things from it. Someday in our new 34th B.G. book we hope to have you write a chapter about your experiences as a pilot and as a POW.

Sunday morning soon rolled around, it was breakfast and then homeward bound for most of the members. I visited with everyone at the breakfast and said goodby to as many as I could, hoping to see them next year either on the trip back to Mendlesham or at the next reunion at Wichita, KS.

If you want to thank anyone for the good time you had at the reunion. The ones to thank are Gerald and Wanda Pine, Harold and Gen Rutka, Bob and Esther Wright, Hannah and Ray Summa. This was your Reunion Committee along with June and George Ritchie and Dana and June Schrupp, your Golf Committe.

Gen. Creer sent me a list of those who were at the reunion of the 8th AF at LA. He and Viv wishes the best to all of you and were glad that a good time was had by all at the Nashville Reunion. He hopes to join us on the trip back to England and the reunion at Wichita, KS in 1985.

I do not say much about the names under TAPS but this time there is two I which I would like to say something about. One is Joe Liswski, of Guy Gipson's.crew. Joe and the crew flew my plane many missions, and I got to know Joe pretty well when they were my regular crew and I am sure the men of the crew, both ground and air crew will be sad that he has passed on. He passed on from a heart attack September 5th 1984.

Another is William Wyatt Breedlove. Bill was one of the flight chiefs of the 18th Sqd. He was my flight chief. When I first knew Bill he was just a kid, Master Sergeant, wore a go to hell mustache to make him look older. Bill had planned for a year to meet his old friends from the 34th at Nashville. It was not to be, Bill passed on about 2 weeks before the reunion. He will be missed by those who knew him. Bill's wife Evelyn lives at RR 5, Booneville, MS 38829.

There is a good book out by IAN HAWKINS, about the Munster Raid called MUNSTER, as it was. Ian has done himself proud on this one. Ian lives at Paxton, Stowmarket and helps take care of the 390th Museum. He has been looking out after the 34th B.G. also and in the collection of the 390th Museum, he has placed several articles of the 34th B.G. Order blank is in the newsletter. The 34th does get a little from the sales of the book, if you order thru the 34th B.G. order the book thru the publishing co., Robinson Typographics, address listed on the blank. Send the money to them and they will reimburse us.

Lafe Henderson, who is at the VAMC Hospital at Dayton, OH would like to hear from his crew or anyone who knew him in the 34th. Howard Marm's sister, Mrs. Helen Nusbaum of 235 Kendall, Topeka, KS 66606 asks anyone who knew her brother Howard, to write to him in care of her, for he is in a nursing home close by and she hopes the letters will help Howard get well.

In the last newsletter, you saw where, Edwin S. Smith had passed away. He was Group Historian after he went down in the NO. Sea. Henry Jurgens has been trying to find him for several years and finally thru the VA & VFW that Edwin had passed away, several years ago. Thanks Henry. Doug Underwood was in the hospital, just after our Nashville Reunion and did not make the LA Reunion. Doug called and he is now home and feeling much better.

The artist, who drew the pictures of the B17 and B24, which were on sale at the reunion was the son of Robert E. Simpson, one of our 34th B.G. man. Bob's son also does the pictures in color and he has a list of pictures that he sells. Anyone who is interested, write to R. Simpson Aerographic, 1300 Fairlawn Dr., Sumter, SC 29154. The pictures are very good. I took the liberty of sending two over to England, one for the Legion Hall and the other for the 390th Museum. Ian Hawkins will have them framed. Those pictures were created for the 34th B.G. Reunion but can be bought. . . . A limited edition was made.

Several of you have paid your 1985 dues in advance. But only $5.00 so be sure and include an extra $2.50 in your letter to me, to make up the difference. **As you know I have had this Unit Contact, Job Treasurer and Editor of the Menldesham Memories for 6 years now and I think the 34th B.G. Ass'n has grown considerably. We are getting a lot of new and younger members in now and I think it is time, we share these of the load that Hannah and I have been carrying. I know there are a lot of you out there who could do the job as good as I am doing, maybe better. Carrying all the load is getting to much for Hannah and I. I have asked the BOD of the Ass'n to find me help. Someone to take over as Editor of the newsletter and see it thru from start till it is sent out to the members. I will supply those who take over with the data they need and let them supply some of it as need be. I have to start a newsletter the minute one goes out in order to get the next one out. It is sent out 4 times a year. Do I have any volunteers? Don't be bashful. It is an experience. I will retain the Unit Contact and Treasurer Job unless someone else wants those.**

The escape and evasion is looking for anyone who was an escapee or evaded the enemy when they went down. Do you qualify, if you want the information write to Scotty Davis, 215 Dennis Lane, St. Clairville, OH 43590. Harold Rutka asks that the lady who left the sheet of stamps and the one who left the envelopes contact him and he will

send them to the persons.

Ray L. Summa

NEW MEMBERS

Greinman Clifford 7
430 Claridon Dr.
Marion Ohio 43302

Tandy Lee 7
41750 Merriam
Auberry Ca. 93602

Stevens Jack
1570 E Main St Lot 48
Lancaster Ohio 43130

Thaete E.H. III 7
1809 E Catalina St
Santa Ana Ca. 92701

Friedman Joel 7
217 N Roseborough Ave
Ventnor N.J. 08046

Szaras Adolph Jr 18
3531 No Seine Dr
Cheektowaga N.Y. 14227

Riley James W 391
3531 Thunderbird Lane
Lake Havasu Az. 86403

Peters Harry C. 18
11887 Beckett Fall Rd.
Florissant Mo. 63033

Opferman William Jr. (A)
810 Atlantic Ave
Trenton N.J. 08629

Davis Charles C.
925 Bentley Ave
Niles Mi 44446

Mueller Paul 4
4017 W Chicago St
Rapid City S.D. 57701

Braum Fredrick 4
116 Cedar Lane
Closter N.J. 07624

Florie Davis 4
4331 Canterbury Dr
La Mesa Ca. 92041

Barta Allen J 4
242 N Franklin
Red Cloud Neb. 68970

Inman Lloyd
140 Kismet Pl
Kelso Wa. 98616

Mills J.O
512 Brinkley
Dumas Tx. 79029

Pedigo William 18
611 Viking Dr
Bridgeport Tx. 76026

Jonas, Frank 4
32800 Hwy 20 Space 11
Ft Bragg Ca. 95437

Repoff Fred 4
298 Scranton St
Aurora Co 80011

Zelick Fred 4 (MRS) D
Box 141
Burns Oregon 97720

Green Gerald
1505 Powers St
Lewiston Idaho 83501

Reid Roy L.
7020 E. 53rd
Tulsa Okla. 74145

Christensen H.A. 391
8652 Eastern Ave S.E.
Myron Center Mi. 49315

Murphy Jerome 391
3148 Sun Valley Ave
Walnut Creek Ca. 94596

Yates Melton G. 4
9516 Glenbrook Dr
Charlotte N.C. 28212

Barclay Charles 4
Rt 1 Box 150 A
Clinton KY 42031

Campbell Thomas J 4
Brick School Rd.
Warren CT. 06754

Ashley Davis L 4
General Delivery
Hillsborough N.C. 27278

Hensen Harold L 18
90 Ash Lane
Ojai Ca. 93023

Russo Michael A 18 (A)
513 Central Park Ave
Scarsdale N.Y. 10583

Muller Alan (A)
P.O. Box 301
Maple Lake Mn. 55358

Bryant Arnold 4th
25 Monroe Dr
Manchester N.H. 03106

Marm, Howard
c/o Mrs Helen Nusbaum
235 Kendall
Topeka Ks. 66606

Attendees at the 8th AF Reunion in L.A. California

Berguland	Fred - Hazel
Butler	Henry - Bonnie
Creer	William - Viv
Grimes	Bryant - Myrtis
Jacobauski	Michael-- Marg.
Schwartz	Robert - Laura
Olsen	W.W.
Sholl	Paul - Wife
Wessel	Jerome - Wife
Browne	Wm J.

ADDRESS CHANGES AND CORRECTIONS

Seasman Jones- should be Seamans Jones
Davis Charles is very much alive at 925
N Bently Ave Niles Mi. 44446
Howard Philip R 10844 Harborside Dr Largo Fla. 33543 5459
Corum Malcolm 8159 Horizon Dr Co Spgs Co. 80918 3848
Berguland Fred 9735 Portland Ave Bloomington Mn. 54420
Luscher Raymond 4267 Clyde Park SW Wyoming MI. 49509
Mahaffey Robert F 4119 W 204th St Fairview Park Ohio 44126
Stanton "Buzz" 64 Garden Center Apt 198 Groomfield Co. 80020
Donlon William 41 Brinkwood Rd Brookville Md. 20833
Trapani Joseph 17851 Matial Dr San Diego Ca. 92127
Gombert Dirk 4105 Stargrass Dr Co Spgs Co 80907
Handy Gregory Mrs. 42-39 78th St Elmhurst Queen.N.Y.
Edwards Joseph 830 Kiowa Dr Lake Kiowa Tx 76240 9510
Furlo Vince P.O. Box 310 Carrolton MI. 48734 0310
Richart George 2353 Lanyon Dr Longmont Co. 80501 3658
Breaux Leonard 13311 Lobelia San Antonio Tx. 78232
Logan Harold 5295 Bannergate Dr Alpharetta Ga. 30201
Couse Conway 4 Grand Blvd Binghampton N.Y. 13905
Billman 630 Brighton Rd Tonawanda N.Y. 14150
Prillman P.O. Box 3110 Martinsville Va. 24115
Mongeon, Omar. 3003 W Broadway Tucson Ax. 85745
Priddy Robert T. 600 National Life Bldg Wichita Falls Tx 76301
Bouliane Jean 5918 San Felipe #12 Houston Tx 77057
Cohen Cecil Just Margaretsville N.Y. 12455
Polquin Joseph RR 1 Box 1105 Estes Lake Hob.Home P
Sanford Maine 04783
Mislak Frank 35 Akard St Ludlow Ma. 01056
Vaughn Robert E 2107 Wayenwood Dr Picayune Ms. 39466
Simpson F Jr East 71st Ct Tulsa Okla 74133
Carothers, Harold P.O. Box 2165 Pace Fla. 32570 Add 18th Sqd.
Schrupp, Dana 1615 So Black #
Garrison Marvin 8557 White Cedar Dr Miamisburg Ohio 45342
Schroeder Robert Add Rt 1 Box 123
Buss Paul Add Rt 6
Davis Glen 2639 Broadway Salem Ill 62881
Lambert Henry change Box # to 3135
Reed James R Z.C. to 77802

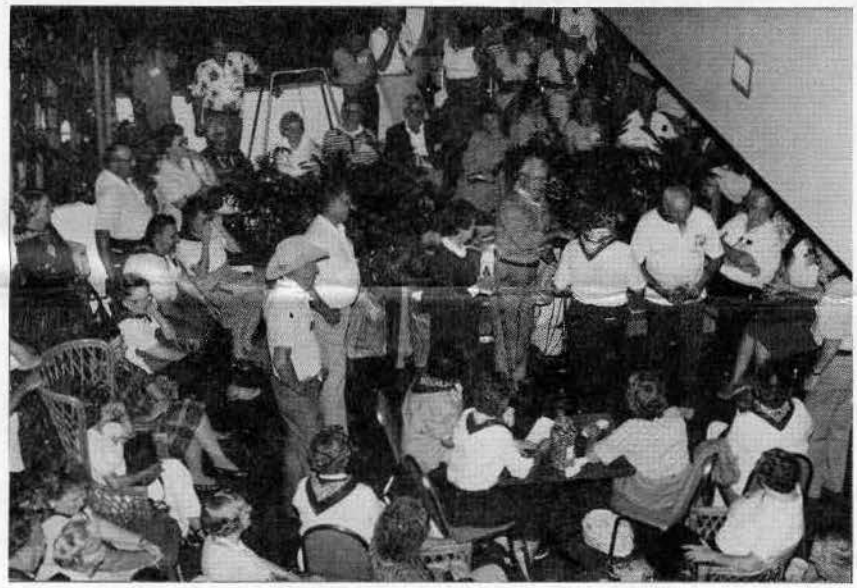
PERSONS REGISTERED FOR THE 34TH B.G. REUNION

(As of September 1, 1984)

Adams	Bailey - Ruth Ann - Marcia
Alexander	James - Katherine
Alston	Dr. William - Albertine
Ames	Vern - Millie
Anderson	Andy - Julie
Anderson	Keith - Eleanor
Anderson	Paul - Beryl
Applegate	Ralph - Mary
Atwater	Gene
Austin	Paul - Frances
Babcock	Bud - Lucille
Baer	Bob - Rose
Baglio	Samuel - Lydia
Baker	Link - Yvonne
Baldea	Eli - Rose
Barclay	Charles - Roberta
Baughman	Cleo - Freddie
Baumgardner	Don - Vera
Beckham	Jennings Blake
Bialas	Steve - Emily
Bice -	Robert - Zelma
Billman	Charles - Isabelle
Blackham	Jack - Dottie
Blair	John - Mary
Blair	Jim
Boreen	Lloyd - Bobbie
Boysun	John - Florence

R. Summa, ??, Paul and Francis Austin

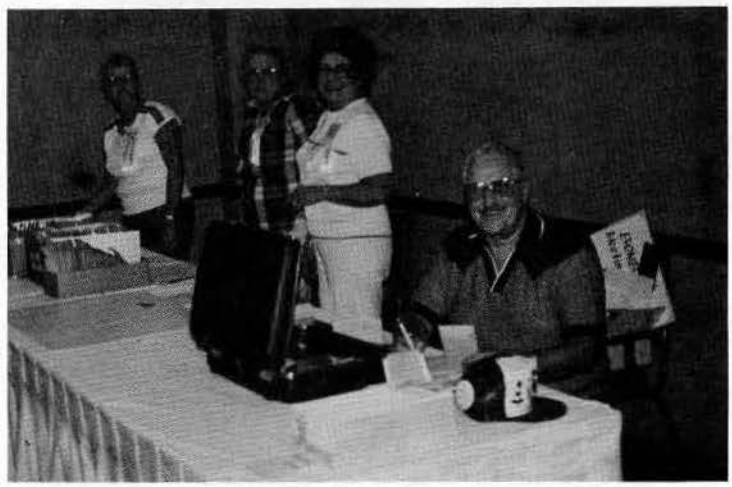
Golf Game; Dana and June Schrupp, Ben & Helen DeHann, George Ritchie



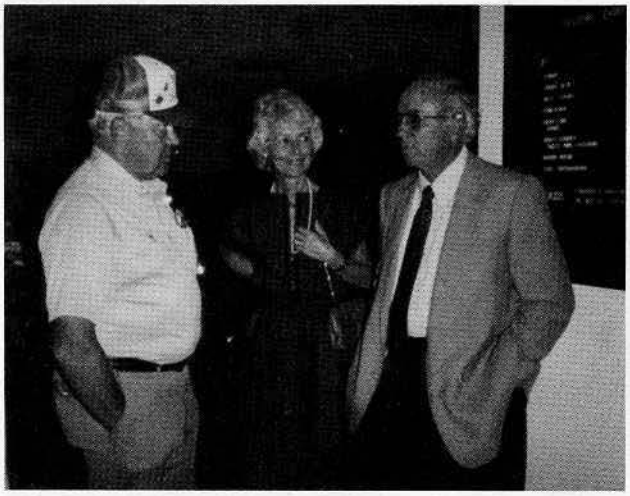
AUCTION USA; George Ritchie in the center

June Ritchie, ???

Shirley and Randall Martin, Shirley and George Webster



Registration; Wanda Pine, Esther Wright, Gen and Harold Ritchie

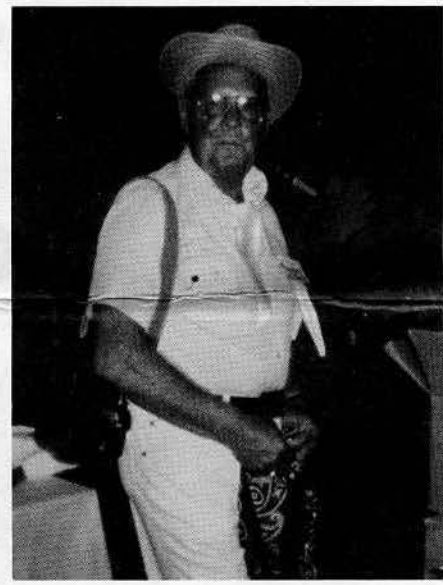


Dana Schrupp, Betty and Robert E. Simpson

Golfers; Jack Odom, Earl Maciel, Clyde Sudderth, Clarence Peterman, Allen McSpadden, Mable McSpadden

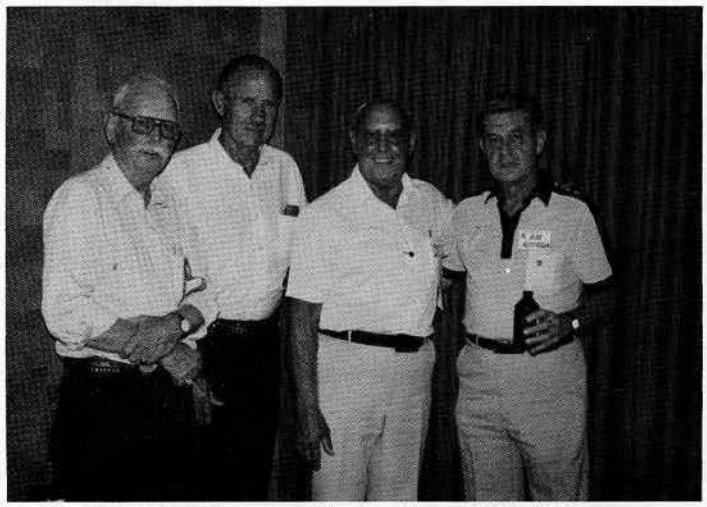
Gerry Pine, Mary Lou Rogers

Hannah Summa

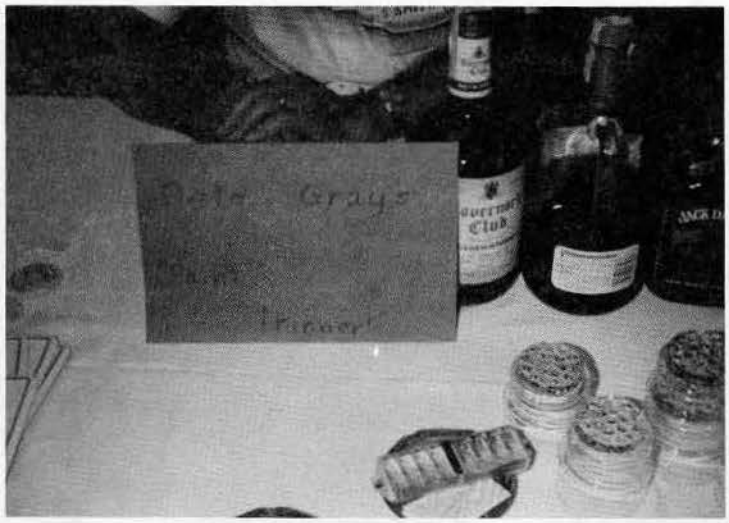


Robert Wright

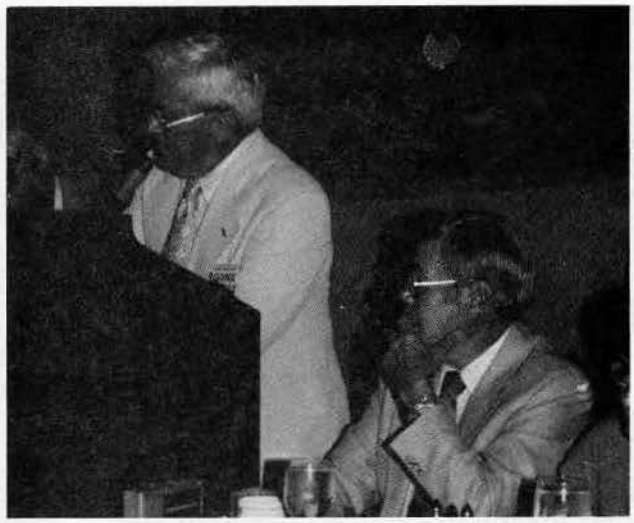
Levern Howarton, Dex and Buelah Jordan



Bob Wright's Crew; Gerry Pine, James Alexander, R. Wright, Bob Hutchison



Pete Gray's Lacquer Thinner



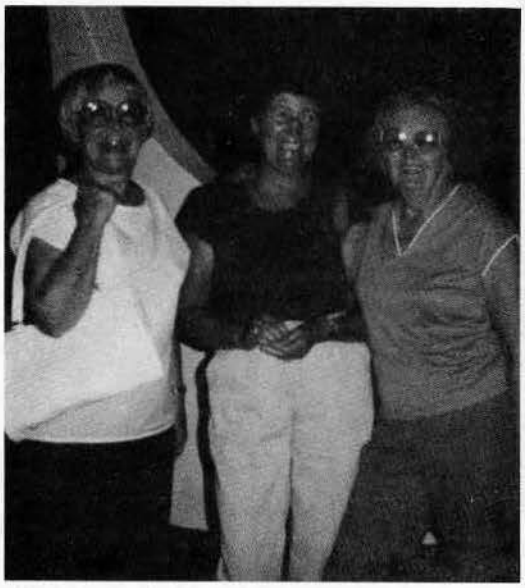
Golf Awards; George Ritchie, Ray Summa

Speaker, Walt McAllister

Pete Gray, Randall Martin

Kal and Evelyn Schonthaler

3 of the BOD; Everett Rose, Pete Gray, Harold Rutka



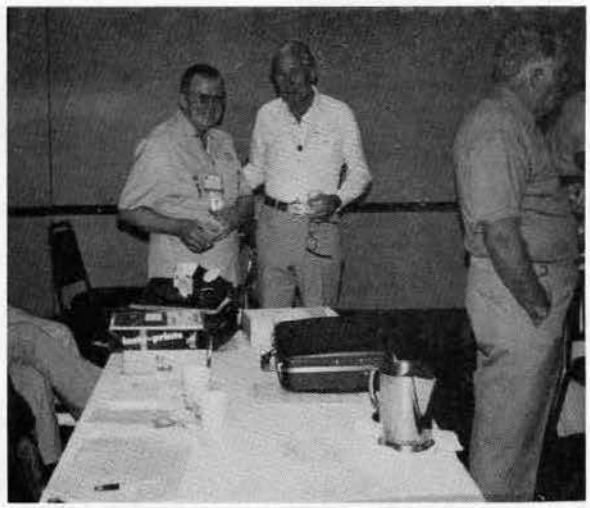
Peggy Rose, June Schrupp, Muggs Sothern

Crew #1 and Wives: Phyllis and Bill Vanskirk, R.O., Jean and Bill Abraham, Lee and Sam Baglio, Zelma and Bob Bice, Theresa and Seamans Jones, Martha and Russell Reed, Roberta and Charles Barclay, Agnes and Al Israelsen

Kal Schonthaler, Bruce Sothern, Francis Schmidt, Pete Gray, Steve Bialas, Wayne Howarter

Al Israelsen's #1 Crew; Front, Russell Reed, Nav., Seamans Jones, Bomb., Charles Kleinfel, 2nd Nav., Bill Dreher, Co. Pilot, Al Israelsen, Pilot. Back, Wm. Abraham, David Ashley, Wm. VanBuskirk, R.O., Charles Barclay, Sam Barclay, Clarence Markham.

Hospitality Room; Pat Mckeon, Harold Madigon, Eli Baldea, Ray Summa



Hospitality Room; Doug Underwood, Walt McAllister, Pat McKeon

(Con't. from page 6)

Braeger	Bob
Brauks	Wallace - Doris
Brown	Ray - Harriet
Brown	Bob - June Yancey
Brydge	Glenn - Daisy - Ray Mag Bates
Bush	Ralph - Marge
Buss	Paul - Mary - Walter Anita - Melissa
Campbell	Bob - Liz
Cannon	Dale - Janet
Carothers	Harold - Lily
Crook	Lonnie - Dorabel
Danielian	Leo - Melene
Davis	Glenn - LaGathia
Deal	Marquis
Deatherage	Grady - Edith
De Haan	Ben - Helen
Desjardins	Robert - Jeannette
Dwyer	Harold - Darlene
Davis	Robert- Zoe
Elliott	Lloyd - Carol
Fechko	Richard - Dorothy
Ferlich	William - Ruth
Forister	Carroll - Sylvia
Friedel	James - Margaiel
Galloway	Bob - Beth
Gibbs	Claude - Audrey
Gibson	James - Gerald Augustus
Gradin	Bob - Ginny
Gray	Pete
Griffith	John-Mildred-WM Wenzel
Grinrod	Ray
Habiger	Anthony-Joan-John-Lelia Doris Snyder
Hale	Robert - Dora Pontius
Hann	John - Rose
Hansen	Milton - Kay
Hartman	Merle
Hawkins	Jeff - Libby
Hohnstreiter	John - Billie
Holmes	Gerald
Hood	Jack
Howarter	Wayne - LaVerne
Humphreys	Ken - Renee
Hutchison	Bob - Marika
Inman	Lloyd - Marla
Israelsen	Al - Agnes
Isaacs	Seymour - Claudia
Ivey	Kivett - Lucille
Jackson	Kenneth
Jalving	Marvin
Jones	Roy
Jones	Seamans - Thresa
Jordan	Dex - Beulah
Jurgens	Henry - Ruth
Kaiser	Raymond - Alice
Kantorak	John
Kline	George - Margaret
Klusmeyer	Emmett - Loretta
Koenig	Al - Marcy
Krystof	Joe - Fran
Lambert	Henry - Mary
Lawler	Edward
LeMaster	Fred - Helen
Lester	Raymond - Mary Ruth
Lewis	Ken - Martha
Loiselle	James - Bernice
Lonergan	Ed - "B"
Lopez	Mike - Mrs. Mike
Lopez	Leonel - Adrianna
Lundeen	Ralph
Maciel	Earl - Helen
Madion	Harold
Marks	Joe - Kay
Martin	Randall - Shirley
McAllister	Walter - Ruby
McDannold	Bill
McSpadden	Allen - Mabel
Murphy	Jerome
Mink	Clayton - Helen
Meehan	James (Bernie) - Marge
Moats	Ray - Bea
Morgan	Charles - Dorothy
Morrell	Joseph
Nichols	Carl
Odom	Jack - Beatrice
Martin	James
Perry	Harry - Willie
Peterman	Clarence (pete)
Pine	Gerald - Wanda
Pratt	Bob - Arline
Prillaman	Arnold - Georgia
Province	Harold - Jan
Reed	"Jim" Russell - Martha
Reed	John - Margaret
Ritchie	George - June
Robinson	Leroy - Doris
Rogers	Rog - Margo
Rohrbaugh	George - Lillian
Rose	Everett - Peggy
Russell	Merle - Rosalie
Rutka	Harold - Genevieve
Ryals	Marvin - Helon
Ryan	Dick
Schmidt	Francis - Edith
Schmitt	George - Marilyn
Schonthaler	Kal - Evelyn
Schroeder	Robert - Jennie
Schrupp	Dana - June
Share	Jack - Marian
Shee	Donald - Bonnie
Simons	Fred
Simpson	Robert - Betty
Sims	Paul - Frances
Sivret	Frank - Alda
Slade	Jim - Marion
Smith	Charles - Carrie
Smith	John
Smith	A.J.
Smith	Oren - E. Lois
Sothern	Bruce - Muggs
Sproul	Cran - Bea
Steiner	Alfred

Address Correction Requested
HDQ.
18 391 4 7
34th Bomb. Group
34th Bomb Group Assn.
c/o Ray L. Summa
2910 Bittersweet Lane
Anderson, IN 46011
Non Profit Org.
U.S. Postage
PAID
Anderson, Indiana
Permit No. 1547

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Strong	Earl
Stutts	Charles
Sudderth	Clyde - Betty
Summa	Ray - Hannah
Stivender	Jim - Stella
Swan	Ray - Grace
Tavasti	Roy
Therrien	Romeo - Mary
Thompson	Roy - Valerie
Thurner	Charlie - Toots
Tobiason	Henry - Audrey
Trauernicht	Carl
Tymczyszyn	Edmond
Underwood	Doug
VanBuskirk	William - Phyllis
Vaughn	Robert - Helen
Walker	Oral - Marjorie
Wallace	Karl - Judy
Weaver	Charley - Betty
Webster	George - Shirley
Willis	Clyde - Terry
Windsor	Dick
Wolstencroft	Samuel
Wright	Doc - Dodie
Wright	Robert - Esther
Zapach	Michael - Mary Ann
Abraham,	William
Abraham	William -Jeanne
Beauchamp	Tom - Ginny
Carroll	George
Cook.	Patrick
DiNenno	Al
Franklin	Wesley - Phyllis
Frazier	Roy
Gay	Robert - Phyllis
Garrison	Marvin
Johanson	Alf - Maye
Jones	Eddie -Ianthia
Kelley	Dwight
McKeon	Pat - Helen
Mills	J.O. - Chris
Salverson	L.E.
Stanberry	Ralph - Hilda.
Humphrey	Clyde - Anette
Sherman	Larry - Dot

Nashville Banner, Saturday, September 15, 1984

Members of the oldest U.S. Air Force bomb group of World War II gathered at the Hyatt Regency Hotel Friday for their first reunion. Three members of the 34th Bomb Group, Ray Summa, George Ritchie and Bob Wright (left to right), whoop it up at an auction during the celebration.

TAPS

Lisowski, Joseph N.J. 18
Milford, Robert K.C. MO
Breedlove, William Wyatt 18th Sqd
Flight Chief, Booneville, MS
Zelick, Fred Burns, Oregon
Fred Mueller's Crew
Ballard, James L Nev. 7th Sqd.
Erickson, Roger 7th Sqd., Wisconsin
Hughes, John
Iverson, Edward 391 Littleton, NJ
Russo, Vincent A Brooklyn, NY
Kleinfall, Charles, Israelsen's Crew

We are also greived by the sudden death of Dorothy Blackham, wife of Jack, 8809 McFall Drive, El Paso, TX 79925

VOLUME VII NUMBER 1 MARCH 1985

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

HELP HAS ARRIVED!

GREETINGS:

The 34th Bomb Group Association has been very fortunate to have had such dedicated people as Ray and Hannah Summa completing all the required chores these past few years. They have worked very diligently, with vigor, to help our unit grow and the results are most satisfying. The fact that some of the membership are not sending in their dues does not result from their lack of trying. As the membership has grown, so have the hours of labor needed to keep up. The *Mendlesham Memories* newsletter was an added chore which they gladly took on. However, there comes a time when too much is TOO MUCH!! When they asked for help, I waited awhile expecting that someone more qualified would step in to handle the newsletter so Ray and Hannah might be released from at least that chore. No one came forward to volunteer. After discussing this with Walter McAllister, my ex-pilot, I decided to give it a try with Walt helping out.

There is no doubt that I cannot duplicate Ray and Hannah's efforts, but it won't be for a lack of trying. Please try to be patient with me. This is my first experience in this area of endeavor and, I'm sure, many mistakes will be made. However, with time and experience, hopefully, your newsletter will become what you expect it to be.

For those of you who do not know me, a little biography; I am 61 years of age, living in Crown Point, Indiana with my wife, Rose. I flew as navigator on Walt McAllister's crew in the 7th Squadron. We were shot down on our 24th mission over Cologne and all became POW's except Reedy Sears, our radio operator, who was killed while descending with his parachute. After the war, I remained with the reserves for 19 more years and just last year entered the USAFR Retired status. Although I have met many of you, I look forward to eventually meeting you all. Rose and I have not missed a reunion since we joined the organization several years ago and, hopefully, health or financial difficulties will not keep us from attending many more.

If any of you have news of general interest to the membership, such as illnesses, deaths, etc. of 34th members, please send it to me. Also, any letters or suggestions from you which I find interesting are liable to appear in future issues. Please understand that we probably will not be able to print all of them, but we'll certainly try. Mail all items for the newsletter to:

ELI BALDEA
1595 Sunnyslope Drive
Crown Point, Indiana 46307

Again, I ask you for your indulgence while we try to make this your kind of newsletter. I pledge to do my darndest to make it so.

Eli Baldea

GREETINGS:

Eli has informed me that it is time for another edition of *Mendlesham Memories*. This should be called the "Reunion Newsletter" as that is what is appropriate at this time. By now you all should have received the brochure on the "Mission to Mendlesham." As of today, 14 members have signed up for the tour.

The main body will depart TRANS WORLD New York / Kennedy on 30 MAY - 9:00 P.M. - FLIGHT 704B, and will arrive LONDON / HEATHROW at 8:50 A.M. Those members that will be making their own reservations to fly to England, be sure to make arrangements to be at HEATHROW by 9:30 A.M. on 31 MAY. Members making the tour will receive a complete schedule prior to departure. Travel arrangements can be made by TAMARAC TRAVEL -- the TOLL FREE NUMBER IS: 1-800-228-9690. Members NOT with the group can travel on the bus for 5 Pounds; dinners will be 10 Pounds.

The POST HOTEL in Ipswich is our base of operations for the Mendlesham Area. Ron Blake, Stu Evans and Ian Hawkins are involved in making the arrangements at Mendlesham and Ipswich. They and their wives will be at the Saturday evening banquet, along with the ladies and their husbands of the Legion. PETE GRAY and RANDALL MARTIN are in charge of obtaining an appropriate gift for the ladies to show our gratitude for their devoted care of our memorial.

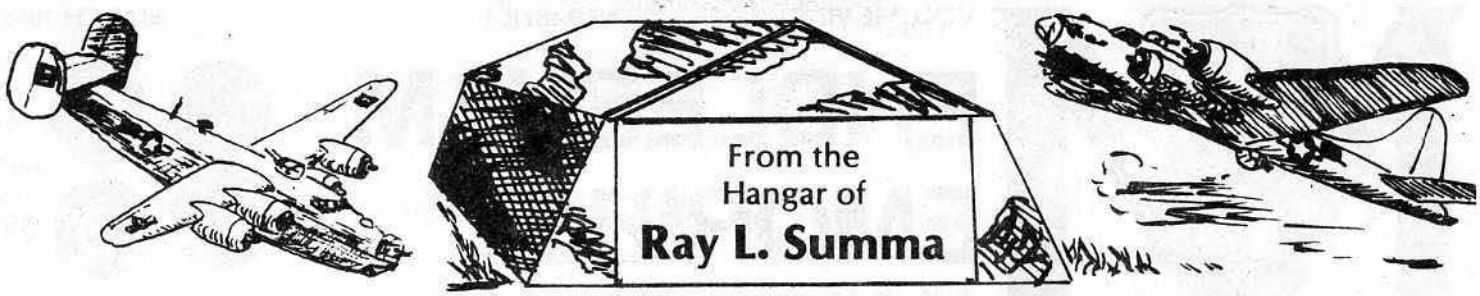
Sunday will be a special day; services in Mendlesham church for those wanting to go there. Sunday afternoon we will go to the American Cemetery at Madingley. June 2 at 4:00 p.m. will be the OFFICIAL U.S. MEMORIAL SERVICE and the 34TH BOMB GROUP WILL BE IN THE FRONT ROWS. There will be a fly over with the Missing Man formation. The expected attendance at these services will be 4,000 and we will be the only Bomb Group in attendance, as of this writing.

Remember to apply for your passports early, as there is going to be quite a bit of travel to England and European countries this year in celebration of V.E. DAY.

It may seem a little early to think about the stateside reunion, but that will be held OCTOBER 17-20 in WICHITA, KANSAS. The 8TH REUNION PLANNING COMMITTEE is finally taking into account the members, so on this reunion they are stressing: AFFORDABILITY, ACCESSIBILITY and ACCOMMODATIONS. Those of you who are still employed, can schedule your vacations to join with us in our stateside reunion. Hotel and events will be 30-40% cheaper than Los Angeles. We can regain our NUMBER ONE ATTENDANCE if at least half of the Nashville group shows up. Your REUNION COMMITTEE for 1986 will have the proposed list of cities narrowed down. We will present several cities with their proposals at the 1985 REUNION, and you will be able to decide where the 1986 REUNION will be held.

Gen and I wish you all a good, healthy year; and, to our SOUTHERN BRETHRENS who are experiencing some of our GOOD WINTER WEATHER, we extend our sympathy.

Respectfully, **HAROLD C. RUTKA**
President, 34th Bomb Group Association



DEAR FELLOW MEMBERS OF THE 34TH B.G.:

As you can see by the return address on the front page this 34th B.G. newsletter, *Mendlesham Memories* is being sent out from a different place than 2910 Bittersweet Lane. You remember in my last letter I had asked for some help as the work load was getting too much for both Hannah and myself. Well, it really happened. We had a volunteer, well, maybe, with a little arm twisting, and some salesmanship, Eli Baldea, said he would help and see that the newsletter was written, printed and sent out from Crown Point, Indiana, assisted by me. Eli has done a lot of thinking on this and I know he needs a lot of help from us all. He has done some of this work before and knows what to do. Please bear with us until we get things going.

No, I have not given up, just had to back off to get my breath. I will send a copy of any article I receive onto Eli to print in the newsletter and I am asking you, as members of the greatest Bomb Group of the UASAF, at one time, to submit to me and to Eli the stories, you have been holding back. I know you have plenty of them, for I have heard some of you mention them.

I am still the Unit Contact and with Hannah, my wife, we are still the treasurer for the 34th B.G. and will be so until you choose someone else to take my place.

Some of you may have called me during the month of November and part of December to find us gone. Yes, Hannah and I took off for a visit to Florida. Yes, to the sunny state of Florida???

As usual, I stopped at places on the highway or near the highway on the way down, where some of our men had lived after the war, to search for those we could not find. In and near Atlanta we had a little luck, for you can see by the names from Georgia, which appear on the found sheet, we found a few. I also called some of you wherever we stopped; some of you were home, some were not. Sorry we missed those of you who were not home or I had the wrong number. We will try to make up for it at another time.

We did spend 2 days at Epcot and one day at Disney World. They are both wonderful and worth seeing. New exhibits are being built every year.

We stayed on the West Coast and made a few trips to see and talk to some of our members. We spent part of a day with Pop and Mom Spence; had a wonderful visit with them; both were glad to see us. I had called from Madera Beach, before we went back up to see them, so they were expecting us. Both looked pretty good, but Mom still is not too well. She has arthritis in the back and cannot ride too far and is in a wheelchair most of the time. Pop looks good, but like the rest of us, is getting older. They asked that any of you who have time, when in Florida, stop for a visit with them for they would like to talk to anyone from the 34th B.G. Neither one are able to attend the 34th B.G. reunions.

One day we took off for the 306th B.G. Headquarters Restaurant near the Bradenton/Sarasota Airport for dinner. While in Sarasota, I called Russell (Swede) Lindstrom to see how he was. Swede was just going out the door, but took time to talk for awhile. He is feeling much better now and hopes some day to come to one of the reunions.

On our way back across the state, we stopped in Orlando and had a visit with Walt McAllister and his wife, Ruby, who showed us the City of Orlando. We had a very good time with them and talked of many things about the B.G. By the way, Walt, did you get the leak in your roof fixed? Walt was fixing the roof when I called him to the phone. Thanks very much Walt and Ruby. We were sorry we were not able to stay longer. We enjoyed the visit with you.

On our way up state from Orlando, we stopped at Mims, Florida to see an old friend, Miriam Rogers, former wife of Buck Rogers of the 391st Squadron. Miriam has kept in touch with me every since I found her. She has lived by herself since Buck died, but now she says to tell her friends that she is not lonely anymore, that she has married again to Ray Trembley, another military man. If any of you who knew her and Buck, are close to Mims, stop by and see her and Ray. They live about 1/2 mile off I-95 on the West edge of Mims. She also would like to hear from her old friends.

Hannah and I had longed to see Old Savannah, Georgia, so on the way up to Myrtle Beach, South Carolina, we stopped for the night to see the old part of Savannah. It was very interesting and we enjoyed ourselves just walking and sightseeing.

Next day we made Myrtle Beach. Here I called Clarence "Pete" Peterman and his wife, Ardyce. (As far as I can make out, she is the only one at the reunion that I left off the list in the December newsletter. I am sorry Ardyce. I thought I checked everyone thoroughly.) We visited with Ardyce and "Pete" and had dinner at one of the many eating places in Myrtle Beach. As you know, "Pete" is an avid golfer and guess he moved to South Carolina to be able to play golf about anytime he chooses. Thanks, Ardyce and Pete, for showing us around.

In South Carolina and on up the Coast of both North and South Carolina, there are many golf courses; everywhere you turn there is a golf course sign. The weather was chilly while we were in Myrtle Beach, but real nice, except for the morning we left. It had rained during the night and was still pouring down as I loaded the car. Sure got wet doing it. Not a soul was out in the rain as we left and no traffic to speak of.

It rained all the way up to the Virginia line, and was still wet when we drove on up the next morning to Williamsburg, Virginia. Matter of fact, as we went back to the hotel in Williamsburg, we had been shopping at Lightfoot Pottery just a few miles out of Williamsburg, it snowed a little. This was unusual, for the snowy weather usually does not come there until late in December.

From Williamsburg we went on to Richmond, Virginia, where we were to meet some of the 34th B.G. men at the Meadowbrook Family Restaurant, which is owned and operated by a 34th B.G. man from the 18th Squadron, Junius Cobb. Junius was one of my mechanics when I was a crew chief in the 18th back at Mendlesham.

I had written several of our men around Richmond that we would be at the Restaurant on Friday night, December 7th, wondering if they could meet us there. After meeting "Pete" Gray at our motel, who drove up from Virginia Beach, Virginia, we went on to the restaurant to have dinner and to meet some of the others. There were several who could not make it due to other commitments, parties planned ahead and other business.

(continued on page 11)

34TH B.G. ASSOCIATION
Trip to
MENDLESHAM, ENGLAND

By now you should all have received the notice of our return to Mendlesham, England for the 40th anniversary celebration of our departure from those friendly environs. For those who might not have received the notice, and for those who need a little prodding to join in -- the following is offered:

1. The official travel agency for this trip is:
   TAMARAC TRAVEL AGENCY, INC.
   5100 West Commercial Boulevard
   Tamarac, Florida 33319
   Phone: (305) 484-4500 or 1-(800) 228-9690
2. Departure date is May 30, 1985.
3. Return date is June 7, 1985.
4. Accommodations:
   3 nights - Post House - Ipswich
   2 nights - University Arms Hotel - Cambridge
   2 nights - Cumberland Hotel or Holiday Inn - London
5. Meals:
   Full English breakfast daily.
   Five (5) dinners (Ipswich and Cambridge)
6. Includes:
   All transfers by deluxe motorcoach.
   Visits to Mendlesham, American cemetery at Madingley, Hendon Royal Air Force Museum, and much more.
7. Cost:
   $549.00 per person / double occupancy with $120.00 as a single supplement for the land package. Airfare will be extra and Tamarac will do their very best to obtain the best possible price for you.
8. Deposit:
   A deposit of $100.00 per person is required as soon as possible with the balance due no later than April 8, 1985.

For all of you who are undecided, let me say that Rose and I went to England on the 8th AFHS tour two years ago and the trip was outstanding. The friendliness of the British was more than expected; the food excellent (quantities notwithstanding because my waistline grew an inch); and services you have to experience to believe. If this trip comes close to matching that one, you won't be disappointed. So, come on. Send in your reservations and make this a trip you won't soon forget.

NEWS FROM HERE & THERE

Pete Gray went into the hospital on January 2nd with heart pains; had a series of heart attacks (they lost his vital signs at one point), then had a quadruple by-pass, and returned home on January 25th. He was still pretty weak, but is getting his strength back. He has not lost his sense of humor and his only complaint about the hospital stay was the food. He is now back on his regular diet of country ham, red eye peas, grits, gravy and collard greens, washing them down with Virginia Gentleman Bourbon (better known as paint thinner). He also mentioned a problem with the young nurses; they could all out-run him.

Submitted by Randy Martin

Ray Summa called Ben LeBailly late in January. Bill Creer had been worried about Ben because he hadn't heard from him since before Christmas. Ben said both he and his wife had surgery recently and were taking it easy, but both have been feeling pretty good lately, and they hope to make the reunion at Wichita or go across with us to England. He says he will write soon. Get well fast, Ben. We look forward to seeing you again soon.

James McMahon had been in Pease AFB Hospital for 21 days late last year, but is out now and feeling better.

Jerome Dickman, from Michigan, underwent surgery last year. Last we heard he is doing alright. Write us a note, Jerry, and let us know how things are going.

We hear that Keith Anderson has sold his business and his farm in Ohio and is now in the sunny south. Way to go, Keith!

We have been informed that it was Walter Schutte's crew who flew the FALSE COURAGE radar plane Ray asked about in the last newsletter.

Eugene Tigge was the owner of the Cocker Spaniel which Harry McMillion had under his coat and brought back to the states when we came home in June, 1945. How about it, Gene? How long did the dog live afterwards?

As of February 4, 1985, only 272 members had paid their dues for 1985. Come on, fellas!

Randy Martin writes that he and Pete Gray had been asked about doing something for the English ladies who have been placing flowers on the Mendlesham Memorial these many years. They have suggested that a 34th Bomb Group Banner be purchased and presented to them when we visit England. This will be hung in the British Legion Hall and used in the parade on REMEMBRANCE DAY.

They have also recommended that these ladies be honored at a dinner at the Post House in Ipswich during our visit and presented with individual gifts. If anyone has any other ideas or suggestions, plese make them known.

Marv Jalving was having some heart problems before Christmas and underwent the balloon procedure to open up some arteries. Hear he's well on the way to recovery, and he and Lois have probably headed for warmer climates. At least that was in their plans.

Warren Kiley, of the 18th Squadron, has written recently asking if we had any copies of the formation of the 34th when they flew on a mission. This would show the position of each plane in the formation. He is especially interested in those that show the position of his plane. You may remember that Warren and his crew went down on October 7, 1944. Anyone who has any of these documents, please send them to Warren at 5255 Lenore Drive, San Diego, CA 92115.

Start making plans now for the 34th B.G. stateside reunion in October — Wichita, Kansas —

TAPS

NOTMAN, John — Pilot

BATES, Davidson M. (Wally Fleker's crew)

NEAVE, David, VAMC, N.Y.

BARTELS, Willard M. (Charley Weaer's crew)

BLACKHAM, Dottie (Wife of Jack Blackham)

BILLMEIR, Ken — 4th Squadron

WACK, John — Berlin Center, Ohio

HIBBETT, James, Murphreesburg, TN (Clarence Aarand's crew)

Disaster in Slow Motion

Submitted by Walt McAllister

One of my most memorable recollections of a combat mission involved somebody else's misfortune. On one of our B-24 missions over Germany in the summer of 1944, I believe it was the 19th of July run to Saarbrucken, I witnessed one of the most unforgettable air accidents I have ever seen personally or in pictures.

One of our intelligence officers, Lt. Blevins, was flying on his first mission as observer on one of the B-24's in the lead squadron. I was leading the 7th squadron behind them and had a front row seat, so to speak. Shortly before we reach the IP (initial point), the aircraft Blevins was on and another B-24 collided and went down. I don't recall if the squadron ahead had started getting any flak at that point.

The B-24 flying the high outside position in the 3-ship element appeared to slide to his left and downward at the same time the element leader seemed to move upward a bit. From my line of view it appeared that the propeller of the #1 and #2 engines of the top plane started slicing into the lower plane, and most likely #3 and #4 of the lower B-24 were doing the same to the bottom of the other. From our distance it never did look as if there were a hard bodily collision of the type to cause a sudden drastic change in direction of either of them; instead it appeared that the two planes just started casually disintegrating.

In the vast expanse of blue-grey sky at that altitude, and with no solid background against which to judge relative speeds, the entire sequence seemed to unfold at a pace that can only be described as "slow-motion," with the viewer feeling remotely detached as in an eerie dream.

Parts of the two bombers seemed to float out in all directions while the main sections drove straight ahead for a brief bit before plunging toward the earth below. There appeared to be some fire and smoke by this time and possibly an explosion in one. A most indelible memory was the sight of the right wing of the one B-24 flying straight up, climbing with both engines running full bore on the gasoline still available to them in the fuel lines of the severed wing. Finally, the wing slowed, paused momentarily, and started rumbling lazily toward the ground like a falling leaf.

I later saw Lt. Blevins in prison camp, where he was by then much recovered from the severe burns he had suffered in an explosion of fuel fumes. He did not know who else might have survived from the two planes. He had been preparing to take some photos on the bomb run and was positioned by the bomb bay door. He was unlucky in that he caught a flash of fire around his head and face and was blinded some period of time, and lucky in that he fell out through the bomb bay door, with chute intact, quickly enough to survive.

Welcome New Members

Bouldin, James E.
310 W. Dixie Drive
Leesburg, Fla. 32748

Garmon, Marion
P. O. Box 131
Lilburn, GA. 30427

Geist, Mike
1391 Stephen Marc Lane
East Meadows, NY. 11544

Hallman, Hugh
3112 Springdale Rd.
Hapeville, GA. 30345

Hansen, Timothy
11584 N. Harrell Ferry Rd.
Apt. 22-4
Baton Rouge, LA. 70815

Holcombe, Charles
3166 River Oak Dr., N.E.
Atlanta, GA. 30327

Layman, Williard E.
2014 Fairview Dr.
Holtsville, CA. 92250

Lister, Jimmy
Rt. 3, Box 434
Dade City, FL. 33525

Joubert, Arcade
42 Peckham St.
Pautucket, RI 02861

Resler, William
1402 W. Megan
Chandler, AZ 85224

Simpson, Ronald
Box 178
Williamsport, IN. 47993

Fink, Ed
34565 White
Lake Elsinore, CA. 92330

Marm, Charles
Box 426
Marshall, MO. 65340

McCullough, Frank
2807 Andrea Dr.
Allentown, PA. 18103

Morton, Robert
418 C Prospect St.
Girard, OH. 44420

Pedigo, William
611 Vicking Dr.
Bridgeport, TX. 76026

Roddy, Douglas
2199 Briarcliff Rd. #20
Atlanta, GA. 30329

Spayde, Donald E.
156 E. 7th St.
Bloomsburg, PA. 17815

Vannater, Earl
4997 Williams St.
Harrison, MI. 48635

Wissman, Don B.
228 - 45th Ave. N.E.
St. Petersburg, FL. 33703

Denty, Leslie O.
412 East San Tan
Chandler, AZ. 85224

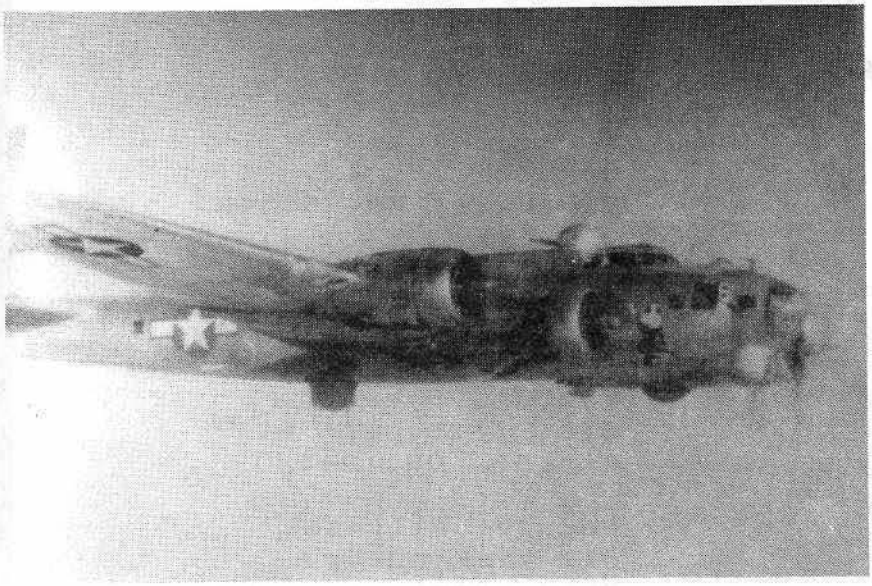
Hendrie, Hugh
P. O. Box 502
Borgee, TX 79007

Lupei, Victor
3107 Ramrod St.
Las Vegas, NV. 89108

4 7

Join us for a reunion visit to Mendlesham, England *(see page 3 for details)* 18 391

Anyone l



34th B.G. B-17 — Whose???

Jive Bon

(Photo at left)
LT. STEMEN'S CREW
Clifford Greiman - R.O.
Joel Friedman - Bomb Nav.
Charles Davis - Co-Pilot
Carl Steman - Pilot
Rex Carothers - B.G.
Oren Hopkins - Gunner
King ?? - Gunner
Stephen Kopacz
Donald Kregar - Arm Gunner, Togglier
Kenneth Ulm - Crew Chief
Wayne Wright - Ass't. Crew Chief

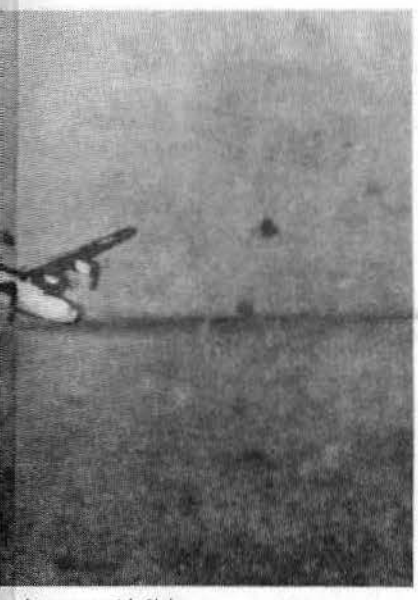
34th B.G. B-2

LARRY SHERMAN'S CREW — (Back row) Ira Mansfield - Waist, Jeff Hawkins - Nav., Cecil Neth -Bombardier, Blaine Evans - Co-Pilot, Larry Sherman - Pilot, Unknown. (Front row) Harry Chomiak -Radio Operator, Andy Anderson - Ball Turrett, Warren Schadle - Top Turret, John Hickey - Waist, Unknown. (Bob Schlindwein - Tail Gunner, not in picture)

W. LEWIS' CREW — (Top row) Frank Jacko row) E. Bynum, R.J. McClain, G. Pilcher,

ok familiar?

s taken V.E. Day



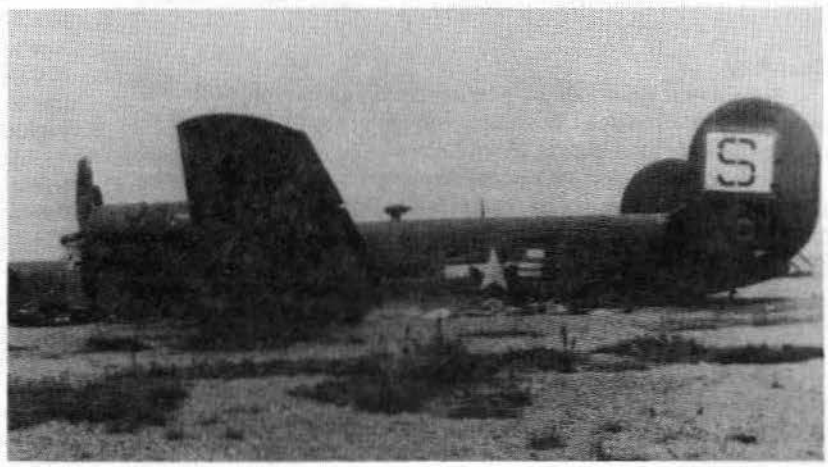
er the target with Flak

W. Lewis, G. Gillespi, H. Klier, W. Camden. (Second
J. Stoltz.

18th Sqd. RUSSELL LINDSTROM'S CREW — (Left to right, standing) William Hammill - Co-Pilot, Bennie Crawford - T-Gunner, Gordon Breeding - Armourer, George Morris - Bomb, Paul Roberts - Nav., Russell Lindstrom - Pilot. (Front row) Clarence Squires - Ass't. Crew Chief, Walter Aturdivan - R.O., James Harkless - Crew Chief, Truman Wingo - Gunner, Harold Witham - Engineer.

(Photo at right)
JOHN BLAIR'S CREW
Walter Scott - Eng.
Doug Underwood - Bomb
Lewis Wright - C.P.
John Blair - Pilot
Tony Trutancih - Nav.
Richard Turpin - R.O.
James A. Clemmens
Bobbie Corbin
Myron Philips
???

(Photo below)
34th B.G. B-24 "OFF LIMITS" — Crashed Dunninges Point, June 22, 1944. Guy Gipson's Crew. Ray Summa - Crew Chief



(Refer to photos at bottom of page 9) *(Left photo) 4th Sqd. Engineering on a B-24, just before changing to B-17's. (Right photo) Richard Iverson - Pilot, Walter Schutte - Co-Pilot, Arnold Bryant -Nav., Robert Mahaffey - Bomb, Al E. Pruett - Eng., Melton yates - R.O., John Hughes - W.G. (Dead), Dale Finley — W.G., John Funk - T.G., Robert Milfor - BTG (Dead), John Gallagher - Radar.*

Notes From Our Friends

Enclosed please find my check for $7.50 for membership dues. I had good intentions of making one of the reunions this year, but it just didn't happen. Last December, I spent several days in the hospital with viral pneumonia. I guess that's one of the risks I take by living in Maine in the wintertime.

Early in January, 1984, I lost a brother to cancer. Later in the year, I lost a brother-in-law to a heart attack. In August, I had an accident and broke my right hand. My arm was in a cast for six weeks. These are some of the reasons why I stayed close to home this past year.

At the present time my wife, Lucille, and I are doing quite well. We are planning to spend the months of February and March in Myrtle Beach, South Carolina. We are looking forward to the trip. We have been there before and really enjoy the area.

I enjoy receiving newsletters about the 34th. They bring back many memories. I also belong to the 8th Air Force Historical Society. My wife and I have fun keeping the newsletters from both organizations in a huge notebook. Someday we hope to be able to get to one of the reunions. Until then -- keep the newsletters coming our way.

I hope that you and your famly have been enjoying good health. Hope you had a Merry Christmas.

Sincerely,
Pete Stampon

Dear Ray:

For several years I am very interested in aviation history and especially in American bombers which landed or crashed in neutral Switzerland during World War II.

Unfortunately, no 34th Bomb Group plane found the way to Switzerland, but I would be interested to obtain more information about your Group as well to get in touch with former 34th Bomb Group members.

Further, I would be interested to obtain pictures from your planes. I am able to exchange pictures of planes which landed in neutral Switzerland during World War II.

The 34th Bomb Group is very interesting, since the Group used two different types, the Consolidated B-24 and the Boeing B-17. I am interested to obtain comments from anyone who flew both types in combat.

These comments will be very appreciated since I am working on a book about all planes which came down in Switzerland. I am also interested to obtain information from combat crews which tried to escape to Switzerland, but were forced to go down in Germany or were enough lucky to return.

A good friend of mine told me that you are publishing a newsletter. I would be interested if you could put my requests in your newsletter. If anyone came to Switzerland this summer, I would be interested to meet him here.

I thank you, in advance, for your kind cooperation. If you feel that I can do anything here in Europe, just ask. I am 22 years old and live just outside of Zurich, the largest city in Switzerland. My address is: Bergstrasse 35, CH-8810 Horgen/ZH, Switzerland.

Sincerely,
Hans-Heiri Stapfer

Dear Ray and Hanna:

Sure missed you at the L.A. reunion. A lot of people from many groups asked about you. Told them you were just at a "big one" in Nashville. Reminds me of a story about a young colored boy about 17 years old. Cops searched a house which had been "burgled" a lot. Found this kid in the front closet. When asked what he was doing there, he said, "Everybody got to be some place -- some time!"

We had a grand time and it was a big affair. Had the 8th Air Force Band from Barksdale Field, thanks to 8th A.F.C.O. General Peake. He was there, too. The Ira Eaker Award was presented to Major Bauman, 8th A.F. navigator (still in service) who flew 65 B-52 missions in Viet Nam and who helped land a plane after the pilot had a severe heart attack.

Bob Vickers, 392nd B.G., was the chairman of the whole convention and he worked his head off. Bonaventure Hotel was real nice, but kind of expensive, according to the "common people." Tours were great -- especially the Spruce Goose, Queen Mary and Hollywood. They talked a lot about the new electronic board displays at Duxford Museum in England and Dennis Scanlon, St. Paul, will have an electronic display map at Harlingen, Texas. According to Aida Kay, we now have 14,259 total members. Not bad seeing we only started in 1975.

In the 34th Bomb Group we had a small, but select, group attending. Bill Browne, a U.S. Air pilot from Basking Ridge, New Jersey was there. Bob Schwartz' crew had 5 of his crew and their wives. Highlight of Schwartz crew's trip was going to Mike Jacobauski's planes in Van Nuys airport. We flew in Mike's Condor Sq. At-6's and did a few loops and rolls over the mountains. The AT-6's are painted up into German and Japanese colors and they put on air shows and formation flying if someone pays for the gas and reasonable expenses.

Doug Underwood was coming, but ended up in Veteran's Hospital in Montgomery, Alabama. We sent him a get well card, and Bill and Viv Greer called Doug at the hospital. The 96th B.G. won the Snoopy Award for the most members there.

My son, Charles, is in the Air Force at Edwards AF Base, near the birthplace of the 34th at Blythe. Bill Creer's nephew is my son's C.O. at Edwards. Bill told me to look him up, so I did, and Bill's nephew took me on a staff car flight line tour -- including the B-1 bomber! Bill's nephew can fly most of the new fighters, including the fly by wire (computer) and it's really complex.

Speeches were not too long and ladies were happy because there was a lot of fine dance music and great entertainers. The "Young Americans" sang and danced at one of the big dinners. They got more "git up" than "go!"

Lewis E. Lyle, Cliff Peterson from Florida, and Art Swanson were elected new directors; also Elmer "Bill" Clary for 1988. They will elect more directors next October in Wichita. Roger Patton was our presiding president and George Russell will take over in 1985 at Wichita.

Well -- hope a lot of us can make it to Mendlesham this summer. Hope you had a Merry Christmas and blessed holidays. Keep up the good work, Ray and Hannah!

Love,
Fred & Hazel Berglund

(continued on page 9)

NOTES FROM OUR FRIENDS

(continued from page 8)

Dear Friends:

Well, 1985 sure came in with a bang! I hope that yours was as exciting as ours. On Wednesday, January 2nd, George was notified by the Upstate Medical Facility in Syracuse, New York, to come in at 3:00 for admittance and that Thursday at 10:00 a.m. his hip surgery would take place. Well, as you can see by the above date [January 4, 1985], all has taken place and, although George is still in the hospital for another 10-12 days, his recuperation and therapy will soon be underway.

The implant is the new porous or so-called "cementless" joint. The only disadvantage of this new procedure, is that convalescence is a little longer than those joints that are glued, but we feel for George that the right choice has been made. His initial recovery from surgery was very normal and the doctor is very happy with his general physical condition. So, as we start off 1985, we have a lot of changes to look forward to, and they may keep us busy as we adjust to them ... so, if we goof off in the letter writing department, please forgive us.

We will be trying desperately to go through the necessary therapy, so that we can be with our Michael on May 4th when he graduates from Texas A&M in College Station, Texas. Some time in this whole process we will be moving from our home on Woodchuck Hill to our new condo on the Cavalry Club Golf Course. At this time it looks to be in the very near time period of March 1st. When that new move is final, our new address will be: 4822 Cavalry Green Drive, Manlius, New York 13104; telephone (315) 637-5308. However, if you need to reach us, try either address until we get settled.

Even with such a large undertaking, we feel that our new year has started off on a wonderful note and can only hope that yours will contain all of our Lord's wonderful blessings.

Until we meet again, whether by word or in person, best of everything and much love. **June and George Ritchie**

Dear Ray, Hannah, et al:

Your December '84 "Mendlesham Memories" was most interesting. It is obvious you had a very successful meeting at Nashville. I am happy for that, and sorry we were unable to be there.

We spent the holidays in San Francisco, over-ate, over-indulged, and were glad to get back home. As a matter of fact, it will take all of January, on my physical rehabilitation and rigid economy schedule, to get back on an even keel.

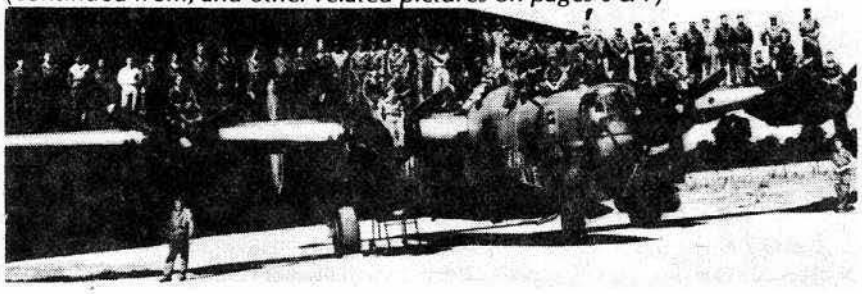
Had a nice letter from the Stedman's at Christmas. George tells me his hip is impaired, but he can get around and is in good spirits. Joan seems just the same. Did not hear from Gen. Ben at Christmas. Can't help, but feel some concern.

Agree you should receive relief (help) from your unit contact tasks. But, now you are "indispensable." Question is: "Who --When -- and Where"?

We are well. Stay busier than I would like. Hope I can shake some of my tasks in '85. Our respect and best wishes to you and yours for the coming years. **Bill and Vivian Creer**

Anyone look familiar?

(continued from, and other related pictures on pages 6 & 7)



Our Trip To Mendlesham

Submitted by Bill Fulton

The wife and I came over to England from a stay with our daughter who works at SHAPE Headquarters near Mons, Belgium. We stayed in London for the week of October 7th with Col. and Mrs. Van Herrel in Ealing Broadway section of London. On the 11th, we went out to Stowmarket via train and checked in at the Verandah B&B for two nights.

Ian Hawkins wife, Mary, picked us up in the afternoon and took us to their home in Bacton. Ian is a wonderful person and a real dedicated 8th AF historian. We had dinner with them. The next day, Ian and Mary took us over to Framlingham Air Base. We met Mr. Percy Kindred, the present landowner who opened the door to the old control tower, which the men of the 390th B.G., have restored and houses the museum. It was all very interesting.

After lunch at a nearby pub where we ate outdoors (it was a beautiful day), we stopped by the 34th B.G. memorial at Mendlesham Air Base. That evening we all went to the Fleece Pub at Mendlesham. Ian had told a few of the F.O.T.E. about the dedication of a photo of one of our B-24's on a mission. Well, the pub was filled and there was even a 4-piece band. After we had a little chat and a drink or two, I gave a little dedication speech and the present pub owner gave an acceptance speech. Then the band played "Dem Golden Slippers" for us. It was an evening I will forever remember. I tried to buy a round of drinks, but was told my money was no good at the Fleece.

The next day we took the train back. The one thing I'm amazed at is the interest in the doings of the A.A.F. by men and women who weren't even born when we were all there during WWII. If all goes well, we hope to see you in Wichita in October.

(Left to right) Cliff Hall, Secretary F.O.T.E.; Bill Fulton; John Rowe (landlord), Mendlesham Fleece Pub.

ADDRESS CHANGES

Mills, J.O. should be 512 Binlley Ave., Dumas, TX.
Breaux, Leonard to 16410 Brookville Dr., Houston, TX 77057
Davis, Robert should be 1603 Big Cove Rd., Huntsville, AL. 36801
Jackson, Fred should be 349 Gros Cap Rd., St. Ignace, MI.49781
Connely, A.T. change spelling to Connelly
Bloome, Jerome should be 1321 Spruce St.
Kinzie, Charles should be 1810 Foxdale, Crofton, MD. 21114
Rockwell, Richard of Iowa, change to Rockwell, Willard
Baldwin, James R. should be 1438 9th St.No., Fargo, ND. 58102
Quinn, Ed, change Sqd. No. to 391st
Hutchison, William, change ZC to 74005
Mongeon, Omer should be 300 W. Broadway 90, Tucson, AZ 85745
Dynan, Dave, spelling should be Dyan
Weeks, Wayne, Sqd. No. should be 18th
Konte, Al, Sqd. No. should be 18th
Berguland, Fred should be 6796 Gasparilla Pines Blvd, U26, Englewood, FL. 33533
Bujalski, Francis should be 2911 Dixwell Ave., Suite 206, Hamden, CT. 06518
Fandell, Bill, Sdqn. No. should be 391st and Group HQ
Schroeder, Add Rt. 1, Box 123
Cohea, Howard should be 5201 Valle Vista N.W., Albuquerque, N.M. 87102
Green, Howard add Apt. 72
Bell, Dwight, ahould be 2401 Glenwood Drive
Weller, Franklin should be 2201 Ambassador Rd. N.E. #201, Albuquerque, N.M. 87112
Babcock, Roy should be 529 Cool Ridge Dr. #B, Carmel,IN.46032
Nelson, Henry B. should be 1050 S. St. Varian #E-1, Estes Park, CO. 80517
Priddy, Robert T. should be 600 City National Bldg., Wichita Falls, TX. 76301
Repoff, Fred should be 298 Scranton St., Aurora, CO. 80011
Gibbs, Donald should be 20 Munster Dr., Bella Vista, AK. 72714
Gass, LaVern should be 8303 Solar Place
Thurner, Charles should be 460 Jonquil St.
Giarini, Al should be 141 Cedar Hollow Rd., Ft. Mills, SC.29715
Trampani, Joseph - street name should be Matinal
Bolduc, Oliver - Box No. should be 265 RFD 1
Graff, Otto ahould be 49 LaSatta Ave, Apt. 19, English-town, NJ. 07726
Armstrong, Denton should be 1700 W. Cerritos #357, Anaheim, CA. 92804
Wack, John should be 14971B Berlin Sta. Rd., Berlin Station, OH. 44401
O'Bryan, William M. should be P.O.Box 1105, Kingstree, SC. 29556
Couse, Conway M. should be 3022 S.E.18th Ave., Cape Coral, FL. 33904
Smith, Pauline (Robert) should be 2102 Sunset Point Rd. #605, Clearwater, FL. 33575
Rowley, Francis should be 306 So. Reker Sp.199, Mesa,AZ.85206
Marjama, Alvin H. should be 1200 Kapok Circle, Clearwater, FL. 33519
Boehmler, Bart should be Rt.4, Box 4, Hampton, IA. 50441
Davis, Charles should be Niles, Ohio - not Michigan
Ingrahm, William should be 3851 Holland Dr., Santa Rosa,CA.95404
Zeldes, Benjamin should be 99 Lake Shore Blvd., Stafford Springs, CT. 06076 9545
Bresh, Paul should be 1340 So. Brandywine Circle, Apt. 4, Ft. Myers, FL. 33907

FROM THE HANGAR OF RAY L. SUMMA

(continued from page 2)

Grady Deatherage had driven up from his home in Collinsville, Virginia to be with us. Just about every time I call Grady and tell him we will be at Richmond, he tries to make it. Dan and Francis Wimer, from the 18th Squadron, were there, as well as Tom Snelling, who was with the Hdq until he went to the infantry after Christmas 1945, when we had to exchange some of our men for some who had been injured in the infantry. Shelton Clarke, from the 7th Squadron, was there for the first time. It was the first time I had seen Shelton since the war. It was good to see you again and hope you can make the next meeting when we have it. Of course, there was Junius and Ginnie Cobb, from the 18th. They are the owners of the restaurant and really make things very comfortable for us who come to visit. Pete had located an old friend from years ago, who was with another B.G., Irwin and Betty Hardy, who really loved to meet with us from the 34th. Irwin says he learns more from our newsletters and the meeting than he does from his own Group. Buck Clemments, another Richmond man, who was with the 86th station complement, was also there and has been coming to the meeting since we started going to Richmond. Buck is looking for the men from his outfit at Colchester, England. I hope to have some information for you soon, Buck.

After the restaurant closed for the night, we met in the back room of the restaurant and had a real good time taking pictures, showing pictures of days gone by. Pete Gray had brought his slides of the Mendlesham tour of '43 and set up his projector and showed them. It brought back a lot of memories to everyone of our men who were there.

It was late as we returned to our motel and morning came quickly. We had breakfast with Pete and said goodbye. Then we started home very fearful of the roads for it had been snowing in the mountains in Virginia and West Virginia. We had no trouble coming home as the roads had been cleared off all the way home. It took almost 2 days to travel back to Indiana and we were glad to reach home after being gone a month.

The mail really poured in while we were gone. I picked it up at the P.O. and had close to 150 letters waiting to be answered. I answered all of them by Christmas and many more which arrived after we came home. I must apologize for using a form letter in part for the answers, but it was the only way I could get the letters out. I did write a little on each one though.

I have all the letters answered and all orders for books, patches and pins out. I do hope you all received them.

I still have a few 391st, 4th Squadron patches license plates and caps. Those of you who are going to England and want caps, please place your order in as soon as possible. I have another shipment of 50 on the way here this week. If you need more than those I can get more, but need a little time to get them processed.

Dana says the orders for jackets and shirts will be sent out on time. He is seeing to it now. Come on you men from the 4th and 391st Squadrons, send in for those emblems now. The 18th and Group patches will be in by the time you read this. I have the 7th Squadron patches on order now. By the way, I forgot to mention that for every book order sent into Robinson Typographic for Ian Hawkins' book "Munster the Way it Was," we get a donation of $5.00. Dorothy Blackham, who was selling the book at the reunion and has passed on, set this up before she passed away. I also had word from the author, Ian Hawkins, to pass the word about the donation.

You will note, there is a picture of Bill Fulton, 4th Squadron crew chief, presenting a picture of Randall Martins' crew, to the owner of the Fleece Pub in Mendlesham. Bill did this when he was at Mendlesham last fall. He has also written me the story.

Now, if any of you have crew pictures and want them hung in the Fleece Pub at Mendlesham, have 8x10 copies made and send them over or if they are not framed it is possible some one going over may be able to take them. The cost of having them copied is not too great for this project. Some companies will copy them for about $2.50 and some will copy them for 2 for $3.50, and this includes the mailing cost. Look in the advertising section of some magazines and you will find a place to send them. If you have this done and send them, place all names of your crew on a separate piece of paper and attach it to the back. Do not write on the back for this will cause an imprint on the front and mar the picture. Either send the picture to me or to IAN HAWKINS, 29 Birch Ave., Bacton, Stowmarket, Suffolk, IP 14-4NT, England. He will see that the pictures are turned over to the Fleece Pub at Mendlesham.

Remember the large drawing by Robert F. Simpson's son, which Bob brought to the reunion at Nashville. I sent two of these over to Ian for his use. Ian had them framed and gave one to the British Legion and placed the other in the 390th B.G. Museum.

By the way, only two people caught my mistake about Walt McAllister's plane in my last letter. Rather, only two told me about it. I am sorry that I got it mixed up, for the plane was a B17 and not a B24, as I stated. Walt, to save me any embarrassment, did not mention it until the reunion at Nashville and the other was Stewart Evans, who is an Associate member of the 34th B.G. in England. The day the newsletter came back from the printers, I knew I had made a mistake, but it was too late to change it. I am correcting it now. It was a B17 instead of a B24. Thanks Stewart and Walt. Now tell me, how many read the *Mendlesham Memories*?

I have received a letter from Warren Kiley, 18th Squadron Pilot, who, with his crew, was lost on a mission. Warren would like to have the location charts showing the position of each plane in the formation; especially the mission of October 7, 1944, when he and the crew were shot down. If you have any documents showing Kiley's position on any mission, including the last one of October 7, 1944, please send a copy to WARREN KILEY, 5255 LENORE DRIVE, SAN DIEGO, CA 92155. He would appreciate it very much.

If any of you have a change of address, please send it to me. If the address is wrong on the newsletter, please let me know as soon as possible. If the P.O. catches it, it will cost us 35¢ to get the letter back and another 37¢ to send it out again. Now these are the old rates and the new one went into effect February 17th.

Some of our men are missing. Have you an address on them?

D.J. Hanson
1701 Pinehurst Dr.
Dunedin, FL 33528

Wright William
71 Cunningham Dr., Box 96
New Smyrna Beach, FL 32069

Edward Lackner
13 Penn Dr.
Smithtown, NY 11787

I will not say too much about the trip back to Mendlesham; Harold will say something about it in his letter to the members. Eli will elaborate on it. I will say this, though. Hannah and I are planning to, God willing. We will stay for about 3 weeks and take a tour of Scotland and Wales. Several have indicated they might stay over and take tours after the visit to Mendlesham and London. Call the 800 number of Tamarac Tours or write to them if you would like to take a continued tour of England.

So far 272 have paid their dues for the 1985 year. Dues are due December 1st of each year. Our fiscal year ends on November 30th each year. If you have not sent your dues to me, please do so. We are being forced to drop some of you from the mailing list, as some of you have not paid and some of you have

(continued on page 12)

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

34th Bomb Group Assn.
c/o Eli Baldea
1595 Sunnyslope Drive
Crown Point, Indiana 46307

Non-Profit Org.
U.S. Postage
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Crown Point, IN
Permit No. 417

FROM THE HANGAR OF RAY L. SUMMA

(continued from page 11)

not paid since 1983. You will receive a letter later on from me asking if you want to continue your membership.

The price of printing has gone up and the price of mailing has also. We try our best to keep down any added expense so that we can afford to send out the newsletter to those who have shown interest. Our books are open to all. They are audited every year at Reunion time by a member of the group.

Some of you have heard that Pete Gray suffered a heart attack January 2nd, and went to the hospital and a week later had a 4 by-passes. He was pretty sick for awhile, but is feeling much better now. He is still hoping to go on the English tour with us. Pete has received a lot of letters and cards from his friends and says he will try to thank you as soon as he feels up to it. Come on Pete, get well. You can do it. Take care of yourself.

Keith Anderson sold everything at an auction close to Christmas time, and has taken off for sunny Florida. He says he will bask in the sunshine until spring. He bought a motor home and had the 34th B.G. logo put on the spare tire. If any of you in Florida see a motor home with the 34th B.G. logo painted on it, honk and wave him over. It is Keith Anderson of the 7th Squadron. He will be glad to stop and talk.

Do not forget, the 34th B.G. reunion at Wichita, Kansas, October 17-20, 1985. Looks as if it will be a good one. Let's make the 34th B.G. Number 1 again. Brochures will be out for this in June.

If any of you do not belong to the 8th Air Force Historical Society and want to join, mail a check for $10.00 (dues for 8th AFHS are due now), and I will send it in. We get a rebate for all new members from the 8th AFHS.

Bob Wright is in Florida and will stay until the end of March.

Gerry Pine has been in the hospital for a check-up. Hope everything turns out alright for you Gerry. You were expected at the Summa's for a visit. Sorry you did not make it. Maybe later on.

Note: One last item -- Let's get some publicity for the 34th B.G. Send in the following to your newspaper and ask them to put in on the Editorial page. Most of the newspapers will place it on the Editorial page if you ask. Also, please send me a clipping; I keep a scrapbook of clippings.

"The 34th B.G. is searching for all former members of the group to bring them together again. A reunion of the 34th will be held at Wichita, Kansas, October 17-20,1985. For information call or write: Ray L. Summa, Unit Contact, 2910 Bittersweet Lane, Anderson, IN 46011; (317) 644-6027."

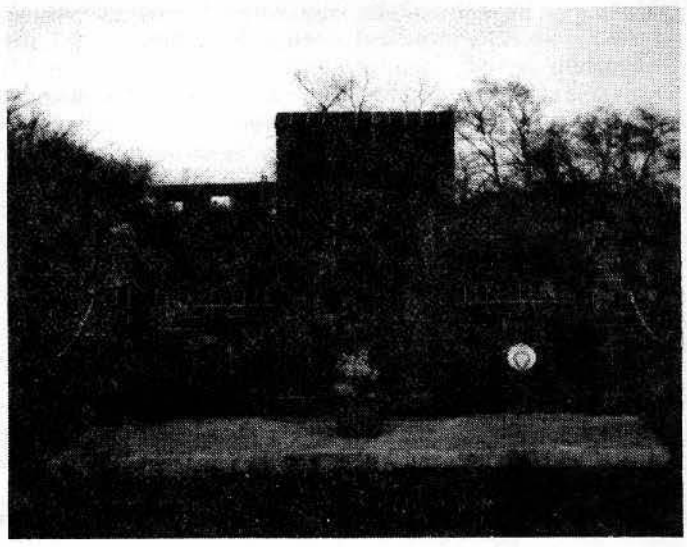
I will leave you with this --

Live one day at a time and make it a masterpiece!

Your unit contact, **RAY L. SUMMA**

Yesterday & Today

Mendlesham in 1944 *(top photo)* and
34th Bomb Group Memorial at Mendlesham today
(botom photo).
Photo by Kenny John



VOLUME VII NUMBER 2 JUNE 1985

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

OBSERVATIONS

Hello again!

Here we are with our second issue. I have received many kind words of praise on my first effort as editor for which I am thankful. They boost my courage to "have another go at it."

Although this issue will not be completed until after our Mendlesham Reunion, this column is being written before we leave. There are a few points I'd like to bring to your attention.

First, all dues and communications of importance to you as to membership, records, etc. of the 34th Bomb Gp. are to be mailed to Ray Summa at 2910 Bittersweet Lane, Anderson, IN 46011. Only material for the newsletter is to be sent to my address.

Secondly, in this issue I am beginning a new column titled "A Funny Thing Happened On The Way To The War." As we all know, even though "War Is Hell," we have all had some humorous incident happen in our wartime experiences. These are the items I want you to jog your memories for. Maybe we can all get a good laugh out of it.

As you will see in this issue, your letters must be kept as brief as possible. Make sure to cover the subject but don't "gild the lily" too much. We have received many lengthy letters and, in the interest of economy and reader interest, only excerpts have been printed. Hopefully, this won't irk the authors, but we're trying to get as much into the newsletter as we can.

So, here we go again. I hope you find this issue interesting and informative. I'd like to hear from you, not for the praise, but to tell me what you think might be done to improve the effort. I'm open to all suggestions.

Respectfully,
Eli Baldea
Editor

GREETINGS:

We have returned from our England Reunion and are all recuperating at the present time. The majority of us met at Kennedy Airport and we started reminiscing from there on. We departed Kennedy 1½ hours late and were greeted at Heathrow by Carol Clark and Dick D'Amato from Tamarac Tours. We loaded the bus and departed to Ipswich Post House and waited for the arrival of the tail end Charlies 3 hours later. The 34th Bomb Group crew chiefs sure could have shown these modern-day mechanics how to get aircraft ready for the mission, as all planes arrived late.

Friday evening we had our tour meeting and met FOTE members Stu Evans, Ron Plake and Ian Hawkins. Our English friends turned out in force on Saturday at the memorial and at the dinner. The fly-over was superb. The ladies of the Legion and their husbands were our guests at the dinner on Saturday evening. The women were presented with a 34 BG flag, (a flag that had flown over the capitol), 34th scarves, and pins. The scarves were designed and produced by Randy Martin and Pete Gray.

The wreath at the memorial was placed by Baldea, Kiley, McAllister and Brauks representing the P.O.W.'s. The ladies of the Legion and the Men of the British Legion each placed a wreath to the left and right of ours. Mrs. Matilda Webb, the president of the Women's Section of the British Legion, accepted the flag at the dinner.

Sunday, most of us attended church services in Mendlesham, and in the afternoon placed a wreath at Maddingly National Cemetery in honor of the 34th Bomb Group. The visit to Maddingly always makes us stop and think about how fortunate we are, and of how our friends that are interred there have made the supreme sacrifice for us.

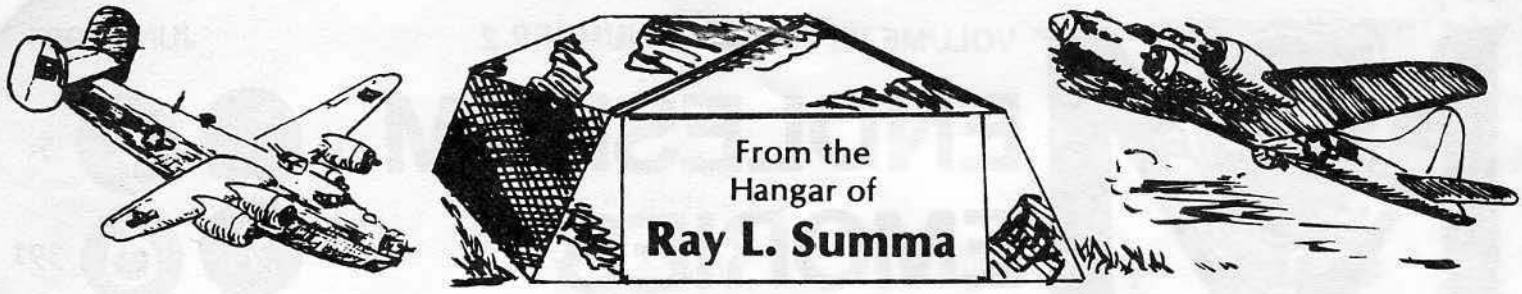
The days that followed had visits to the 390th and 95th control tower, Cambridge, Stowmarket (where we pushed the bus to get it started) and finally to London town. We had two superb bus drivers, Roy Jackson and Maurice Nichols, who made our travels easier. The English have claimed that the green countryside is due to the rains that race in from the west, but we husbands know that what keeps England green are the greenbacks rolling from the west by our shopping ladies. London was a round of touring, museum visiting and shopping. Time moved so swiftly and it was time for us to depart and go our separate ways, when it seemed we had just arrived.

We received a certificate of recognition for the Support of the Bomber Command Museum at Hendon Royal Air Force station. Tamarac Travel made the donation in our name.

Now is the time to start thinking about the Wichita reunion. The 34th will be holding forth in the Wichita Royale, where we will be quartered and will have our Friday night banquet. We will have our own hospitality and meeting room. The package will follow the program we had at Nashville. You will pick the package plan to your liking. Rooms will be $48.00 double occupancy or $43.00 single. Reservations will be on a first come - first served basis.

I still have some stamps from the Nashville reunion. I talked to the owner and he was supposed to get back to me. Drop a line and describe same and they will be out in the next mail.

Regards,
Harold C. Rutka
President,
34th B.G. Assn.



Fellow Members of the 34th B.G.

I will make this one shorter than usual, as there will be plenty to tell about the trip back to England I do not want to take up the space with a lot of things, when you would rather hear about the trip and other things.

First let me say, I think Eli did a marvelous job with the last newsletter and I am sure he will continue to, but he will need the help of all of you, so send him stories and anything interesting for the newsletter.

We did find the co-pilot of the plane mentioned in the last issue. He is Bill Hart of Topeka, KS. He and Merril Blevins were the only survivors of the two planes., He has sent me the story and Eli will print it in the newsletter soon. I also have the story from the records.

Hannah and I will be gone for 26 days in England sightseeing and visiting relatives.

I have been in touch with a man from Scotland who represented the land owners, where several of our bases stood. He is G.F Keech, known as "Mac" by those who knew him. He lives in Edinburgh. He is 91 years old and remembers a lot of the men fom the 34th. He has asked me to call him when we are in Edinburgh. He has sent a couple of stories to use for the newsletter.

Pete Gray is feeling better and will be on the trip back to England.

The B17 shown flying in the last newsletter was flown by "Ike" Isaacs crew, it was called "Sugah". Eddie Jones of "Ike's" crew called me and told me about the picture. I also received a letter from "Ike."

As most of you know the Boeing Company will celebrate the 50th Anniversary of the B17 at Seattle in July. They are putting together a book on all groups who flew B17's. I sent several pictures of B17's to them. It was impossible for me to send much information to them about the 34th on such short notice, but we will be represented in the book.

I did send out 839 delinquent notices and have a pretty good response. I know some of you who had paid, received notices by mistake. My apology to you. This was less than 1% of the total. We are to stop sending newsletters to those who are delinquent for two years and if you owe for 1985, when the newsletter comes out in September with the roster of those we have found, you may not be receiving a new roster.

The Indiana Chapter of the 8th AFHS will meet in Indianapolis the third Sunday of September. It would be a good chance for those men from Indiana to get together for a Sunday dinner and meet some of the men from other groups.

Those of you who would like to see a B17 being restored; Shoo Shoo Shoo Baby is being restored at the Dover AF Base, Dover, Del. Open house is held each third Saturday thru May and August from 10-2. Why not drop down to Dover and see the restoration. Call Henry Jurgens at Smyrna Del and if his farm work is caught up he will probably meet you at the hangar. Smyrna is just 15 miles.

We have had a couple of visitors this spring. Ronnie Simpson 391st Sqd. and his wife Martha came by one Sunday afternoon. It was real nice to see you after all these years.

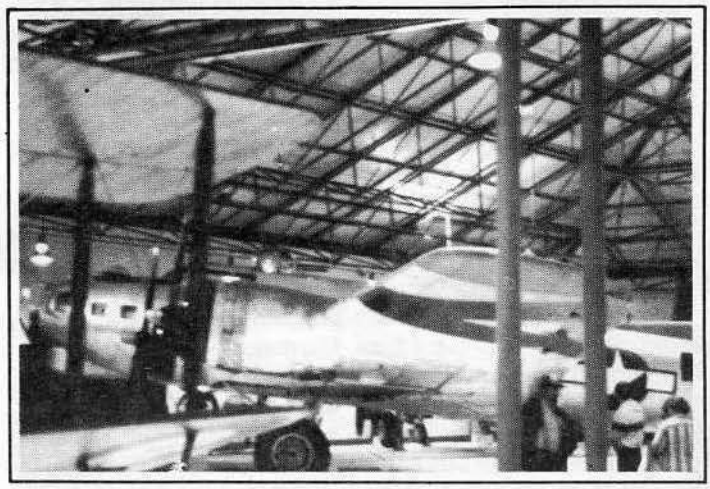
Also Harry Lambert and his wife Mary from Michigan dropped by another Sunday for a visit. Harry was also from the 391st. It was nice seeing both of you again.

I will not mention much about the Wichita reunion as Eli will print something about it. God willing Hannah and I will be there. Make plans now, do not put if off!!!!

Hal Province and Gen. LeBailly were chosen by the Dutch Government to represent the 34th on the anniversary of the Food Drop. They will have something to report on this soon. Hal went to Mendlesham after the celebration. I had one letter from Ben and he said they had a wonderful time and were treated royally by the people of Holland.

I think I have said enough for this time. So we will be seeing you at Wichita and at Mendlesham.

Ray L. Summa
34th Bomb Group
Unit Contact



B17 displayed at R.A.F. Museum at Hendon

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor: Eli Baldea
1595 Sunnyslope Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

"Doc" Wright

Sorry I didn't see more of you at the Nashville reunion but know you were real busy and I was not getting around very well because the feet were acting up again. They are the reason we are regretfully not going to make the London trip this year. We did enjoy the Nashville reunion and were lucky enough to see many old timers I had known in Mendlesham. We want to thank you and the board members for a job well done.

Am enclosing my dues for '85 and '86 so I will be current for another twenty months. Keep me on your mailing list for I do want to follow the happenings in the 34th. Cheers and warm regards.

Henry W. Shanley

Better late than never with my dues. I won't be able to make it to England this year due to family commitments, but am keeping the October reunion open.

Many of the names mentioned in the "Mendlesham Memories" are not familiar to me. I do remember Roy Tavasti, Bill Creer, and Gene LeBailley because they worked out of Group HQ. and one name that I'm sure everyone remembers who was there at Mendlelsham during his reign as Group Operations Officer - Lt. Col. Joe Eaton. He was quite a guy. I believe he was lost on a "milk run." So much for memories. Hope to see many of you at Wichita. Cheers.

George & Lillian Rohrbaugh

I'm sorry Ray that I messed up on the dues bit. So I'm enclosing my 1984 and 1985 dues. I spent April in the Northport V.A. Hospital. Seems my heart rate dropped from 44 beats a minute to 35 beats a minute in one week. So in 8 days they had me all straightened out. I feel fine now. It was a matter of finding the right medication. So, you folks take care, because we care.

Donald Reed

Enclosed are my 1985 dues together with a small contribution to the Memorial Fund. Just recently discovered my old mission diary. I'm sending you a copy for the 34th's file of memorabilia. I kept this diary faithfully through my 23rd mission on 25 Feb. '45 and then suddenly stopped. I think this was the period we flew five missions in six days. I remember they had the flight crews on bennys (Benzedrine) to keep us awake. The teenager shows through in this diary, a lot of Hollywood cliches and general immaturity. The facts, though, are generally correct. What I'm appalled at, however, is my total lack of concern at that time for the death of others. I mention ships being blown up, incidents that I observed, not second-hand tales, and their crews killed, with less emotion than I now exhibit when my home team gets a two-base hit in a tight ball game. Sorry I won't be able to join you for the reunion this year. I'll look forward to your report in the next issue of Mendlesham Memories. Regards.

Warren Kiley

I received the information about the Oct. 7, 1944 raid on Mersberg and I want you to know how much I appreciate your efforts. The documents are priceless to me. I will duplicate them and send copies to each of my surviving crew members. Again thank you! We are so lucky to have a fellow as generous as you pulling us together.

My wife and I are booked on the Mendlesham tour and we hope to meet you. It should be a great occasion. Best Regards.

Bob Hassett

I sure didn't realize my dues were that far behind. I sure want to keep them up and get my "Mendlesham Memories." I also keep up in the 8th A.F. Historical Society.

I still find myself drifting back to those old combat days. We were lucky to get back. We were a "Mickey" plan for our last 15 missions. On our next to last mission we were shot down but made it to Luxembourg and landed at an R.C.A.F. field. Right waist gunner, John Frey, was killed.

I enjoy hearing from you when you have time. A fellow asked me what the B-17 bomb load was the other day. I sure forgot. I would appreciate the info. Thanks.

Hank Bloomer

I'm not surprised that I forgot the 34th BG. I also forgot to pay my Masonic Lodge dues, and the Heart of Texas Retired Officers Chapter dues. All of y'all had to dun me.

On the other hand, I'm glad you are able to dun me! If I had to pick a year to live over, the year 1984 would certainly not be it. Starting when we got back from Florida last Feb., I had a congestive heart attack in March, another in May another in Dayton, Ohio in early Sept. Then my brother who lived here in Waco had a stroke putting him in the hospital for 12 days. We brought him to our house to recuperate but he had another stroke and passed away on 30 Oct. We took him to Dayton for interment. He never married, was 79 years of age, left a considerable estate of which I am executor.

On Dec. 4th, while participating in the annual opening of the Grand Lodge of Texas, I got sick again, but this time it was pneumonia; back to the hospital 'til Dec. 19th when they gave me leave to go home for Christmas. Then back to the hospital on Jan. 1 for another 12 days; went from 180 lbs. to 145 lbs. (Looked like a survivor of Auschwitz or Buchenwald).

Then, you guessed it, another session with pulmonary edema in late February. Total hospital, doctors and medical bills - $27,000.00 since last March. Fortunately I'm on Medicare and carry my other with R.O.A.

Now, kid, you wanna hear another tale of woe? My accountant failed to declare all of my earnings in 1982 and a month ago the IRS hit me for another 550 bucks including penalties. So here's your $7.50. Take it hog, I'll starve. Seriously, must commend you for the ultra-sophisticated bulletin you are producing. Best regards.

(CONTINUED ON PAGE 4.)

NOTES FROM OUR FRIENDS...

(CONTINUED FROM PAGE 3.)

Burt Vrooman

Sorry about being late with my dues. Received March newsletter yesterday and it hit me! I hadn't paid my dues yet.

I enjoy the "MM". It sure brings back some memories of those days. I was "ground crew" so not much excitement except for a raid and the buzz bombs. I did get down to Austria after the hostilities ceased and saw the havoc and destruction and human suffering brought on by war. We were at an air base near Linz and were evacuating displaced persons and prisoners of war back to their homelands.

FLIGHT LINE REPORT

A TRUE REPORT
Keith Anderson

After fighting the elements (Virginia Beach traffic) I parked the motor home in Va. Beach R.V. park. I soon found out I was parked at Navy active runway. Navy was burning a lot of kerosene. I believe they were buzzing motor home and was glad when they quit operations about midnight.

I called Pete Gray and suggested we meet in the morning. His answer was "I'll see you in 45 minutes." Knowing that Pete was recuperating from heart surgery, I expected him to come in with two feathered props and a blown jug. How wrong I was! Pete came in on full power with fuel to spare. This was his first night mission since surgery. If he hadn't had hemstitching showing, one would not know that Pete had been through such an ordeal.

No doubt his paint thinner, Virgina ham, and grits have kept him fit for combat. Pete made the statement that he would have his tanks topped off and ready to return with the 34th to fight the Battle of Mendlesham one more time.

Thomas W. Rogers
6599 Red Horse Pike
Newburgh, IN 47630

Sorry to inform you that my dad, Theron P. Rogers, a member of the 34th Bomb Group Assn., died of cancer on January 31, 1985. Dad was a T/Sgt. when he got out of the service. He had served as flight engineer and top gunner during 35 missions on the B-24's and B-17's. He was in the 4th Bomb Squadron. We still have his "Libs-Forts" leather jacket with the spider emblem. Dad was extremely proud of his service record and in his last couple of years has really enjoyed getting your newsletters. In fact, he and my mom had planned on going to Nashville last September but his illness made that impossible. I have enclosed a picture of his crew from the "Weary Willie". Would you please put it in a future newsletter? I would really appreciate hearing from anyone who may have known my dad. Thanks a lot.

Robert Stoneham

Enclosed please find my check for my 1985 dues. I had a little interruption in my life last summer and threw my entire schedule off, and I am finally getting things back on target again.

Last summer, I had all good intentions to attend the reunion at Nashville after I had completed a sailing cruise off the coast of Maine. Unfortunately I became ill two days before the end of the trip. I thought I had a bad case of the flu, but when I returned to Ohio four days later and saw my doctor, he informed me that I had experienced a heart attack. The cardiologist shook his head and told me that the area which was involved usually has only a percent survival rate, and, after all I continued to do in crewing the vessel, he could not understand how I survived. Fortunately, I did and I must say that I feel better now than I have for the past several years.

I had hoped to attend the reunion this summer at Mendlesham, but I find that I will have to return to the states on May 25th. I am going to make the trip back to the base this time for sure. It seems that each time we are in England visiting relatives, I never have a chance to go back to Mendlesham. Thank you for all of your assistance and keep up the good work.

Lt. Col. C. David

I am trying to locate anyone who "evaded capture, escaped, or was aided and then captured" during WW II. We have the names of 3,089 but only 300 addresses. Please send information: to Air Forces Escape & Evasion Society, % Lt. Col. C. David, 215 Dennis Lane, St. Clairsville, OH

Bill Dempsey

Was about as surprised hearing from you as I was in receiving a phone call from Dana Schrupp (my old co-pilot) about 2 months ago. Hadn't heard from him since we landed at Bradley Field, Conn. in June of '45. Am enclosing my membership dues and am happy to join the "Force."

Didn't circle the squadron on the form because, truthfully, I've been in so many that they run together. Think it was the 391st - the one with the bullseye in the middle of the patch and the beak, but, whatever Dana says we were in is O.K. with me. Put me there and let me know who I belong to!

If and when you see Bob Stoneham again, will you tell him he still "owes me" for the time I crossed an open bomb bay on a bomb run and patched him up. That was one I'll never forget.

Ralph Hartman

Sorry we had to cancel Nashville. Had a tough sickness to contend with. Result was to lose the left leg. Also the small intestine. Still in the process of recovery. Doubt I could make the reunion in England, although I am back to work. Also sorry for delay in dues.

Jim Kelley

I was very pleasantly surprised when I saw in the last newsletter a picture of a crew I lived with one time. C.B. Neth was one of my pub-crawling buddies and it brought back pleasant memories. Perhaps someday I will be able to attend one of the reunions. Cheers.

Chet Malacz
Unit Contact - 339th FG.

Just finished reading another enjoyable issue of your Mendlesham Memories. The personal touches you, and now your new editor, put into it make it most meaningful to your buddies. I had nothing to do with the 34th BG except to escort you on occasion, but reading your newsletter makes me feel like I was part of the group. Your planned trip to England sounds like a winner. Have an arf and arf for me.

S.F. "Mac" Keech

I was very pleased to hear from you again. You have got together quite a large number for the pilgrimage to the Mendlesham Memorial. Your honoring of the ladies who have placed flowers on it over the years is a very nice thought and the banquet will be quite an occasion. The flag, too, will prove a lasting tribute to all the brave men of the 34th B.G. who made the supreme sacrifice.

You asked me to give you a story connected with my stay at Mendlesham with you lads. One I recall is:

(CONTINUED ON PAGE 5.)

NOTES FROM OUR FRIENDS...

(CONTINUED FROM PAGE 4.)

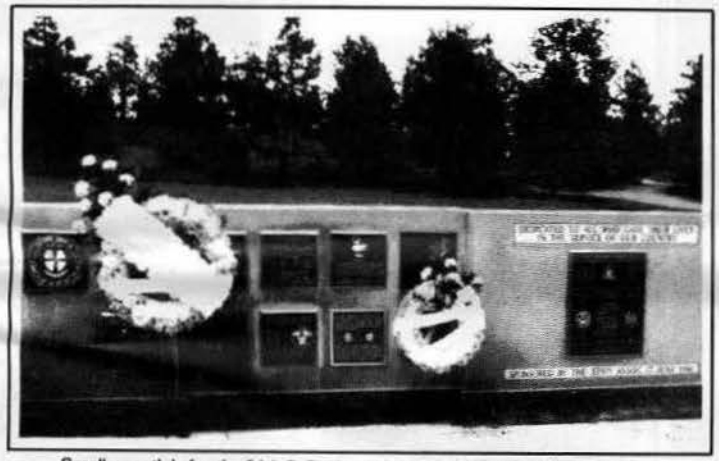
When my RAF team was preparing the station for you to operate from, I was sitting in the Officer's ante-room when I heard American accents coming from the passage. The sound came from 4 or 5 officers of the "advance party." I said to them "Why not come inside and make yourselves at home?" Their reply was "We can hardly come in the room when there is a 4-star General there!!" The 4-star General happened to be a Czechoslovakian major whose badge of rank happened to be four stars!!"

Well, Hannah and Ray, here's wishing you Good Health. God Bless.

Malcolm Corum

Attached hereto - a pair of photos taken on 26th May, Memorial Sunday, at the A.F. Academy Cemetery. The 49th F. Sqdn. was having a dedication ceremony for their plaque (next to the 34th) and since I had assisted them in getting things going - they had me attend as their guest. Next thought was why not have a wreath for the 34th placed at the same time. You have the results.

Good luck in all your endeavors. Our best wishes extended to all.



Small wreath is for the 34th B.G. placed May 26, 1985 at the Air Force Academy by Malcolm Corum

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

By George Ritchie

When Walt McAllister and Eli Baldea asked me to write an article for this issue of Mendlesham Memories on "A Funny Thing Happened On The Way To The War" I was stumped. I reminded them that not only has time taken its toll on my memory cells but the blood just doesn't flow thru the brain matter as efficiently. My wife, June, will testify to that. However, here goes.

October 17, 1944 - Cologne, Germany - We were flying deputy lead on a Mickey Mission with Walt McAllister as airplane commander, and the crew of the "Lili Marlene". As the cliche goes, "there we were at 20,000 feet". . . we really met the war.

Instantly we transformed from well fed, well kept, well housed, well dressed, scared but happy air crew members into unfed, unkempt, really scared, grubby, unwashed, cold guests of the Third Reich. Gone were the showers, shaves, clean clothes, heated barracks, good food, toothbrushes, card games, parties at the club, passes to London that were a part of the war as we had come to know it. Now we were in Hitler's territory and actually his property. Many hair-raising as well as humorous experiences were to follow. Some were so unusual as to be unbelievable and would never have made it on the silver screen.

In the winter of 1944/45, our whole complement at Sagan, Germany, known as Stalag Luft III, was moved because of the advancing Russian Army. I was in the west compound of the camp and we were moved to an old Italian P.O.W. compound at Langwasser outside of Nuremburg, Germany. As the war favorably progressed for the Allies, the German high command ordered us moved again in March of '45 toward Munich. Another forced march! Hot Dog!!

This time the weather was more favorable and prospects for an escape presented themselves. Very unglamorously I effected an escape with another bombadier from Texas, named Herky. We swam canals at night, hid in barns and sheds, laid in yards, walked the woods, stole to eat and drink. We were scared. Twice we were recaptured. Once placed in a village jail - escaped. Once in a column of U.S. Infantry P.O.W.'s - escaped. All in all we had about 36 days on the loose.

Once while hiding out in a wooded depression, a barking dog brought out some curious townspeople. The jig was up again. We were taken into the village more as a curiosity than as prisoners. In town was the typical Gestapo agent, dressed in this full length black leather coat, a young blonde at his side in a sporty 2-door black sedan. Actually, they ignored Herky and me. He only gave us a glance, a shrug, and left us to the townspeople.

As soon as the Gestapo agent left, the townspeople herded us into a local farmhouse and proceeded to treat us to food and drink. We were a mess - same clothes that we wore at take-off 6 months before - no bath-shave-toothbrushing for 4 months and here we were the center of attention. Both Herky and I would have been glad to share our fleas and lice, but had no takers. So we just sat there and enjoyed their food, drink and chatter.

About 15 minutes into the "party" the door flew open and there stood what looked like the Chief of Staff of the whole German army. A flashy uniform that wouldn't quit - gold braid dripped from his shoulder boards and blouse cuffs. Four rows of fruit salad across his chest topped with the German Iron Cross. (He must have won them all in WWI). The black patent leather holster that hung at his side was empty but his right hand held the largest "frog leg" I had ever seen and it was leveled right at us.

Man, did we move. Up on our feet - into a brace - hands touching the ceiling. As we stood there quickly forcing down our last mouthful of food, our benefactors almost dis-armed the local burgomeister. They made him put up his gun and greet us formally. After the introductions and some bowing, we resumed eating amidst the shrieking, yelling and screaming Germans. When the dust had settled, Herky and I were marched out of town at the point of a gun.

Just as soon as we were out of sight of the townspeople, our "captor" holstered his weapon and his personality changed. He walked us to the first crossroads and faced us in the direction of the Fatherland. Instead of walking forward, we walked backwards towards the front lines, all the while waving and smiling at our captor. We continued walking backwards smiling and waving, even though he had pulled his gun and leveled it at us. As the distance between us grew, our captor threw up his hands in disgust, holstered his weapon and walked back toward the village.

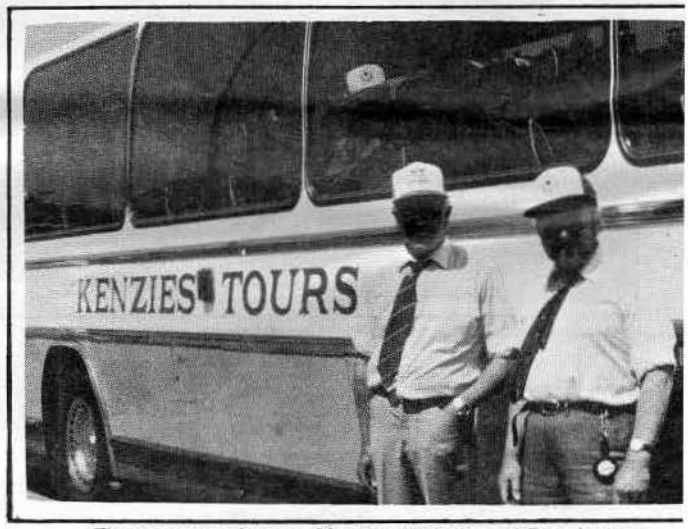
Sure we were both laughing, but I do believe it was only to cover our fear. Ten days later we had infiltrated the lines and were home free. Herky and I are still laughing. God Bless!

Memories of M

Typical interior view of one of our two tour buses

34th B.G. spect
Madingly Amer

Welcome sign at the Framlingham control tower, 8th A.F. Museum

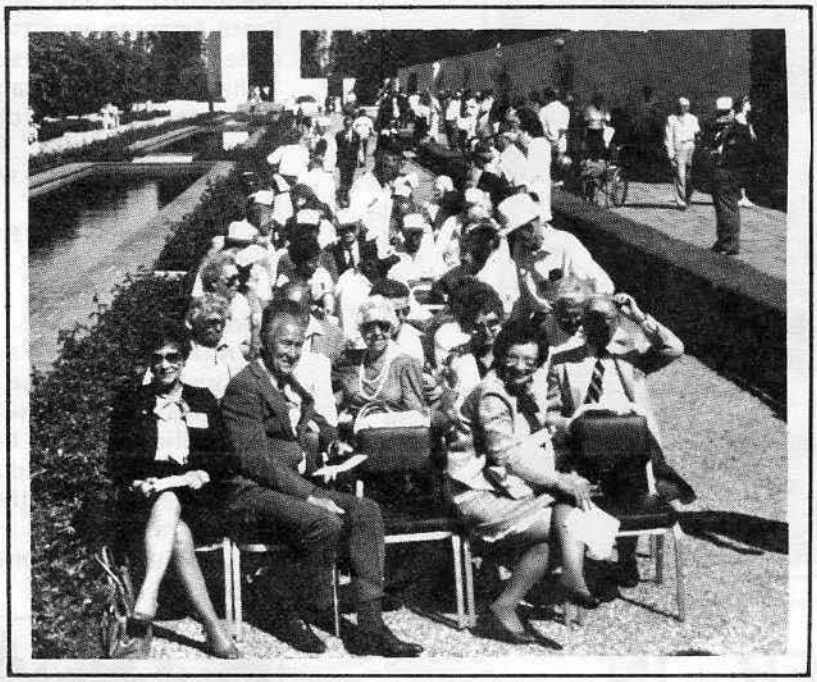


The tour bus drivers, Maurice Nichols and Roy Jackson

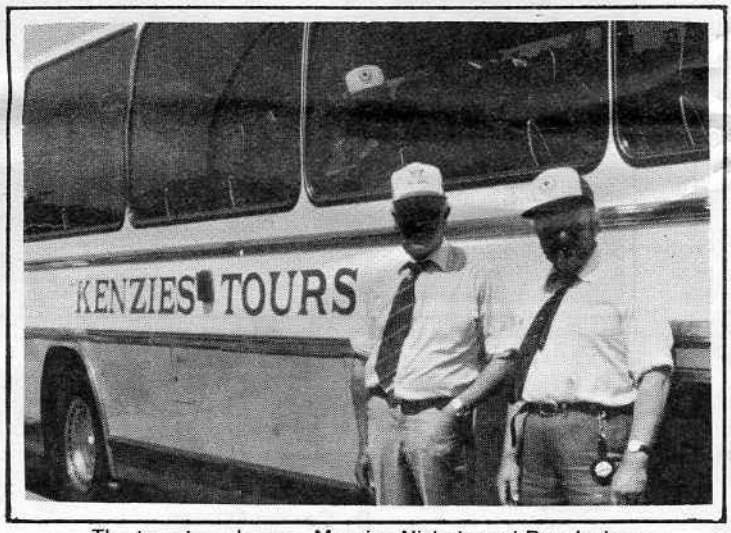
Roger Freeman, featured speaker at banquet in Ipswich, June 1, 1985

Harold Rutka presenting American Flag to Mrs. Webb of the British Legion

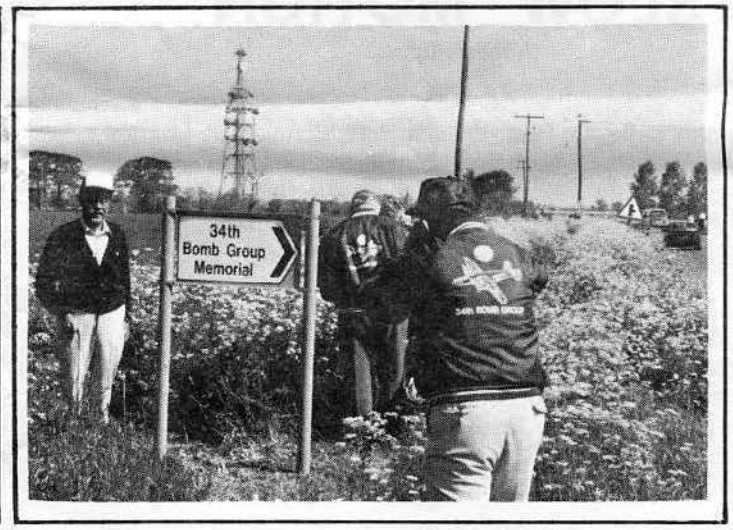
Memories of Mendlesham Reunion



34th B.G. spectators at Memorial ceremony at Madingly American Cemetery, June 2, 1985



The tour bus drivers, Maurice Nichols and Roy Jackson



Joe Novicki next to roadsign at Mendlesham Memorial

Harold Rutka presenting American Flag to Mrs. Webb of the British Legion

Pete Gray and Gerry Pines passing out gifts at the banquet June 1, 1985

endlesham Reunion

at Memorial ceremony at
Cemetery, June 2, 1985

Ray Summa, Vivian and Bill Creer, Joan Steadman, and Gerald and Charlotte Steadman at Mendlesham Memorial site.

Wally Brauks, Walter McAllister, Eli Baldea and Warren Kiley after placing wreath at Mendlesham Memorial

Joe Novicki next to roadsign at Mendlesham Memorial

Pete Gray and Gerry Pines passing out gifts at the banquet June 1, 1985

Group ready to board buses at Cambridge for trip to London

NEWS FROM HERE AND THERE

Do any of you remember the man from Scotland who was the one that represented the landowners on whose land we were based in England. S.F. Keech, known as "Mac" by some of the men from the 34th BG? He was part-time on the base and other times elsewhere. Ray has been in contact with "Mac" for a few years and has written him about the 34th coming to Mendlesham in May and has invited him to come join us. Excerpts of a letter from "Mac" will be found in the "Notes From Our Friends" column.

* * * * *

Does anyone know the whereabouts of Allen Brunk of the 7th Sqdn.? The last we heard he was in Texas and later we heard he was the Ass't. Mgr. of an airport near Denver, but upon writing to the Stapleton Airport, we find that there is no one by that name employed by the airport. Let us know if you have any information on his whereabouts.

* * * * *

World War II Airplane nose art information sought

For a book length study of American airplane "nose art" during World War II, I would like to hear from individuals who either executed such art or used it on their aircraft. I am interested in how and why subjects/motifs were chosen and any memories or stories about individual examples. I would like to hear from individuals with photographs of this art work. All materials will be promptly returned after copying. Please contact: Randall Bond, Art Librarian, 205 Bird Library, Syracuse University, Syracuse, NY 13210.

* * * * *

Dana Schrupp still has on hand: 2 golf shirts with B24 on back and 34th on pocket; 2 golf shirts with B17 on back and 34th on pocket; 1 med. size jacket with B17 - 18th Sqdn. on it; Plenty of caps which will be brought to Wichita, if not sold out by then.

* * * * *

We have received a nice letter from Rosemary Fryer with some articles about Gen. LeBailey and marine William Deane Hawkins, who was a Congressional Medal of Honor recipient. Her sister writes for the newspaper at Oak Harbor, WA and wrote an interesting article about Ben LeBailey regarding the Food Drop in Holland in the spring of 1945. I'm sure many of you were around at that time and remember the incident well. Thanks, Rosemary.

* * * * *

John Bloczynski had an unexpected reunion on our trip back to Mendlesham. It seems that somehow, back during the war years, he had lost his dog tags. He was a navigator in the 34th B.G. In any case, last year the dog tag was dug up in the back garden of Mr. and Mrs. Palfrey of Mendlesham. The Palfreys were pleased to be able to return it to him after the 40-plus year separation. How about that?

Theron Rogers and crew of "Weary Willie"

DISASTER IN SLOW MOTION

(A follow-up)

AC#42-51190

Pilot, John Little; Co-Pilot, William Hart; Bombadier, Charles Conklin; Navigator, Nathaniel Zenelman; Observer, Martin Blevins; Engineer, Harold Bushey; Radio, Gerald Younker; Waist, Edward Clements; Nose, Paul Kahman; Ball, Herbert Dolley; Tail, John Stark.

AC#42-94893

Pilot, Donald DeMatio; Co-Pilot, Leonard Ray; Bombadier, Walter Vachon; Navigator, Garfield Morehouse; Engineer, Cecil Tankersly; Radio, Carlo Asti; Waist, Harold Williams; Nose, Harvey Moerhead; Ball, Jesse Schulman; Tail, John McCarthy.

Comments from Bill Hart:

I was assigned as co-pilot to Lt. Little's crew as he was being made pilot. His pilot had been injured and was grounded. Lt. Little was flying the ship and we were a few minutes from the target. Either the nose gunner or the bombadier came in on the intercom that a plane had been hit and was coming up into us. I don't know who turned to the left, maybe both of us did, but it was too late. All hell broke loose. The cockpit filled with flames and we went into a spin. Lt. Little had his head out his window. I don't know if he was alive or not. I got the plane out of the spin and that was when she blew. That's all I remember until I came to at about 2000 feet and pulled my ripcord. I landed in a bunch of French POWs cutting timber with 3 or 4 Volksturm guards.

I did not see Lt. Blevins until we reached the jail in Saarbrucken. He was in pretty bad shape. The fact that he was in the cockpit standing behind me when she blew probably saved his life. When the plane exploded, the right wing pulled away. It took the right side of the cockpit with it and left Lt. Blevins and me in a free fall.

NEW MEMBERS

Allen, Donald
5914 E. Kincaid
Wichita, KS 67218

Dempsey, William
9021 Woodhaven
Boise, Idaho 83704

Doran, Vincent J.
3811 Knick Ave.
Anchorage, Alaska 99501

Dunn, Harold
3774 - 42nd Ave. So.
St. Petersburg, FL 33711

Gotowka, Richard S.
53 W. 3rd Street
Dunkirk, NY 14048

Gross, Robert H.
34 Ironwood Road
W. Hartford, CT 06117

Hansen, Duane
5419 Middleton Rd.
Madison, WI 53705

Henry, Glenn
417 Yosemite Trail
Madison, WI 53705

Jones, Wyatt S.
77 Pico Rd., Box 58
El Centro, CA 92243

Haddix, Eugene I.
20101 SE Fairway Dr.
Boring, Oregon 97009

Lind, Albin M.
8831 - 184 N.W.
Stanwood, WA 98292

Maachalz, Ray
4729 N. New England Ave.
Harwood Heights, IL 60656

Moore, Rudy
P.O. Box 284
Atwater, CA 95301

Ostrom, Thomas
10523 Spaulding Ave.
Chicago, IL 60655

Perrin, Robert
369 W. Kingston
Portland, Oregon 97201

Ross, Morris
223-40 56th Road
Bayside, NY 11364

Slovenske, Sigmund
5046 E. Forge
Mesa, AZ 85206

Wheeler, Wilfred R.
P.O. Box 118
Enfield, NH 03748

Woolford, William J.
10615 S.E. Oatfield
Milwaukie, OR 97222

MENDLESHAM REUNION ATTENDANCE

Charles Alling
New York, N.Y.

Vern & Millie Ames
Tonowanda, N.Y.

Keith Anderson
Ravenna, OH

Paul & Beryl Anderson
Everett, WA

Bob & Rose Marie Baer
with son Bill
Terre Haute, IN

Sam Baglio
Exeter, PA

Eli & Rose Baldea
Crown Point, IN

William & Maria Barry
Standordville, N.Y.

Cleo & Freddie Baughman
Stockton, KS

Jack Lackham
El Paso, TX

John & Maria Bloczynski
Marshfield, WI

Wally Brauks & sister Doris
Affton, MO

Milt & Elaine Braveman
Harrisburg, PA

Glen Carlson
Eau Claire, WI

Bill & Vivian Creer
Las Vegas, Nv

Al Dinneno
King of Prussia, PA

Joseph & Eileen Drahnak
Denver, CO

Wally & Jane Ann Felker
Orlando, FL

James & Mary Kenny
Shoreham, NY

Warren & Florence Kiley
San Diego, CA

Charles & Eleanor Kinzie with
Charles III & Janis
Crafton, MD

Emet & Loretta Klusmeyer
Manitowoc, WI

Ed and Mark Lawler with
friend Kaye Timoney
Brooklyn, NY

Earl & Helen Maciel
Warwick, RI

Ambrose & Rose Marie Majchrzak
Coraopolis, PA

Randall Martin
Hingham, MA

Walter & Ruby McAllister
Orlando, FL

Joseph Novicki
Palos Park, IL

Harold & Norma Parrish
Carbondale, IL

Gerry & Wanda Pine
Waunakee, WI

Lyle & Catherine Rhein
Maplewood, MN

Everett & Margaret Rose
Tacoma, WA

Harold & Genevieve Rutka
Duluth, MN

Fred & _____ Schoch
Spokane, WA

Alex & Estelle Seelhurst
Houston, TX

Paul & Pauline Shull
Raytown, MO

Robert & Ginny Gradin
Superior, WI

William "Pete" Gray
Virginia Beach, VA

Milt & Kay Hansen
Madison, WI

Ken & Rene Humphreys
Fort Worth, TX

Alf Johanson
Marietta, GA

William Kenney
Rockaway Beach, NY

Paul & Frances Sims
Belpre, OH

John Smith
Tinton Falls, NJ

Carl & Peg Stemen
Bremen, OH

Ray & Hannah Summa with
Gwyneth Van Huss
Anderson, IN

Roy & Kate Tavasti with
sister Helen
Pismo Beach, CA

Grant & Charlotte Thuemmel
Lake Oswego, OR

★★★

TAPS

AVRIETT, Giles

WILCOX, William

FORD, John
(Lefty Gardner's crew)

HAMMEL, Clem
(391st Crew Chief)

HICKEY, John

ZIMMERMAN, Robert E.

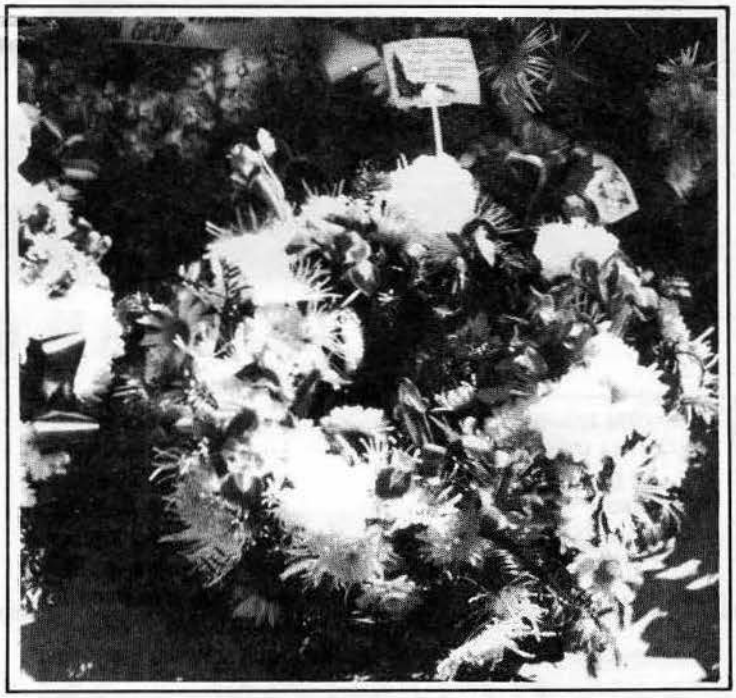
ROGERS, Theron

COLLETA, Leonard L.

BOWEN, Louis C.
(Killed in B29 crash in the '50s in Azores)

PETERMAN, Clarence "Pete"

STEADMAN, George T.
(England)
See tribute in this issue



34th B.G. Wreath placed at American Cemetery June 2, 1985 by Harold Rutka

A TRIBUTE

By Bill Creer*

The 34th Bombardment Group (H) has lost a dear English friend and compatriot. George T. Steadman passed away on March 6, 1985.

The Steadman family have owned and farmed their land in Suffolk County, East Anglia, England for some 600 years. When the United States entered WW II and committed our armed forces to assist the British Empire in the defeat of Nazi Germany, one of the early problems was to provide base sites for our Air Force. The Steadman family came forward and provided the major portion of the land that became Station 156, the WW II operating base for the 34th Bomb Group.

The Steadman family was most understanding and supportive from the arrival of the 34th Bomb Group. On my arrival, George Steadman made it a special point to come forward and offer understanding of our task and full cooperation and support. As time went on, during the trying days of 1944-45, it became crystal clear that these overtures came from the bottom of George and Joan Steadman's hearts. At the command level, George provided many services. He was always ready, day or night, to assist in the resolution of any community problem that might develop from the intrusion of some 5,000 young Americans into the quiet East Anglia country side.

The Steadman home was always open, Joan Steadman standing at the kitchen door with a smile of welcome. I recall one occasion when returning from Ipswich we had passed the "Grange", the door was open, so we turned around and went back to pay our respects. Joan met us at the door, and invited us in for tea - which was prepared almost immediately - and served piping hot from a China tea pot covered with a plaid woolen cozy complete with the sweetest cookies.

During the conversation, Joan suggested Col. Ben LeBailly and I come over for something to eat that evening and play a little poker. As a general rule, both of us did not leave the base at the same time. In this case the weather forecast was so bad we had a 90% chance of being "stood down" so I said we would be delighted.

With that decision, we were immediately asked to assist in the catching of one of the chickens in the back yard. After appropriate evaluation a selection was made. Then came the chase. Success came when we cornered the chicken against the wire fence. In no time at all the head was off, the chicken dunked in a bucket of boiling water, the feathers removed and that bird was ready for the oven.

George loved to have a little brandy and play poker after dinner. As I recall he usually lost, which bothered him not at all.

Wars end brought tremendous change. Our national priorities and our personal priorities were adjusted immediately. Five thousand young men with their enormous energy were raring to close shop and head for home and family.

The war in the Pacific remained. In the back of our minds some of us knew we would be called upon to participate, but that task seemed a long way off.

Even in this happier immediate post war commotion, the survivors of the 34th Bomb Group realized they could not depart England without leaving some Memorial in remembrance of those who had given their lives to defeat the treachery of Nazi Germany.

George Steadman participated in the review of this need and promptly offered a suitable site near the Ipswich-Norwich road at the end of our 230 runway.

This Memorial materialized and stands today, not only in recognition of our lost 34th Airmen, but to the generosity and understanding of our great compatriot, George T. Steadman. George and Joan, you will be in our hearts as long as we live.

* William E. Creer MGEN USAF (Ret) Commander of the 34th Bomb Group (H) from September 8, 1944 to May 31, 1945.

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Address Correction Requested
HDQ.
18 391
4 7
34th Bomb. Group
988-4607
Crown Point, Indiana 46307
1595 Sunnyslope Drive
c/o Eli Baldea
34th Bomb Group Assn.

Non-Profit Org.
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REUNION IN MENDLESHAM

Mendlesham has been a memory for most of us for 40 years. For some of us, this trip made it a reality.

The largest contingent met at New York's Kennedy Airport and flew over via TWA. A smaller contingent met at Chicago's O'Hare Airport, also to fly over via TWA, albeit another plane. A few individuals flew over to England on their own and met the group there.

The New York group was one and a half hours late on their original flight plan only to be surpassed by the Chicago contingent who were three hours late. Needless to say, TWA lost a few of their boosters that day.

However, when all had reached Ipswich, the jet-lag problem set in. For the Chicago group, it had been over 30 hours since they last slept, so that first evening, it was common to see some walking zombies.

After a few hours sleep, we were raring to go the next morning (Ha-Ha). Following an enormous breakfast at the Post House Hotel where we were staying, we boarded our buses and were transported to the old Mendlesham airfield and to the memorial site where, at 10:30 a.m. a memorial service was held, and wreaths were laid, first by a group of ex-P.O.W.s, consisting of Wally Braucks, Walter McAllister, Eli Baldea, and Warren Kiley, then by the Ladies of the British Legion followed by the men of the British Legion. There was a fly-over by an L-4 who also entertained us with some loops and near stalls.

After the services we adjourned by bus to nearby Mendlesham and the two pubs, The Fleece and The Kings Head, for lunch. The rest of the afternoon was spent touring the old air base, etc.

That evening, we had our banquet at which the ladies of the Legion and their husbands had been invited along with other British guests, F.O.T.E., etc. The ladies were presented gifts, scarves, etc. and a flag which had flown over our capitol was presented to and accepted by Mrs. Matilda Webb. Roger Freeman then made a speech which was very touching to all in attendance.

The following day, June 2nd, was Sunday and those who wished attended church services. We had lunch at the Swan Hotel in Lavenham after which we headed for Cambridge and the American Cemetery at Maddingly. This is a beautiful setting for the final resting place of American servicemen of World War II. There are over 5000 white crosses set in a circular arc pattern on an immaculately neat grassy area. The promenade from the main flagpole to the memorial building is amid thousands of rose bushes which were just beginning to bud. In July the area will be a blaze of color. Along one side of this promenade is a stone wall carved with the names of more than 5000 Americans considered dead, but their bodies have never been recovered. These names were from all the services, Army, Navy, Marines, Air Force, etc. It really is a most inspiring sight and the belated Memorial Day services were most impressive. Harold Rutka laid a wreath in honor of the 34th Bomb Group.

Monday, June 3rd, found us ready to move on. First some shopping in Ipswich, visits to Framlingham town and the castle, lunch at the Crown Hotel in Framlingham and departure for Cambridge. At Cambridge, we stayed at the University Arms Hotel, a delightful place bordering on a park where, if you were lucky enough to be housed on that side, you might see several cricket games going on at the same time.

Two nights at the Cumberland Hotel in London with time for touring, shopping, sightseeing, etc. proved exciting. Some of us went to Buckingham Palace to witness the changing of the guard, a spectacle of regality and color. A walk through Hyde Park, shopping at Selfridges or other shops, visiting the Tower of London, Westminster Abbey, Big Ben, a trip down the Thames to Greenwich; these and many other side trips occupied our free time in London.

Finally, Friday, June 7th, arrived and the large majority had to leave for home. Some of us remained in London for a few more days; some went on to the continent for an extended vacation; some traveled around the British Isles; but for all, the reunion was over.

VOLUME VIII NUMBER 3 SEPTEMBER 1985

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

OBSERVATIONS

RIDE 'EM COWBOY

Howdy Pardners!!

How're y'all. Ahm shore lookin' for'ard tuh seein' y'all in Wichita cum October. Mah ten gallon hat an' ridin' chaps an' spurs is all reddy fer thet thar trip nex' month.

All kidding aside, if you haven't made your reservations by the time you read this, rush right out and do so. We'll have us a bang-up ole time in the good ole west. And the 34th is capable of becoming the number one group of the 8th AF Historical Society.

As to the newsletter, let me say that I am disppointed in most of you. When I took over this job and in compiling the first two issues, I found it necessary to crop a lot out of the letters sent to me by Ray which he had received from you. But since I have asked that all material for the newsletter be sent to me, it's as if someone is closing off the tap. Letters are few and far between. Believe me, a short note is appreciated and, if inserted in the newsletter, will be of interest to all the membership.

My wife, Rose, has brought to my attention the fact that, although, in most cases, we men fought the war, our unit now consists of almost as many women as men and that there should be a column specifically set aside for the women. I would like to hear from the ladies on this. First, whether you would like the idea and secondly, what you think the title of the column should be. Come on, girls. Write me and let me know how you feel about it.

In the last issue, we began the "A Funny Thing Happened On The Way To The War" column with a story from George Ritchie, our crew's bombadier. Frankly, I thought it was hilarious, and you would, too, if you'd only try to visualize the situation in your mind. However, since nobody has submitted another story, our crew has had to come up with another. This time it is one of my experiences and I hope you find it at least amusing. Come on, guys, write in to me. If we are going to keep this newsletter interesting, it has to be a group effort. Ladies, if your husband has ever told you about one of his funny experiences, do as Rose did; insist that he write it down. On this and all other sections of the newsletter, I need your help. Without your input, the output will only be so-so and I cannot be satisfied with that.

Eli Baldea
Editor

4 September 1985

Greetings:

The members of the 34th Bomb Group are again preparing for our rendezvous with the 8th AF in Wichita. We will have our base of operations at the Wichita Royale Hotel. We have been assured that our meeting room will be adequate for our needs, and Wayne Howarter has said that it is an excellent hotel. We have a good representation of the Mendlesham visitors among our registrants, and I am sure they will be glad to tell all about the old base and surrounding country side.

The schedule of events for our group will be:

Officers and Board of Directors meeting - Thursday, 13:00 - 17 Oct.

Unit meeting - Friday, 13:00 - 18 Oct.

Unit dinner - Friday, 19:00 - 18 Oct.

These events will be held in the Wichita Royale, the meeting room will be open at all other hours for socializing.

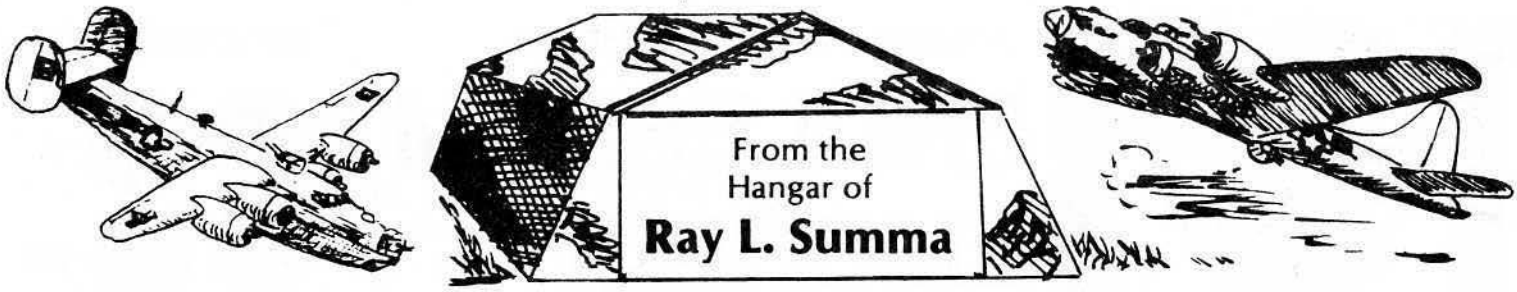
The Nomination Committee is hard at work, and will have picked a well qualified slate of officers for your approval. The committee is Randall Martin - chairman, Walter McAllister, Gerald Pine and Robert Wright, with this capable committee you can be sure that those selected will uphold the ideals of the 34th Bomb Group.

We will select our reunion site for our 1986 reunion, and all present can help us make this decision. The 8th AF will be meeting in Hollywood, Florida Oct. 8 to 11 at the Diplomat Hotel.

The balance of the reunion will be whatever you have signed up for. I would suggest that every member attend the General Membership Meeting on Friday, 18 October, 09:00 to 12:00, remember your vote will help decide on any proposed changes. Bring your Western gear and be in style for the western barbecue on Thursday.

Regards,
Harold

LET'S BE IN WICHITA OCT. 17-20, 1985 REGISTER NOW!



Fellow Members of the 34th B.G. Ass'n.

First of all I want to thank those of you who took the tour back to England with us. I am sure you had a good time and that the trip back to the Old Base at Mendlesham brought back a lot of memories to all of you as it did to me. To those who missed this tour, you missed a good time. Maybe tho, we can plan another one before we are too old to enjoy it.

The last two days in London were really wet ones, were they not? Typical English weather. First comes the good days as we had at Mendlesham, and then the damp ones.

Hannah and I and her sister Gwyneth, Millie and Vern Ames, stayed over and took tours thru Wales and Scotland. If you thought the weather was wet in London, it was worse on the tour, for it was cold and we had rain everyday for two weeks. But in spite of this we all enjoyed the tours of Scotland and Wales. We saw a lot and missed seeing a lot. Maybe someday we can go back and see what we missed.

As you know the Wichita Reunion is fast approaching. You can see by the list those who are going. It is still not too late to join us, maybe not at the same hotel but one close by. You, out in Kansas, who are not going, why not drop by and see some of your old friends?

Our hotel will be the Wichita Royale and I am told it is really nice. It is just a short walk from the Broadview, the headquarters hotel. We will have an extra size banquet and hospitality room, which will be rooms Royale East and West. For banquets, the rooms will hold 250 people. They are divided by a sliding door. This sounds like a place to be comfortable. We should not be crowded as we were at Nashville, during the Sat. nite banquet.

Hannah and I will arrive on Wednesday morning and hope to meet you as you come in. I do have an early Thursday meeting but will join you after the meeting.

Take a good look at the TAPS list. Many of our friends are passing on; who can say who will be next. Why not decide to come to one of the reunions, before it is too late. Come to this one at Wichita or come to the one in 1986. Remember in 1986, we of the 34th will have a reunion of our own. Place and time will be announced at the Wichita Reunion this year. Several places are being studied at this time.

Now as Treasurer of the Ass'n., I want to thank all of you who have paid their 1986 dues, even tho I had to send out delinquent notices to some of you. Many of you still have not sent in your 1985 dues and quite a few of you have sent in your 1986. Do not forget, if you want to receive the 34th B.G. newsletter, you must be paid up at least thru 1984. Due to the high cost of printing and postage, we have had to drop those who are not paid up or who have never paid. As the new year rolls in, we will drop those who have not paid up thru 1985.

In the June newsletter, I made a mistake when I told Eli that "Mac" Keech was the Liaison Officer between the British land owner and the Air Force, I was wrong. He was the Liaison Officer between the Royal Bomber Command and the 3rd Bombardment Division of the 8th AF. Sorry about this but I am not infallible, I do make mistakes.

Your Unit Contact,
Ray L. Summa

Gerry Pine and Ray Summa with Ian Hawkins at the 390th BG. Museum at Framlingham, Eng.

TAPS

COZZENS, Homer G. 1970
Concordie, KS

BASNIGHT, Jack 1975
Richmond, VA

BARTELS, Willard
Norwood, MN

BARTHLEMOW, Gordon
Minevill, NY

BENSON, Carl A.
Plainville, CT

DUFNER, Ralph
Hermann, MO

GRAFF, Otto
(7th Sqdn.) McAllister's Crew
Elizabethtown, NJ

GUSTAFON, John
Aberdeen, WA

HIGHFILL, Kenneth O.
Atkinson, KS

HURLBURT, JR., William E.
Sedalia, MO

MEHL, Fred
(Crew Chief)
Holyrood, KS

OBERWEATHER, Lee
Garden City, MO

OLIVER, John R.
Culver, KS

PIASCIAK, Joe
Gardner, MA

SAIN, James
Cardwell, MO

TROUPE, Jack
Aberdeen, WA

WIGGINS, Robert L.
Rolla, MO

GRADY DEATHERAGE

I hope this finds everything O.K. on your end and that you had a safe return home and a wonderful time at the 34th Reunion. As for me, I was thankful that I was able to go, for, in all sincerity, my health was really not up to making the trip. If it had not been for the help of my friend and other helping hands, I just would not have attempted it at all. However, it was possibly the last chance I would have had to have been there with the Group and it really meant a lot to me. I missed the memorial service at Maddingly on Sunday, June 7th, but my friend and I visited the cemetery on Tuesday and I saw the wreath laid by the 34th and took a photo of it.

I taped Roger Freeman's talk Saturday evening and it came out O.K. I do not have the facilities to make copies for everyone, but, when time and my health permits, I will get several duplicates made and send them to several of the fellows who might be interested in making more copies for others that might want them. I also have a taped interview with George and Joan Stedman that I made during a visit to their home in 1978.

In addition to my enjoyment at seeing so many of the 34th and many of my English friends, there were additional highlights to my trip. I flew with British Airways both going and returning. When the Captain heard that I was returning from a reunion of a WWII combat unit, he invited me up into the cockpit where the co-pilot allowed me to sit in his place. From the way the pilot was grinning, I think he enjoyed my being there almost as much as I did, but not quite!

HAL CAROTHERS

Today my Mendlesham Memories, Vol VII, No. 2 arrived and I quickly discovered that this issue was the second under your editorship and I had not received the first issue. I hope there is a spare copy of that issue that you can send me, I would like very much to read it and am looking forward to reading the future issues. Cheers on a great job.

BILL CREER

We hope you arrived home safe and sound. Our trip back was long and largely uneventful. We stayed over only 3 days and then went down in the British Virgin Islands sailing with my son-in-law, daughter, and grandchildren. Came back at the end of the month of June.

Vi joins me in sending our best wishes. Hope to see you in Wichita.

GERALD PINE

Again, we would like to offer our congratulations on another very fine publication of the Mendlesham Memories. A well-done job, done well. The England trip was well covered. The notes from all over are great and your added touches here and there have brought forth another outstanding issue.

Wanda and I are enjoying a fast-vanishing summer, and are looking forward to the round-up in Wichita. Put on your 10 gallon sombrero, your crap-kicking boots - saddle up your Sunday horse (the one with the side-car so mother can enjoy also) and get prepared for the sit in on the top rail of the old corral. We're headed West!!

"PETE" GRAY

Hope you folks made it back from England O.K. That was a nice trip, wasn't it? Sorry to be so late in sending you my report of the trip to Mendlesham. Had been out of the hospital only four months and hadn't fully recovered from what they did to me. Was completely exhausted on my return. Spent over two weeks just trying to get back on my feet. And one leg - the one they took the vein from- continues to swell up when I stay on it too long. The scar runs down the inside of my leg and is a full 30 inches long. But the doctor says it is doing fine. Hope he knows what he's talking about. It was nice seeing you folks again - hope you are planning on being in Kansas this fall. Meantime you all take care of yourselves - and may the road ahead be always free of boulders and may the wind be always at your back. (That's an old Southern saying that I made up!)

REVEREND FRED BROOKS

I don't envy you the job you have taken on for the 34th. I know how Ray sweated the many problems of continuous contact with everyone. I had occasion to talk to Ray and he suggested I tell you at once that I cannot be at the forthcoming convention of the 8th AF in Wichita. The annual synod (convention) of the Episcopal Diocese will be at the same time. Being a priest leaves me little excuse not to attend so I must be there. However, if it is agreeable with everyone, I should like to continue as Chaplain to the 34th for as long as you want me. Perhaps next year, when we have our own get-together, I can be there with Mardell.

JOHN BLOCZYNSKI

Just a few lines to thank you for the newspaper and the nice write-up in Mendlesham Memories. My wife and I had a great time in England and on the cruise. BUT!!!

After I received the June copy of the MM, I ended up in the doghouse. It seems that I had been over there with the wrong woman. My wife's name is Margaret (Marge to her friends), not Maria. I do hope you'll correct that "little error." (Editor's note: Sorry; I thought we had it right)

Thanks again for everything and if any of my crew show up in Wichita, say "Hello" to them for me. We won't be able to make it but we'll be thinking of you. Lift one for me. Maybe next year!

ERNEST F. DUKES, JR.

I do enjoy reading Mendlesham Memories - wish I had heard about the 34th BG Assn. earlier. I joined the group in Blythe in November, 1943 as the 18th Sqdn. Communications Officer and went to England with the ground echelon by ship. I was Communications Briefing Officer until February, 1945 when I was transferred to the infantry. I finished the war in the 106th Infantry Division outside German-held Lorient in France.

I enjoyed reading about Lt. Blevins' adventures. He was the

Continued to page 4

NOTES FROM OUR FRIENDS...

(CONTINUED FROM PAGE 3.)

18th Sqdn. Intelligence Officer and had a bed next to mine in the 18th ground pounders Nissen hut. He had acquired a .45 caliber automatic pistol from the effects of a crewman who had been shot down and when Blevins didn't return, I appropriated the piece in turn. I carried that gun all the time I was in the infantry and took it back to the US when I returned in 1947. Finally, my conscience troubled me and I turned it in. The irony is that a .45 turned up missing in my unit supply a year later and I had to pay Uncle Sam for it. So, instead of having a pistol I hadn't paid for, I paid for a pistol that I didn't have!

Incidentally, I have wondered for years whether the 34th ever lost any aircraft to fighters (aside from that intruder a few days after D-Day). I don't recall any such losses while I was there, which seems quite remarkable. Keep up the good work!

LYLE GRADEN

A lot has happened since I wrote you last. Got a hold of Tony Lauby from the 18th. Had a nice visit and he showed me pictures of the old base. Sure brought back memories. Then in March, I had a very pleasant surprise. Gen. LeBailey stopped by to see me. How nice! He had been visiting with Tony and he came to see me. He was also from Idaho (Pocatello) and I had flown with him twice as engineer. He is still the same nice guy.

We had an air show in Yakima, WA in July and the Arizona Wing of the CAF had a B17G "Sentimental Journey" on display and did a fly-by. Got to spend a half hour inside it and showed my son all about our "17's". I forgot how big the top turret was and had a hell of a time getting up in it. Do you suppose weight may have something to do with it? So long for now and best wishes.

WILLIAM ORTON

Read the announcement of the 8th A.F. Reunion at Wichita in the June American Legion Magazine and would like to know more about it. Trying to remember back over 40 years ago, I hereby submit the following:

I served with the 8th Air Force, 34th Bomb Gp. in England, Station 156 at Mendlesham. I was assigned to the 1446 Ordnance, Supply, and Maintenance Co. during the period from November, 1943 to August, 1945. Just before each mission was ready for take-off it was my responsibility to check each airplane to make sure each crew member had a Flak suit on board. My home town was Blackfoot, Idaho, and at that time I believe the Group Commander was from Pocatello, Idaho. I cannot remember his name. My company commander was Capt. Frinfrock, and my 1st Sgt. was Wester. I would appreciate any information concerning the reunion.

WILLIAM BROWN

I have received the newsletters and am glad to get them. I was a Sgt. in charge of the Cryptographic Room at 34th BG. Headquarters. Lt. Gus Grandel, Robt. Caldwell, Glen Goodnaugh and Janson worked in our room. I lost track of all 34th BG people when we were discharged in 1945. I am just retiring and am in the process of recovering from a 5 By-Pass heart operation and coming along fine. Would have loved to have been in England for the May 20 reunion of the 34th. Looking forward to receiving additional newsletters and rosters.

RAY GRINROD

Since last seeing you I've had two heart attacks and open-heart surgery - Triple By-Pass, Feb. 22, 1985. I am fit as a fiddle today. Even better than I've been in 20 years. No sign of a heart condition. Before it came on suddenly, without warning. Regards.

"MAC" KEECH

Your Mendlesham Memories flatters me a lot in the last issue. However, it seems to be a bit off target. I in no way represented the land-owners of the several of your bases in England. If I had been that, I would be a rich man today. My job was that of being Liaison Officer between the Royal Air Force Bomber Command and your 3rd Bombardment Divn. of the 8th A.F. I was responsible for setting up several of your stations for operations. The gem of all these to me was Mendlesham. As a result of all this the name of 34th Bomb Group is imprinted on my heart.

REUNION '85

The Eighth Air Force
Historical Society
Wichita, Kansas - Oct. 17-20, 1985

Now that the Mendlesham Reunion is over, let's all plan to meet again in Wichita in October. Following is some of the pertinent information we have at this time.

The central activities hotel will be the Broadview Hotel supported by two other downtown hotels, Holiday Inn Plaza and Wichita Royale. The 34th will all be housed in the Wichita Royale. Room rates will be $43.00 Single/ $48.00 Double occupancy per night.

On Wednesday, Oct. 16th, the 8AF Golf Tourney takes place for those of you who want to get there early and participate. Also, the 8 AFMMF BOD Meeting takes place that afternoon and the Unit Advisory Group meeting follows.

On Thursday, Oct. 17th, registration for the rest of us is carried on from 0830 to 1730. Unit hospitality rooms open at 1000 hours. The Air War Symposium will be from 1300 to 1630. From 1315 to 1630, the Ladies' Tour in London double-decker buses covers much of the scenic environs of Wichita. From 1745 to 2230, we board buses to visit Wichita "Old Cowtown," a Western BBQ, the Frontier Village Museum, and 3 great shows for entertainment.

On Friday, Oct. 18th, from 0900 to 1200 there is a general membership meeting and the General Eaker Trophy Awards ceremony. From 1300 on, the unit rendezvous meetings are held in their respective meeting rooms. Ladies can visit the Ladies Hospitality Room for a program and refreshments until 1600. At 1900 hours the Unit Rendezvous Dinners and Meetings are held.

On Saturday, Oct. 19th, from 0930 to 1500, we take buses to McConnell AFB for the 8AF Open House Day with special programs, displays, etc. At 1900 hours, the 8AF Gala Banquet and Dance begins in the Convention Center.

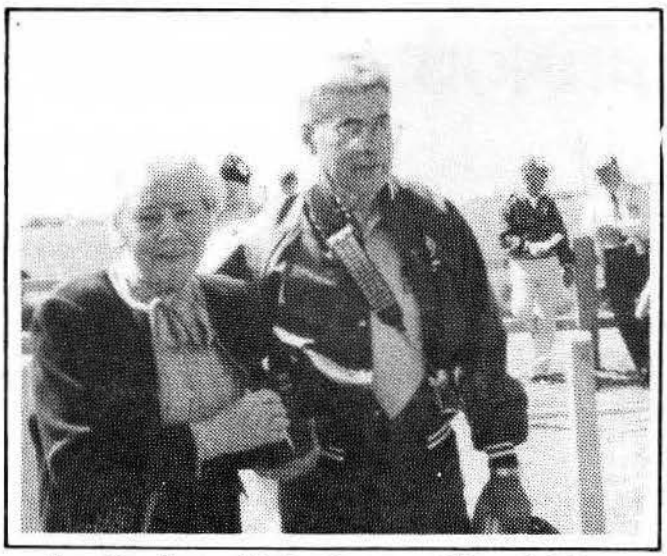
On Sunday, Oct. 20th, after breakfast, there will be a short memorial service from 0900 to 0920 before we all bid our fond adieus and head for home.

I'm sure we'll all enjoy the weekend. Let's make a good showing in numbers for the 34th BG. We have one of the most active groups around, so make all those other groups sit up and take notice...If you can make it - - - BE THERE!!!

Don't Forget To Send Your Dues!

Left to right, Joan Steadman, Gerald Steadman, Vivian Creer, Charlotte Steadman, Rose Baldea at Mendlesham Memorial site.

Tamarac Tour Guide - Carol with our coach drivers, Maurice Nichols and Roy Jackson



Joan Steadman with Ray Summa at Memorial site

Close-up of Mendlesham Memorial Plaque

(Legend)

To the American airmen of the 34th who in valor gave their lives to the victory that made real the challenge for world peace and unity.

Mendlesham Memorial

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

By ELI BALDEA

In April, 1944, after several months of operational training at Blythe, California, the 34th Bomb Group was heading overseas. Our B-24, Captain John Silver, was one of many to be flown over via the southern route. From Morrison Field, West Palm Beach, Fla. our route would take us to the island of Trinidad; Natal/Belem, Brazil; Dakar, French West Africa; Marrakech, French West Africa; and finally to Mendlesham, England.

However, upon leaving Marrakech, we were advised that Mendlesham airfield was socked in and were instructed to land at an RAF Base in Belfast, Ireland. After several grueling hours of avoiding false radio-directional signal beams, etc., we did land at Belfast.

No sooner had we been guided to a hard-stand and engines shut off and we were surrounded by RAF types full of good cheer. It was decided that we would flip a coin to see which officer would take care of the other officers' luggage and billeting. Our co-pilot lost the toss and had to remain while the other three officers were escorted to the RAF Officers' Club to be treated royally.

One of the RAF hosts had been hunting that day and had shot a hare which was in the process of being prepared for dinner and, of course, we had to join him in that. Not bad, I must say.

However, to the point of the story. I was the kid of the crew, only nineteen plus some months of age, and not much of an experienced drinker. Along with dinner, the drinks never stopped coming. It seems we (with a large complement of RAF types) totally drank up all the whiskey in the house and, eventually, ended up drinking Guinness' Stout, a dark, creamy, thick, ale-like drink.

That put the finishing touch on my innards. I had to heave and rushed to the washroom to do so. However, I never quite made it and, as you might guess, made a mess of myself. Now, I decided, I must get these messy clothes off and go to bed. I had had enough. By this time, our co-pilot had joined us and he told me to follow this road about a mile and I would come to a transient billeting area. All I need do is find hut #14 and take any bed in it. The others would work around me when they got in. It sounded simple enough so I set out.

Let me tell you, in a total blackout, such as was standard procedure there, it isn't easy to follow even a paved road. The sky was overcast, no lights showing, and purely by feel did I finally arrive at the billeting area after many falls, stumbles, etc. It must have taken me an hour to cover that mile walk.

Now that I had arrived, I must find hut #14, so I set out to look. Wouldn't you know it? It was so dark I couldn't see the numbers on the ends of the huts. By this time I was so frustrated I just sat down and cried drunkenly.

Some young man (I'm sure he was American by his speech) heard me and came out of his hut to see if he could help. I blubbered that I couldn't find hut #14. He brought out a flashlight, lifted me to my feet, guided me to #14, undressed me, put me to bed and went back to his own quarters. To this day, I have no knowledge who did me the good turn, but I also have never forgotten it.

WICHITA '85 REUNION ADVANCED REGISTRANTS AS OF SEPT. 12, 1985

M. AMES	2	E. MACIEL	2
K. ANDERSON	1	J. MARTIN	1
P. ANDERSON	2	R. MARTIN	1
W. ARMSTRONG	2	J. ODOM	2
V. ATWATER	2	E. OLSON	1
B. BABCOCK	2	G. PINE	2
R. BAER	2	D. PONTIOUS	1
S. BAGLIO	2	H. PROVINCE	2
E. BALDEA	2	E. ROSE	2
R. BUSH	2	H. RUTKA	2
P. BUSS	4	F. SAUERMILCH	2
H. BUTLER	2	D. SCHRUPP	2
T. CANNOCK	2	R. SCHWARTZ	2
D. CASLER	1	P. SHULL	2
B. CHEEK	1	F. SIVRET	2
B. CREER	2	J. SLOYNE-SMITH	1
W. FELKER	2	B. SOTHERN	2
J. FILLMAN	2	R. SUMMA	2
C. GIBBS	2	R. TAVASTI	2
R. GRADIN	2	H. TOBIASON	2
W. GRAY	1	L. UNDERWOOD	1
W. GRIFFIS	1	E. WAITE	1
B. GRIMES	2	H. WILLIAMS	2
T. HABIGER	2	B. WRIGHT	1
R. HALE	1	R. WRIGHT	2
J. HANN	2	F. YATES	1
A. HANSON	2	M. RUSSELL	2
V. HOLCOMB	2	T. KING	1
J. HOOD	1	P. SHULL	2
P. HOWARD	2	J. BLAIR	2
W. HOWARTER	2	J. BLAIR	1
W. JACKSON	1	D. WINDSOR	1
M. JACOBBAUSKI	2	E. VANNATTER	2
A. JOHANSON	2	D. ALLEN	1
D. JORDAN	2	W. SOUDERS	2
H. JURGENS	2	F. CRABTREE	2
E. LAWLER	2		
K. LOCKWOOD	2	TOTAL	130
M. LOPEZ	1		

CORRECTONS:

John Bloczynski's wife's name is Margaret (Marge), not Maria.

Omitted from the list of those who attended the reunion at Mendlesham were Ken and Rene Humphries. Sorry!

ANNOUNCEMENTS

"FLYING CONTROL MINI-GROUP FORMING" - If you worked in or around any tower, please write: Lou Dubnow, 1189 Galesmoore Court, Westlake Village, CA 91361

* * * * *

A Mr. Earl Coates of Columbia, MD has in his possession an A-2 flight jacket with the insignia of the 391st Bombardment Sqdn. as well as that of the 34th BG. The back of the jacket is painted with the word "Queenie" on the upper left and just below, now barely visible, a pin-up girl. Anyone who might have some idea of who flew "Queenie" and/or could put Mr. Coates in touch with someone who might have more information or a photograph of the plane, please contact Ray Summa who will pass on the information.

* * * * *

NEW MEMBERS

Bess, Leonard E.
4647 Basque
Santa Maria, CA 93454

Hardy, Miles I.
6112 Clover Lane
Richmond, VA 23228

Keech, G.F.
25 Cammo Rd.
Edinburgh EH 4 8EF
Scotland

Swanson, Samuel C.
4200 Gardenia Ave.
Long Beach, CA 90807

Brown, William O.
975 Bingham Lane
Stone Mountain, GA 30083

Loftin, Lloyd
c/o Texan Newspaper
1305 Elm Ave.
Dalhart, TX 79022

Wick, Donald E.
Bank of Turtle Lake
Turtle Lake, WI 54889

Wright, Leonard L.
318 N. Park
Bonner Spgs. KS 66012

Gustafson, Paul M.
P.O. Box 184
Hiram, Ohio 44234

Lodermeir, Harold
3323 Elkhorn Blvd.
No. Highland, CA 95660

Neal, Garland M.
1038 Hunters Creek Dr.
Dallas, TX 75243

★★★

ADDRESS CHANGES

Owens, John, 2423 Old Falls Rd., Niagara Falls, N.Y. 14304

Thomas, Harold E., Rt. 6, Box 43L, Austin, TX 78737

Jackson, Walter G., 1236 Milton Lot 57, Springfield, IL 62702

Ritchie, George, 4822 Cavalry Green Dr., Manlius, NY 13107

★★★

"MENDLESHAM - 1985"
by "PETE" GRAY

It was a warm day in early June, back in **1945**, when the 34th Bomb. Group flew its last mission from the base at Mendlesham, Suffolk, England.

That time though, instead of heading eastward toward Germany - as they had done so many times in the past - the planes turned westward!

Target - the U.S. of A. - for the War was over, at last, and the 34th was going home!

Now - forty years later, on another warm day in June **(1985)** a small group of former members, and their wives, had met at Kennedy Airport in New York City for a flight **back** to England and a visit to the old base at Mendlesham!

There is just one word that best describes the planes that fly the Atlantic these days - HUGE!

It's hard to get a real idea of their size, however,until you look toward the front of the fuselage where you see these two tiny windows where the pilot and co-pilot sit!

These windows look like fly-specks on the immense white body of the plane!

That's when you begin to figure that there's no way anything as big as this is going to get off the ground - except with a derrick!

I heard one passenger say he had a seat in row 54!

Now back here in Virginia, there's no theatre, ball-park, or anything else big enough to have that many rows of seats!

My seat was in the middle of the plane, right next to a nice young English couple. We made several attempts at a conversation, before we finally gave up - their accent was so strong I couldn't understand a thing they said!

Sure glad I don't have an accent!

Our take-off was delayed for over an hour - seems they had to replace a generator.

Roy Tavasti wondered why it would take them so long to change it - said we had a lot of B-17 mechanics on board who could probably do it in 15 minutes, or less!

When we finally took off, the pilot announced that we would be flying north, up the coast of New England and towards Newfoundland, where we would swing out over the Atlantic and head for England. And, he said, our flight would take just about six hours during which time, we would cover some 3600 miles!

That meant we would be flying about 600 miles an hour!

Can you image that - 600 miles per hour! (Remember how the old B-17's flew at a steady 160 miles per hour, empty or loaded - it didn't make any difference!)

And - sure enough - six hours later we touched down at Heathrow Airport in London, where we boarded a bus that took us up to Ipswich.

The weather was perfect - 75 degrees and not a cloud in the sky, and the English countryside was simply beautiful! Everything was all lush and green, with flowers everywhere!

At Ipswich, we stayed at the Post House Hotel - the same one that we stayed at on our previous visit, two years ago!

We all took it easy that afternoon, trying to catch up on our sleep, but the next morning, after a wonderful English breakfast we boarded two buses that took us up to the 34th memorial, - near Mendlesham. This is located just off the Ipswich - Norwich highway - right at the end of the old main runway.

Again, the weather was perfect and about half the population of the village had showed up for the service.

The good people of Mendlesham have done considerable landscaping around the memorial - planting many rosebushes and even several trees.

They've even put up a sign across the highway with an arrow that points to the "34th Bomb. Group Memorial."

Since Father Fred Brooks was unable to make the trip this time, the services at the memorial were conducted by the Vicar from one of the local churches and a wreath was laid in memory of those who died in the skies over Europe, so many years ago.

We spent several hours there, meeting with our British friends after which we boarded the buses again for the trip into Mendlesham Village. Here we split up into two groups for lunch at the two pubs - one group going to the "Fleece" and the other to "The Kings Head."

Randall Martin - as you might expect - had lunch at both, along with numerous "mild and bitters!"

The afternoon was spent roaming the familiar streets of the village, talking to the people and seeing some of the sights we had known so many years ago!

Continued to page 8

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

34th Bomb Group Assn.
c/o Eli Baldea
1595 Sunnyslope Drive
Crown Point, Indiana 46307
(219) 988-4607

34th Bomb. Group

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HDQ.

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Crown Point, IN
Permit No. 417

"Mendlesham 1985" continued

Even the wives seemed to enjoy this - they had heard about this place many times and were fascinated with what they saw.

Late in the afternoon we returned to the hotel at Ipswich, to rest up for the banquet to be held that night.

The guests of honor at the banquet were the 10 ladies of the British Legion who - for over 35 years - had placed flowers on the memorial on so many occasions!

There were over a hundred people at the dinner who heard a short, but delightful after dinner speech by Gerald Pine after which the ten ladies were introduced. As each individual lady's name was called out, she was asked to rise after which she was presented with a small gift as a token of thanks from the 34th Bomb. group.

The next morning (Sunday) we again boarded the buses for another trip into Mendlesham where we would attend the morning services at the 900 year old village church.

This church has fascinated me ever since I first saw it back in 1944.

As we entered the sanctuary, the first thing I noticed was the floor. It had been constructed out of solid rock and - after centuries of use - was worn down at least **six** inches! Even the pews, hand carved from thick oak beams, were smooth and polished from hundreds of years of use!

The church dates back to the year 1075 A.D. - shortly after the invasion of William the Conqueror in 1066. And - despite its many years of existance - it shows few signs of deterioration. In fact, it is in remarkable condition and it looks as if it will be there for another 900 years - easily!

The 34th almost filled the church that morning and I thought how pleased Father Brooks would have been if he could have been there!

After the service was over, and as we filed out, we passed a large tray where you could leave an offering, if you so desired.

Now, no one had even mentioned an offering, but as each 34th B.G. member passed the tray he placed a bill in it. And every one was either a 5 or 10 pound note!

I was one of the last to leave and by the time I made my contribution, there was a small mountain of bills on the tray!

I don't know how much we contributed but it must have been hundreds of pounds!

Needless to say, the Vicar was quite impressed and made it a point to visit each bus before we left to thank us! That was bound to be one of the largest offerings his church had ever received!

As the buses drove away from the church and down the main street of the village for the last time, it seemed the whole population was out on the sidewalk waving good-bye!

We were on our way up to Cambridge but we made one last circuit of the old base. As the buses circled around it, you had to look long and hard to even find anything that would indicate that we had been there at all.

All you could see was one great big wheat field!

Even the 7th Squadron's Engineering Office and its adjacent hardstand had disappeared since our last visit there, just two years ago!

About all that's left is several pieces of the old taxi-strip, and some old buildings which few could identify.

Most were surprised that so little was left and everyone seemed to have a sort of let-down feeling at this sad state of affairs.

Still - what could you expect after 40 years!

We were surprised to find the old base hospital was still there - it's now used as a storage place for farm equipment.

The bus pulled up right beside it and we sat there for a few minutes just looking at it. No one had much to say - most were thinking of how busy this place was during the war years.

This melancholy state of affairs was broken when one of the wives, (I think it was Eli Baldea's wife) turned to me and said, "Pete, what kind of nurses did they have - men or women?"

I stopped and thought for a second, and then I had to admit, "I don't know - I never was in the hospital."

"Me neither," someone else replied, "except sometime for just a short inspection."

"Yeah," said another, "a very short inspection!"

Then from somewhere up in the middle of the bus, a voice called out, "She looked clean to me Doc!"

For a minute, there wasn't a sound - then everyone on the bus just roared with laughter!

If ever a history is written of the 34th Bomb. Group, that wartime expression will have to be included!

It's as much a part of the 34th history as the planes we flew!

Every former member recalls it!

That's the kind of a trip it was - and for those who haven't as yet made a trip back to Mendlesham - don't wait too long to go!

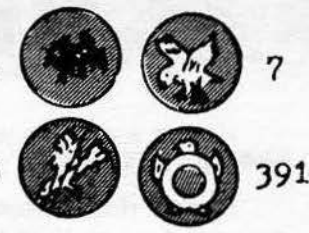
Just remember - we ain't getting any younger!

"Pete" Gray
7th Sqd.

VOLUME VIII NUMBER 4 DECEMBER 1985

MENDLESHAM MEMORIES

34TH BOMB GROUP H



OBSERVATIONS

Here we go again. Now that the reunions are over, we can get back to living our normal lives again. But first, let me give you my little report on the reunion in Wichita.

The 34th were basically all housed at the Wichita Royale Hotel and, although we were the farthest from the center of action, I believe we had the best accomodations. The hotel personnel seemed to go all out to see that we were well cared for. We had our own large meeting room with ample space for everyone. Unfortunately, being an 8th AFHS sponsored affair, and some lack of planning, the room was only used properly for our business meeting and our unit dinner. More often than not, if you wanted to mix with others of the group, you went to Harold Rutka's room and always found someone there with Harold's generous supply of liquid libations, etc.

The scheduled events were reasonably planned for. I wasn't particularly happy with our visit to "Cowtown," a replica of an early days village. First, it was dark by the time we got there so we didn't get to see much. Secondly, the meal was outdoor buffet style with long lines and only folding chairs out on the lawn to sit on to eat. A few people found tables inside some of the buildings to eat on, but most of us had to balance our food on our knees in the dark. Thirdly, the sky threatened to open up and drench us at any minute.

The visit to McConnell AF Base also was marred by the weather. A B-1 Bomber was scheduled to be landed there and I really was looking forward to seeing it. It was cancelled. The Air Force Flying Thunderbirds were scheduled to do their air routine for us, but that too was cancelled because of the weather. We got to see a few tankers and other aircraft on the airstrip but, all in all, I felt it was a wasted day. THE BEST LAID PLANS . . . . . .

Rose and I tried to meet as many of our people as possible, both so you could get to know who is putting out the newsletter and so we could get to know you. It was most gratifying getting critiques and comments on my efforts so far. As I have said before, if I can't make this newsletter as you want it to be, I don't want to do it. We are and have been open to all suggestions and look forward to hearing from you.

In this issue we are beginning a new column titled "Rose's Corner," a name suggested by Hannah Summa. This column is for the ladies and we want to hear from all of you ladies out there on items of interest to all women. Come on, girls. Write!!!

Finally, may we take this opportunity to wish all of you and yours a most happy and healthy holiday season. MERRY CHRISTMAS AND HAPPY NEW YEAR!!!

Eli Baldea
Editor

PAST PRESIDENT'S MESSAGE

Greetings:

Genevieve and I wish to thank all the members of the 34th Bomb Group for the help they have given us during the year of my presidency. Without your attendance at the June '85 reunion in Mendlesham, and at the Wichita reunion in October, this past year would not have been the success that it was. The ladies of the British Legion and the Friends of the Eighth helped to make the Mendlesham tour a memorable experience.

Jim (James) F. Martin, your new president, and Al (Alfred) DiNenno, your new vice-president will lead us to a banner year in 1986. Please extend the same, wonderful cooperation to them that you did to me. The 1986 Reunion Committee, under the able direction of Gerald Pine, is already hard at work, and they will have an excellent program for us at Colorado Springs.

The 8th AF business meeting was exactly what the doctor ordered for the organization. The membership finally seems to have gained the attention of the 8th AF Board of Directors, that we as members do have voices and that we will be heard. The Minnesota Chapter presented a plan for nominations and elections, that if implemented, will give every member a vote to decide who will be elected to the Board of Directors. The votes would be tallied by a private organization, and the results published prior to our annual reunion. Motions from the floor passed with about a 99% favorable vote.

The 8th AF Advisory Committee has been formed to pass on suggestions to the Board of Directors of ideas to improve the Society. I will be the representative from the 34th Bomb Group, and I will be waiting to hear your ideas on what should be done and what should be presented.

Thanks again for the wonderful year, and let us make 1986 an even better year. I hope to see at least 500 of you next year in Colorado Springs. Remember to keep those stories going in to Eli, so that he can keep the paper filled with your interesting stories.

Merry Christmas and A Happy, Healthy, New Year,
Harold Rutka

Hannah and I wish you many happy days for the coming Holiday Season.

Another year has come and gone and the 34th B.G. has grown and will continue to grow with the help of each one of you.

The Wichita Reunion was a success and quite a few of you were there. I think, looking over the list, we had as many new ones present as we had the ones who regularly come. It was good to see you all once again. Sorry we were not able to get a good list of those who were present. We had a registration book sent around on Friday nite at the banquet but it did not get around all the way, so we do not really have an account of all who came. Several of the men came to visit us but did not register. At the next reunion of the 34th, we will have a registration book and you can sign it as you come in. That way we hope to get all the names of those who do come. This way we can recognize those who come, especially those who are there for the first time; at the Saturday nite banquet of the 34th B.G.

It was wonderful meeting all of you at the reunion, sorry I was not able to talk to each of you as much as I wanted to but I assure you I knew you were there.

To me the highlight of the reunion was meeting and talking to my old C.O. of the 18th Sqd., Frank Crabtree. Frank, all the men from the 18th were glad to see you once again, and hope you will come to the next reunion in '86.

Another highlight was meeting an old friend. Remember many of us were ground crew, especially the 18th slept in tents on the flight line. In each tent were 4 men. I was one of the men in one of the tents. At the present time two of the 4 in my tent have passed on. At Wichita, I met the other one, another crew chief from the 18th, Norris Seaton. Norris lives in Oklahoma and came to the reunion for a couple of days, he was one of the unlucky ones who was not able to get tickets but he stayed any way and on Saturday I met him at the air base and we had a long talk about our families and our stay with the 34th B.G. from Blythe to Mendlesham to home. Norris is in business at Oklahoma City and is busy all the time. We had not seen each other in 40 years. I might add I did recognize him after he first spoke to me on Friday night.

Many of you are wondering about Henry and Ruth Jurgens, who had to leave the reunion due to Ruth's illness. Hannah and I called her when we arrived home. Ruth is much better now and says hello to all of you.

I do think the 8th AF banquet on Saturday night was one of the best I have attended. The meal was good and the speaker was very good. I think his talk was a lot shorter than the man who introduced him.

Note the membership application and the color, many of you said you did not see the one last year. I think you will this time. Your dues are due as soon as you receive the newsletter, so why not sit down and write a check for your dues. Send it to me - **RAY L. SUMMA, 2910 BITTERSWEET LANE, ANDERSON, IN 46011,** not to Eli as he has enough to do without collecting dues. The dues are still $7.50 a year. Maybe next year we will have worked out a LIFE MEMBERSHIP, so you will not have to send it in each year.

I will not say too much about the Reunion of the 34th next year at Colorado Springs as Eli will have an article about it. It was decided to have it at Colorado Springs, Colorado on September 11-14, 1986. We will dedicate our memorial at the Academy while there. The plans are already in the making and the reunion chairman, Gerry Pine, has been to Colorado Springs with some of the others to set up the reunion. This should be a real good reunion so why not make your plans now to attend. Write, call or talk to the members of your crew and get them to come.

You men of the ground crews write to your buddies and get then to come. This reunion is for all of the man and women of the 34th Bomb Group, so get busy and spread the word.

The best to all of you,
Ray L. Summa

OUR NEW PRESIDENT'S MESSAGE TO

MEMBERS OF THE
34TH BOMB GROUP ASSOCIATION:

Thank you for the confidence you have expressed in selecting me to serve as your President for the coming year. My theme for the coming year will be "Personal Involvement." The increase in membership during the past few years has been tremendous, but much remains to be done. The only way to reach those who have not heard of the organization and to encourage those who have not attended a reunion is through the personal involvement of all of you.

In 1986 the 34th will again go on our own and have our reunion separate from the 8th as we did in Nashville. Although our numbers continue to grow, there are still holes in our formation. Those of you who know the address of someone who is not a member, send it to Ray Summa in order that he can send them a newsletter. To those of you who have friends and acquaintances who do not attend reunions, I urge you to contact them and arrange to meet them in Colorado Springs in September of 1986.

The 34th was successful in combat because of leadership, dedication, personal commitment and because we looked after our own. Let us again display that same commitment to make the 1986 reunion in Colorado Springs a time for all to remember.

James F. Martin

Notes From Our Friends

JACK BLACKHAM

Maybe the members would like to know that a veteran of the 34th Bomb Gp. was in the AT-6 when it made its fly-over at the monument of the 34th in England in June. It was me.

In 1983, my wife and daughter and I made a trip to England to re-dedicate the new monument to the 34th. I was in the crowd when Eddie Edwards made his fly-over in the AT-6. Later he invited us to his home and we became friends. Over the time span we have corresponded. So, in June of this year when my brother and his wife and I went to England, we stayed four days in Ipswich. We met with Eddie and he bacame our tour guide around the Ipswich area. On the morning of the monument ceremonies he asked if I wanted to fly with him. Of course I did, and what a thrill.

ED LONERGAN

Will be unable to attend the reunion in Wichita. My wife is going to Australia to see our daughter and 2 grandchildren (a new baby girl, June 14) and will be returning to St. Louis on Oct. 19th. You can understand why I will be absent. Will try hard for 1986.

If anyone shows up from Byron Sheesley's crew, 7th Sqdn., give them my best and advise that I'm alive and well. Retired from the cement business Aug. 1st after 37 years and I'm enjoying it to the utmost. Best wishes to all of my friends in the 34th.

JOHN BOYSUN

I was relieved after reading Bill Hart's comments as to what happened to his crew. Harold Bushey, the flight engineer, and I went thru basic training gunnery and flight engineer schools together. I heard from other crews that two chutes were seen but I never knew what really happened until I read Bill Hart's comments. After 41 years I know what happened to my friend and buddy, Harold Bushey. Thanks, Bill.

IAN HAWKINS

Thank you very much, indeed, for the truly beautiful United States flag and accompanying certificate. It will be flown over the Memorial Museum and is of special significance because it was sent to us by veterans of the 34th Bomb Group, the oldest bomb group in the 8th Air Force.

It was a great pleasure for us to see you all in June. The 34th were very lucky with the weather because it's been the hottest summer on record in Britain.

Mary and I had a 3 week holiday in California and Seattle (July 11-30). We had a marvelous holiday (our first for 8 years) and we have never known such kindness as we experienced in your great country. Thank you again. Best wishes from all at your Memorial Museum.

DOUG RODDY

Great to receive the news again. Think you and Ray are doing great!

BOB KORF

It was really great to hear the news about the 34th BG again. I had been looking for Johnny Soler for at least five years with no results. There are some guys that you think will get killed but Johnny Soler was not one of them. He was my best friend all through flight school and combat. It shook me up to find out that he had been killed.

As far as health goes, if I felt any better I couldn't stand it! (Although any of us could drop dead any minute). Thanks again. I probably will not attend the reunion in Wichita, but will attend the 34th Bomb Group **only** reunion.

JOE EDWARDS

This is a letter of thanks for your accepting the responsibility for producing and distributing "Mendlesham Memories" - M & M - they don't melt in your hand but they do melt the tear ducts occasionally.

MARY (HANK) LAMBERT

Just a note to tell you that Hank has had a stroke, it happened Sept. 29th. His address is Malcolm Grow Medical Center, Ward 5A, Andrews A.F.B., MD 20331.

He is doing much better than the doctors thought he would. Fortunately his brain and speech are O.K. - speech somewhat difficult but you can understand him and he is better every day. He is doing very well with his leg, but not much action with his arm or eye yet. Really too soon to tell if they will come back. His attitude is great. He works very hard at the therapy. He isn't discouraged yet.

DEXTER JORDAN

It was great to see so many of the old gang again. Beulah and I think this was one of the best yet for the Eighth. Most of our group were together away from the big crowd. This helped us find each other. We also enjoyed the banquet so much more because there was plenty of room to move around. Was a little disappointed to miss the air show, but the weather cooperated great for the rest of the time.

WARREN KILEY

The trip to England was great and it was a pleasure to meet other people of the 34th. We are lucky to have a chap like Ray as a contact man. I couldn't make the Wichita reunion but I was there in spirit. I plan to make the one next year (the good Lord willing).

W.N. "PETE" GRAY

We sure had a fine get-together, didn't we? Missed some of the old familiar faces but quite a few new ones showed up. Almost didn't make it out there myself - had some surgery (two operatons if you will) less than 3 weeks before the reunion! Was hoping to drive there but the doctor said **no** - too many bumps in the road, and, he said, I could go only if I flew or walked. I flew.

Continued to page 4

NOTES FROM OUR FRIENDS...

(CONTINUED FROM PAGE 3.)

Saw Earl Vannater again for the first time in over 40 years. He looked real good except for his hair, or, rather, the lack of it. Everything at the reunion seemed to be well planned and all went very smoothly, especially the 34th end. Couldn't help noticing the difference in the business meeting of the 8th AFHS and that of the 34th. The 8th bunch seemed to be very unhappy about a lot of things. There seemed to be a difference of opinion on quite a few subjects while the 34th meeting was just the opposite. Everybody was content with the way things were going and complete harmony prevailed. Which shows you what a group of unselfish, dedicated people can do.

The hotel accommodations were excellent and the food, although different from what I'm used to, was extremely good. Had trouble with only one thing while there. Got locked in the stairway while trying to get to the bar. The bar was on the sixth floor and my room was on the eighth. Was stuck in there for over an hour before some kind soul finally came by and let me out. And where do you think I came out? In the bank office across from the hotel. Haven't yet figured out how that happened! Didn't tell Randy Martin about this - he would have sworn I had been imbibing too much, but I was on my way to the bar, not coming back from it!

HOWARD MARM'S sister HELEN NUSBAUM

Howard is still in a nursing home but will talk some about his Air Force days. He seems pleased to get the newsletters and we discuss them. Please continue to use my mailing address and I will see that he gets the mail. It sounds as if your reunions are great!

ROLLAND "Rolly" WHITED

"Queenie" was the plane flown by my crew from D-Day to about the latter part of November, as I remember. We flew 26 missions in the B24 "Queenie" and then we switched to the B-17 (also named "Queenie") and we flew 8 more.

I was in the 391st Sqdn. while my brother, Dick, was in the 7th under Maj. Roy Tavasti. Our crew was away at what we called the "Flack Shack" when Dick's plane went down. He is buried in the U.S. Military cemetery Neuville-en-Condroz.

My thoughts were with you as you met in Wichita for the '85 reunion. I wished I might have been there. Trust you had a great time. Thanks again for sending the group newsletter and the 34th Roster.

JIM BOULDIN

Since joining the Assn. I have talked with Lloyd Borren, Charles Attridge, and Harold Henson - All of us from the 18th Sqdn. - Maj. Crabtree, C.O. We flew 13 missions in B-24, then went into B-17 for the remainder of tour.

Just a couple of nights ago, I spoke with Vernon Ames, a pilot out of the 7th Sqdn. We had a lot of our training together at Biggs Field, El Paso. Believe you met him at the Mendlesham reunion. My Regards.

CHARLES B. O'HARA

This is only the second time since Sioux Falls in 1945 that I've had contact with anyone from the 34th. A couple of years after the war, I met William "Slim" Reynolds in New Jersey.

In 1980, while on a trip in the U.K., I drove to Mendlesham. The impressions and emotions expressed in the "Mendlesham Memories" on your reunion there were in many ways similar to my own.

DOROTHY S. LOTTMAN

Friends sent me the notice that you are trying to locate members of the 34th Bomb Group for a reunion. I was married to Homer G. Cozzens at that time. After the war, we moved to Farmington NM, where he established a construction business.

Coz developed cancer and passed away Dec. 10, 1970. I wanted to pass on this information to you and wish you all a good reunion.

SAM BAGLIO

Just a short note to tell you how much we both enjoyed having had the opportunity to associate with the gang. It was fun and we enjoyed every minute of it.

Here's hoping that we get the same opportunity to enjoy more of the same at future reunions. The efforts you fellows put into these get-togethers, I'm sure, do not go unnoticed.

BILL STROTT JR.

My father at present is in the V.A. Hospital. His eyesight is failing rapidly and his will to continue is also on the downgrade. Since my mother passed away in '83, his desire to carry on with his life just isn't there. We have closed his apartment permanently and have changed his mailing address to ours. (See address changes) Should he start to improve, the VA will put him into a nursing home, but we don't know when that will be. I read the Mendlesham Memories to him and he enjoys the remembrances.

Randy Martin in front of church at Mendlesham.

NEWS FROM HERE AND THERE

As WWII was drawing to a close, millions of Dutch people were facing death by starvation. A daring plan, conceived by the British, was put into effect to feed those starving brave friends. The plan was called "Operation Manna" by the R.A.F. and "Operation Chowhound" by the 8th Air Force. Our unit participated in these vital food drops. There is now an organization formed of all those who, in any way, participated in the operations. If you were ground crew, air crew, headquarters personnel, or in any other way, even remotely, connected with "Chowhound" please write:

INTERNATIONAL MANNA/CHOWHOUND BROTHERHOOD
Bob Cooperman, U.S. Chapter Representative
17 Alden Avenue
Syosset, NY 11791

You will then be listed as a member of the group and news will reach you about the various chapters of the Brotherhood.

Continued to Page 5

The purpose of the group is to perpetuate the memories and history of this little publicized event. The Dutch people do not want to forget what was done for them during those dark days of WWII.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

I am doing some research for the National Park Service, Dept. of the Interior, which deals with attrition rates, etc. of B-24s, mainly those of the 34th B.G. The following questions answered could be of much help to me in my report:

1. When did the 34th B.G. arrive at and finally depart Salinas, CA?
2. How many B-24s were in the group?
3. Do you recall ever making practice bombing runs at a range on San Miguel Island off the Southern California coast?
4. How many B-24s were lost from the 34th while in training at Salinas?

If you can answer any of these questions please contact:

Mr. R.W. Koch
2444 Charlemagne Ave.
Long Beach, CA 90815

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

FROM THE GRAPEVINE:

Ray Grinrod had a triple by-pass operation.

Fred Tawa came out of the hospital in June after a five month stay.

Richard Peters suffered a heart attack.

Bill Creer was in the hospital with an attack of angina - out now and joined us at the Wichita reunion.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

From Dave Dynan:

I've got some exciting news for the members of the 34th Bomb Group. The National Warplane Museum in Geneseo, N.Y. is purchasing a B-17G in flying condition (an ex-forest fire bomber from Arizona), and plan to restore it to military configuration and keep it flying. It will be the only airworthy example east of the Mississippi. Arrival time is not set yet, but should be sometime in November. Anyone interested in helping out in any way with this project, or just interested in the museum should contact:

The National Warplane Museum
Box 5
Geneseo, New York 14454

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

I am in the process of putting together a "Museum" in memory of the men of the 8th USAAF, who sacrificed so much in the name of "Freedom." I would be honored to have any items of your Bomb Group in the museum. If you have any photos, sqdn. patches, or any items related to the 34th that you'd care to send, mail to:

Mr. J. Fleming
40, Munro Ave.
Kilmarnock
Ayrshire
Scotland
Kai:2NT

★ ★ ★ ★ ★ ★ ★ ★ ★

Let's all give a pat on the back to our own Ed "Ollie" Olsen, who took it upon himself to help someone out. It seems that Don Coates, from another bomb group, was at the reunion in a wheelchair. Ollie assisted Don into the bus for the trip to the air base, then loaded his wheelchair on the bus, and when they arrived at the base, cornered an active duty bird Colonel who lent Don an electric golf cart for the day. Ollie then took charge of Don all thru the show at the base. Good show, Ollie!!

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

The church at Mendlesham, England, is searching for names of all 34th Bomb Group personnel who died while in service at Mendlesham. They hope to make a commemorative plaque honoring them there. Please submit all names to Ray Summa at 2910 Bittersweet Lane, Anderson, IN 46011.

Ben LeBailly and Curtis E. LeMay at Seattle in July, 1985.

A Visit to Maddingly

I stood there amid the crosses
And everywhere I looked
I saw more white crosses
Thousands had been booked.....

I stood there in the shadow
Of a wall carved full of names
I read the lists there printed
And know not why I came.....

It is little I can say or do
To aid this noble scene
I can only pay respects, you know
To those resting on the green.....

Then I look back in history
Less than half a hundred years
The names I read on cross and wall
Rekindle doubts and fears.....

I have found no earthly reason
For crosses row on row
Except for human blunders
And you harvest what you sow.....

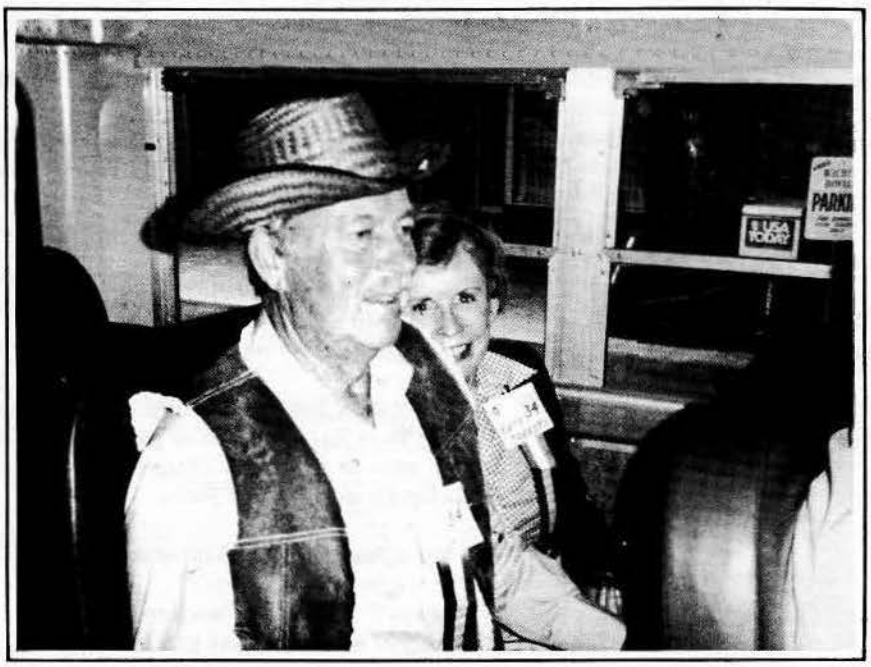
G. Pine

Ralph and Marge Bush

Rose and Eli Baldea

Board of Director's Meeting: Clockwise - Ray Summa, Everett Rose, Dana Schrupp, Bruce Sothern, Jim Martin, Ralph Bush, Miguel Lopez, Gerry Pine, Randy Martin, Ed Lawler, Harold Rutka, Bob Wright.

Hanna



Roy and Kate Tavasti on bus to Cowtown

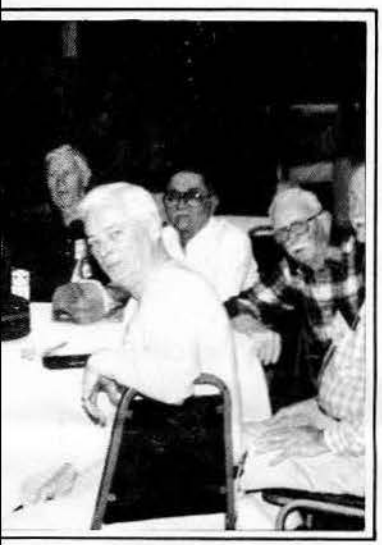
Kaye T

WICHITA

Rose and Eli Baldea

"Hal" Province

Ray and Hannah Summa eatin



erett Rose, Dana Schrupp, Bruce
Pine, Randy Martin, Ed Lawler,

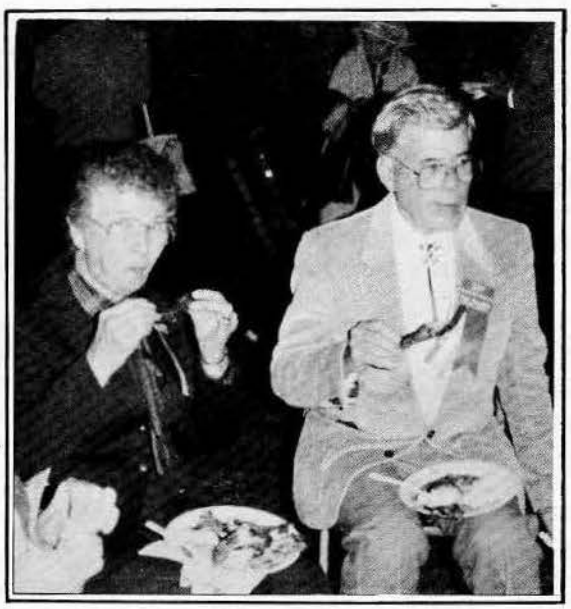
Hannah Summa modeling

town

WICHITA REUNION

Kaye Timoney and Ed Lawler

ovince



Ray and Hannah Summa eating at Cowtown

Wally and Jane Felker

Bob and Ginny Gradin

odeling

Ed Lawler

REUNION

June Ritchie, Eli Baldea and George Ritchie

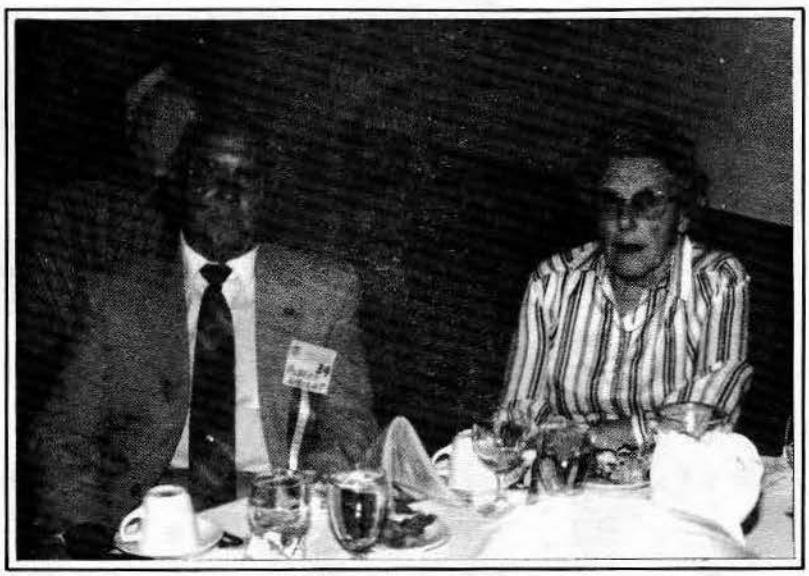
Lee Baglio, Maye and Alf Johanson

Verbal and Betty Halcomb

"Pete" Gray and Randy Martin

Four Presidents: Jim Martin, Harold Rutka, Gerry Pine, Bob Wright.

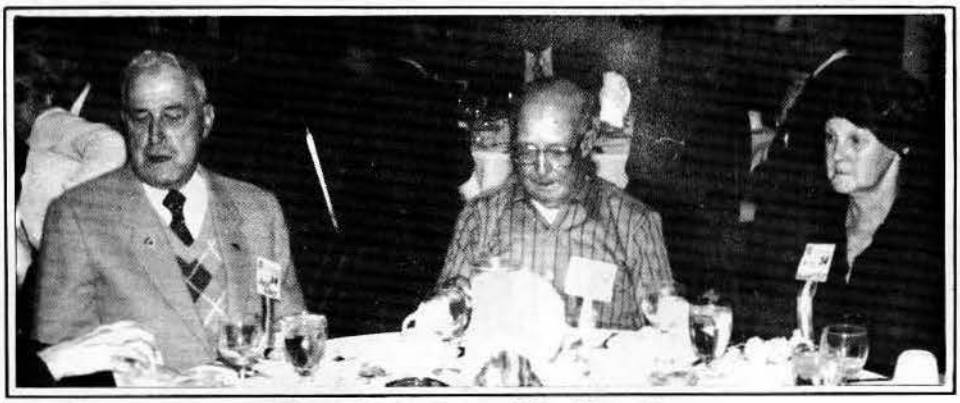
Doug Underwood and Viv and Bill Creer



Bob and Esther Wright

Harold and Genevieve Rutka

Our new president - Jim Martin



"Pete" Gray, Earl and Rita Vannater

Claudia Isaacs, Wally Felker, Phil Howard

Sam and Lee Baglio

Gerry and Wanda Pine

ADDRESS CHANGES

Applegate, Ralph, 301 No. Ocean Blvd.,#1111 Denniston, Pompano Beach, FL. 33062-5114
Atwater, Vernon, 1540 Mineola St., #K Williams, Colorado Springs, CO. 80915-1902
Baglio, Sam, 100 Stevens Lane, Exeter, PA. 18643
Bialas, Steve, P. O. Box 644, Fullerton, NE. 68638
Bujalski, Frank, 2911 Bixwell Dr., Suite 206, Hamden, CT. 06518
Buss, Paul, Rt. 2, Olney, IL. 62450
Campbell, Thomas, 3421 - 80th St., Jackson Hgts., NY. 11372
Cessna, Clyde, 3610 So. 56th St., Lincoln, NE. 68506
Culver, Douglas E. Rev., Rt. 1, Box 119D, Washburn, WI. 54891
Derenge, Michael, 88 Berkshire Rd., Baltimore, MD. 21221-6917
Felker, Walter J., 4329 N. Lake Orlando Pky., Orlando, FL. 32808
Forister, Carroll, 515 So. Geyer Rd., Kirkwood, MO. 63122
Forsman, Don, 3107 Boulder, Odessa, TX. 79762
Gardner, Merlin, 2435 Laura, Wichita, KS. 67216
Garland, Neal, 1038 Hunters Creek Road, DeSoto, TX. 75115
Giardini, Al., 141 Cedar Hollow Rd., Ft. Mills, SC. 29715
Gorski, Clarence, 10901 North Star Way SW, Tacoma WA. 98498
Green, Howard L., P. O. Box 9241, Ft. Worth, TX. 76107-0241
Howard, Philip, 10844 Harborside Dr., Largo, FL. 33543-5459
Kelley, Dwight, 3825 So. Seneca, Lot 26, Wichita, KS. 67217
Korf, Robert, 3165 Newcomb St., San Bernardino, CA. 92404
Lister, Rt. 5, Box 434, Dade City, FL. 33525
Nelson, Henry, P.O. Box 1335, Estes Park, CO. 80517-1335
Owens, John, 2423 Old Falls Blvd., Niagara Falls, NY. 14304-4549
Palmer, Kenneth, 4 Roberts Road, Simsbury, CT. 06070
Palmer, Raymond, 337 So. Brookside, Wichita, KS. 67218
Palmitter, Randall, 5839 Lyman Rd., Battle Creek, MI. 49017
Palutti,Anthony (Mrs.), 1393 Fern Ave., Schnectady, NY. 12306
Polvika, John, 221 E. 7th St., Anchorage, Alaska, 99501
Rice, Ernest, P.O. Box 150772, Nashville, TN. 37215
Rockwell, Richard, 61 East 2nd Ave., W. Liberty, IA. 52776
Rogers, Buck (Mrs.), 4218 W. Main St., Mims, FL. 32754
Rogers, Evan, 821 Via Lenterna, Tucson, AZ. 85718
Romero, Cleveland, 1008 Carmel Ave., Lafayette, LA. 70501
Rossi, Patrick, 2325 Genesee St., Cheektowaga, NY. 14225-2822
Schrupp, Dana, 1615 South Black #83, Bozeman, MT. 59715
Squyres, Eddie (Mrs.), 2822 Durant, Midland, TX. 79705-4813
Steiner, Robert, 3112 Q Street N.E., Washington, DC. 20007-3027
Strott, William J. Sr., 4785 Giese Dr., Pittsburgh, PA. 15227-1401
Tetkoski, Theodore, 11 Reid Ave., Monessen, PA. 15062
Trapani, Joseph, 17421 Matinal Dr., San Diego, CA. 92127
Trauernicht, Carl Jr., 68 Clermont Lane, St. Louis, MO. 63124
Underwood, Douglass L., 1252 C. Bassett Dr., Montgomery, AL. 36116
Whited, Rolland, 430 Evergreen Court, Danville, CA. 94526
Wilson, Trevett A., 2942 Ember Dr., Ember Inn, Decatur, GA. 30034
Young, James C., 2018 Glynn Ave., Williamsport, PA. 17701-4319
Cannock, Tom, 1117 E. 28th St., San Barnardino, CA. 92404

ROSE'S CORNER

I'm flattered by the suggestion to have a column named for me. I don't want anyone to feel as tho' the Baldeas have a monopoly on this newsletter, so please send in your items and we will print them. I would like to start this "corner" by asking "Do you remember when?" - - -

We civilians were asked to turn off all lights, pull the shades or drapes across the windows and keep them that way for an hour. Can't remember what date this was but I do recall that it was very dark outside and this was a weird feeling! We, as young gals, didn't have our "honeys" with us so we felt that this was a very wasted hour!

Do you recall how many hours we stood in lines, hoping that they had enough nylon or silk stockings (with the seams) to sell so that we could buy two pairs, which was the limited amount you could buy?

Send in your recollections. War-time recipes will also be most welcome. Maybe we can put out a cookbook! Come on - we want to hear from you!

Rose Baldea

From Hannah Summa:

Hi, all you gals out there.

Rose Baldea came up with this idea for the ladies to have a column in the newsletter - so here goes.

The reunion in Wichita was great. We had several newcomers this year and we missed our regulars. So ask your hubby to take you next year. It's getting to be like a family reunion.

Ray and I along with Millie and Vern Ames took a side trip to Dodge City after the reunion. Matt Dillon and Miss Kitty weren't there but we enjoyed what we saw. Did they really live and do things that way in the old days? How did they survive without all the gadgets we have now? As always, Ray and I put on a few pounds going to these reunions, so we're on soup and salads for awhile.

Must make this short - don't want to run over into Eli's column. So come on gals - let's not let Rose down and maybe Eli will let us keep this corner.

B-17 on display at McConnell AFB.

NEW MEMBERS

Aldridge, Fredrick P.
1834 Sedgefield Dr.
Cayce, SC 29033

Clune, Patrick J.
9312 Alahambra
Prairie Village, KS 66207

Colley, Walter
801 Norman St.
Arcadia, CA 91006

Coates, Earl J. (A)
5474 Harpers Farm Rd.
Columbia, MD 21004

Demko, John
19 Windaway Road
Bethel, CT 06801

Frengella, Patrick (A)
250 El Dorado Blvd. C119
Webster, TX 77598

Guinn, Byrd Jr.
P.O. Box 505
Maud, TX 74854

Hagler, Kenneth
P.O. Box 464
Garden City, KS 67876

Hajko, Charles V.
42 Electric St.
Worcester, MA 01610

Hardy, Miles
6112 Clover Lane
Richmond, VA 23228

Jones, David P.
5707 Ridgetop Dr.
Gainesville, GA 30501

Krug, Stephen
260 E. Wetmore
Tucson, AZ 75705

Lambert, George F.
6979 Palm Ct. #125 H
Riverside, CA 92506

Dehle, Henry G.
6899 S. Bemis St.
Littleton, CO 80120

Gombos, William
2936 E. Bluebell Ave.
Berea, CA 92621

Noaeill, Kenneth J.
2113 No. Bridge
Albert Lea, MN 56007

O'Hara, Charles
133C Shady Lane Dr.
Tarpon Springs, FL 33689

Pacholski, Robert M.
6551 Edgewater Dr.
Erie, MI 48133

Paxton, Kenneth E.
6402 E. 11th Street
Wichita, KS 67206

Pelly, John
6140 Glennox Lane
Dallas, TX 73214

Pries, Norman F.
119 Dirkson Ave.
West Seneca, NY 14224

Ruzzi, Ermino V.
28 Galton Lane
Willingboro, NJ 08046

Saxen, Robert
511 So. Main
Holstein, IA 51025

Shaw, Avon D. 391
3515 - 92nd St.
Lubbock, TX 79423

Souders, Walter
Rt. 2 Box 195
Fairfield Bay, AR 72088

Tambor, Stanley
3353 Chestnut
Toledo, OH 43608

Tunnell, Fred J.
6314 Crestmont
Dallas, TX 73214

Young, John N.
1714 Hercules St.
Colorado Springs, CO 80906

Perez, Juan
760 E. Court
Dixon, CA 95620

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

By ELI BALDEA

FROM: JOE EDWARDS:

Bob Lemmen and I had spent an excessive amount of time at the club. Bob had a bike and insisted that he ride me back on the crossbar. After a shaky start we got it started towards our quarters. By using violent evasive action techniques we managed to keep going until we came abeam of the Laundry Shack. Here the driver and passenger became involved in a struggle for control of the bike. The result was two tight 360's and two navigators sprawled in the mud. I walked the rest of the way and have never tried to ride a "drunk" bicycle again.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

From: "PETE" GRAY:

"It's not what you do - it's what you get caught doing!"

It was this kind of attitude that was prevalent down on the flight line where the ground crews had to use many ingenious and unorthodox methods in their efforts to keep the planes flying. Parts were sometimes hard to come by and, as a result, the well-known practice of a "midnight requisition" was often employed. For those of you not familiar with that type of operation, the following is a good example:

By the middle of January, 1945, "Ol' Buddy," a B-17 attached to the 7th Sqdn. of the 34th B.G. had completed 49 missions, but it appeared that making number 50 would be a problem. It seems the starter on its No. 2 engine was out and, for some reason, supply had no replacements on hand. Now, if the engine don't start, the plane don't fly.

But I wasn't about to let that airplane sit on the ground and miss the next day's mission because of that. Somewhere on the base there had to be another starter - if I could just find it. Later that night, when most of the mechanics were down at the mess hall for midnight chow, I got my bicycle and rode across the field to one of the other squadrons. I was looking for an airplane with **real** troubles; one that I knew wouldn't be flying for several days at least. Perhaps one having a missing wing or minus its landing gear. And I found just what I was looking for - one that had two engines off it and some damaged fuel cells!

Now I don't know what squadron it belonged to, but at times like these, you don't get concerned with trivial details like that. It didn't take but a few minutes to remove one of the starters from an engine on the ground in front of the plane. My biggest problem, outside of **not** getting caught, was how to get it back to my plane on the other side of the field. Fortunately I happened to have about 10 feet of rope in one of my pockets which I carried around just for situations like this. I tied the starter, which weighed some 30 lbs., onto the frame of the bicycle where it would swing down between my legs.

As I started down the taxi strip, the bicycle began some erratic movements. It seems every time I pushed down on the pedals, the bicycle would get off balance and the starter would start swinging from side to side. It was all I could do to keep it going in the right direction!

By the time I got back to the 7th squadron, I was almost beat. Charlie Smith (Pontiac, Mich.) helped me put it on the engine. We tried it out several times and it worked each time! So we called the plane back in commission and it made its 50th mission the next day. However, for several days afterwards I stayed clear of Capt. Cole, the Engineering Officer, so I wouldn't have to answer any questions about where the starter came from.

Many years later, at the 8th Air Force H.S. convention held in Cincinanti, Ohio in 1982, I was in a bar having a few drinks with some former members of the 34th and I mentioned the story of this "borrowed" starter. One of the group, from the 391st squadron, mentioned that someone had once stolen a starter from him and when I asked him if he had trouble getting another, he replied, "Naw, I just waited until it got dark and went across the field and got me one from some plane in the **7th Squadron!!**

Pushing the bus at Stowmarket to get it started.

HIGHLIGHTS OF ANNUAL MEETING Oct. 18, 1985 Wichita, KS

1. Colorado Springs, CO was chosen as the reunion city for the 34th B.G. in 1986. - Gerald Pine, Chairman.

2. New directors elected - Ed Lawler and Vernon Ames.

3. Suggestions made to have lifetime memberships. Will be instituted in 1986.

4. Recommendation to honor 1st Unit Contact man, Jim Carposis; 1st President, Grady Deatherage; and other key people who have made the organization successful.

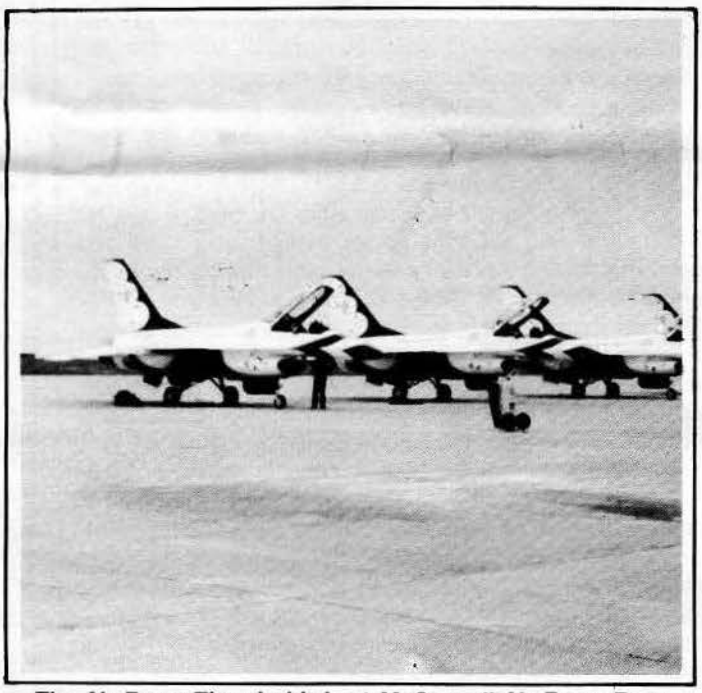
5. In addition to the Unit Contact, the immediate past president will be a representative to the 8AFHS Advisory Board.

REUNION 1986

Here we go again! Gerry Pine wasted no time in getting the ball rolling for next year when the 34th B.G. will have their own reunion (separate from the 8th AFHS).

We will be housed at the Clarion Hotel in Colorado Springs, CO from Sept. 11th thru the 14th. It's somewhat earlier than our normal reunion dates but we had to make do with the time span available. Many other organizations had already reserved space there. However, Gerry tells me that Tom C. King and Dana Schrupp are working toward planning a memorable affair. Don't forget, we have a plaque to dedicate at the Air Force Academy. There are many possible activities which Tom and Dana will coordinate for our stay there.

Let's all start planning now to attend. The 34th B.G. always has the best reunions when we go it alone. Reservation forms will be included in the next issue of Mendlesham Memories.



The Air Force Thunderbirds at McConnell Air Force Base.

TAPS

Noble "Doc" Wright, 4th Sqdn., Montgomery, AL
William Beals, Jr., Stanwood, Michigan

LATE REGISTRANTS AT THE WICHITA REUNION

Baughman, Cleo & Freddie
Bess, Leonard & Mrs.
Bialas, Steve & Emily
Forrister, Carroll & Sylvia
Franklin, Wesley
Gross, Robert
Isaacs, Seymour & Claudia
Kelley, Dwight
King, Tom & Tess
Lundeen, Ralph
Lynch, Jack
Palmer, Raymond
Paxton, Ken & Mrs.
Ritchie, George & June
Romero, Cleveland & Henrietta
Saxen, Robert
Seaton, Norris
Shee, Donald
Springer, Robert
Trauernicht, Carl Jr.

Mr. Martin and Mr. Gray

Mr. Gray barks at Mr. Martin
And Mr. Martin growls at Mr. Gray
You can brag about Virginia
But New England is hard to sway...

And we of Massachusetts
Have our tradition and our lore
The likes of which Virginia
Has never seen before...

Mr. Gray reminds Mr. Martin
That he missed his beck 'n call
Because he should have settled
Where the spoken language is y'all...

If you could have just forgotten
The land of bean and Rye
So states Mr. Gray
You could be as smart as I...

Mr. Martin countered with
A determined look and glance
Where I settled, Mr. Gray
Was by choice, not by chance...

I absorbed all this bickering
Which I know will never end
You can wager your last dollar
They'll remain the best of friends...

G.Pine

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

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391st
18
4
7

34th Bomb. Group

34th Bomb Group Assn.
c/o Eli Baldea
1595 Sunnyslope Drive
Crown Point, Indiana 46307
(219) 988-4607

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A REMEMBRANCE

from the dairy of George Ritchie

June 8, 1944

Things are really happening now. It is "whole hog" for Jerry now, or none. He played one of his "trump cards" on our ace last nite. What a mess!!

The boys were returning from a mission and were circling the field when Jerry struck. It was just after dark and the alarm was given, "All personnel take cover." I was in the sack, asleep and before I completely awoke, I was outside, fully dressed, watching Jerry shoot down one of our boys.

He had followed them home and opened up right in the traffic pattern. It was an awful sight; the boys in perfect formation with their running lights on being shot down over their home base.

Eastman got it first. He didn't have a chance - headed straight for the ground, burning. He crashed on the field and exploded. Flames and smoke poured forth and lit up the whole area.

Jerry came back and strafed the barracks area of the 391st Sqdn. We stood in the open field like fools and watched. The fires on the field grew - a call came in for all hands to report to the line to save equipment. I piled on a jeep with about 20 other men. We arrived to see the personal equipment building going up in flames. What a fire!! We had the task of unloading equipment from non-burning parts of the building. Smoke and flames were everywhere. The fire department had their hands full. We attempted to get most of the non-burnt equipment out. On the other side of the building there was a burning B-24.

Across the field another ship was burning. No one got out. Lt. Mead, a boy I went to school with, lay dead. Guess the others burnt with the ship. As we worked Jerry came back again. This time he was after another plane with the bombadier named Humphreys. At 1400 feet he started burning - 20MM shells cut them from tail to bomb bay. Two gunners, ball and tail, were killed on the first pass. After the second pass fires started in the hydraulic system and the electrical system went out. They had to leave her. Humphreys, the bombadier bailed along with the co-pilot. No word as yet on the navigator, pilot, or the rest of the crew. We watched the ship head down and it came at us. We scattered. It hit short in a farmer's field just off the runway. What an explosion! It lit the sky for minutes.

We went back to our work. There were chutes to be recovered and the boys broke out the windows and passed them outside. "The Chief;; (Lt. G. Holmes) was inside doing a good job of directing the recovery. The burning B-24 on the other side of the building was still burning, cooking the ammo, but smoke and water were the main hardships we encountered.

Afterwards, stories were all over. Jerry paratroopers were reported - everyone was on edge. However we went to bed hoping we would be called to fly. We wanted to give them a return call and pay a debt. Four B-24s in less than a half hour from our group. Bandits (Jerry Fighters) were following our group back from France.

VOLUME VIII NUMBER 1 MARCH, 1986

MEMORIES

ENDLESHAM

34TH BOMB GROUP H

OBSERVATIONS

Well folks, I'm still here trying to put together the kind of newsletter you want. I want to thank all of you who have expressed satisfaction in my efforts so far. It is gratifying to hear that you are doing a good job.

Elsewhere in this issue you will find information on our reunion next September in Colorado Springs, Co. Also included is a reservation form for the event. Let's all get our reservations in early as possible. The earlier we have some indication of attendance, the easier it is to plan the events. Come on, gang. If you've been to our other reunions, you'll know how much fun they can be. If you haven't attended before, be assured that you have a treat coming.

On the home front, Rose and I have visited with half our brood of six children in Florida over the holidays. Walt and Ruby McAllister joined us for the New Year's Eve celebration and later in the week we joined them at their home to meet with and enjoy the company of Norman & Pam Carter from England who were visiting with her sister, a neighbor of the McAllisters. We had met them at their pub in Milton Keynes, U.K. when we were there with the 34th Reunion last summer. A fine time was had by all.

Back to the newsletter, I want to ask again that the ladies give some more thought to the Rose's Corner column. Many ladies have expressed their pleasure with the idea but, to date, not too many are participating. Come on, gals. Write in any items you think might be found interesting by the other ladies. I think it would be a shame to lose the column for lack of material.

Also, recently I have had the opportunity to see the newsletters of several other units and I thought one of their ideas would be interesting to use. They printed individual's photographs from the war years and from the present; sort of like a "Before and After" series. If you think, as I do, that it would be fun to see some of the fellows as they were and as they are now, please write in and, if possible, send in the "Before and After" pictures.

As you read this spring is upon us. Soon the flowers will begin to blossom, the birds will sing, and we'll be starting to shake off our winter doldrums. We can look forward to planting our gardens, golfing, fishing, etc. Those of you in the warmer climes probably cannot appreciate the feeling, but to us northerners such thoughts are pleasant to contemplate and the greening of the grass and trees always instills a feeling of new hope as the land comes alive again. May you all have the joys and happiness that the coming seasons can bring. Rose and I wish you all the best in health and happiness.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

GREETINGS:

Time really moves on. It is the halfway mark to our Colorado Springs reunion and plans need to be made for the trip. As you set your priorities for 1986, the 34th B.G. reunion needs to be number one on the list.

Past President Gerald Pine, who arranged the Nashville meeting is chairman of the reunion committee and has been hard at work for months. I think you will be pleased with the plans which the committee have prepared. Beginning with a golf tournament and ending with a gala Saturday night Banquet, the program provides trips to the Academy, tours and one night for free time to plan private parties and visitation.

Please send to me or Gerald Pine any suggestions that any of you may have that will make for a more pleasurable gathering. Our desire is to have the biggest and best reunion to date. Contact your old crews, friends and others to meet you in Colorado Springs in September.

Jim Martin

REUNION - 1986

Now is the time to begin planning for your attendance at your reunion which will be held in Colorado Springs, Colorado 11-14 September 1986. We need to make advance arrangements to prepare for this great time. You need to set aside these dates and plan your trip. The Clarion Hotel will be our headquarters in this setting of natural wonders. Do not be in any hurry to leave this area after the reunion is over, there are so many beautiful sights to view that it is impossible for the committee to incorporate these tours and still carry on the business of the reunion.

Please try to be checked in early on Thursday 11 Sept., the reason is we are going to start right off with a truly Western tradition, the host at the Flying 'W' Ranch has cordially agreed to get us all in a Colorado mood with a visit to his western village, a fabulous western supper wrangled up in his cook shanty, and a show. This should get everyone primed and in a proper attitude.

(Continued to Page 2)

Dear Friends:

First I want to thank the ones who have sent in their '86 dues.

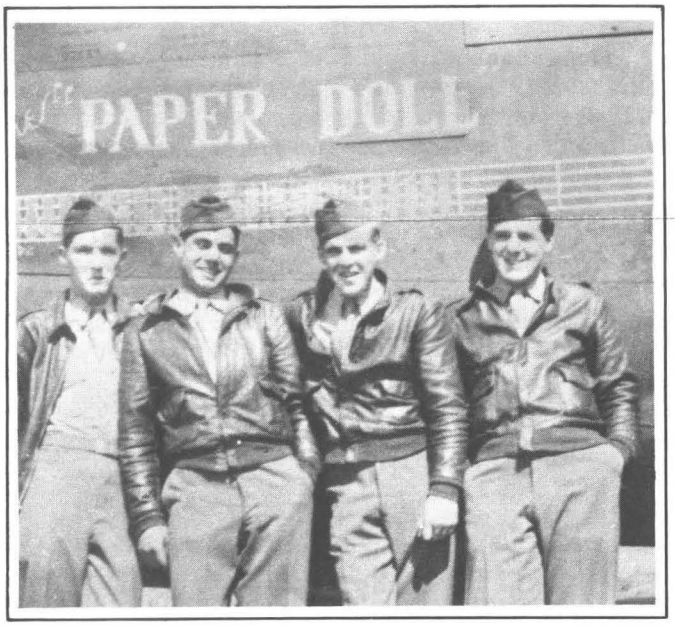
Now is the time to start making plans for the Colorado Springs reunion in September. Gerry Pine and his associates are really working and planning towards one of the best reunions we've ever had (or can it be better than Nashville '84?)

Our membership is still growing, but we still need everyone's help in locating your old friends and buddies. Any help will be greatly appreciated. Look through your old letters and files, also your "Short Snorters" for names and addresses. Send all information to me at:

2910 Bittersweet Lane
Anderson, IN 46011

As I will be incapacitated for awhile due to heart surgery, Hannah will help as much as possible. Just put me on "hold" for awhile and I'll see you in Colorado Springs.

Ray Summa



First airmen in 34th BG. to complete 35 missions.
L. to R.: William Harrow, Leonard Chatoian, Charles Pell, Glenn Henry.

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor: Eli Baldea
1595 Sunnyslope Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

(Continued from Page 1)

Friday again is a busy day. At 0830 hours the dedication of our Plaque on memorial wall at the Academy will take place. I know it is an early hour but, it is the only time we can get arranged through the Academy to have access to this area and facilities. We will tour the grounds, have lunch at the N.C.O. Club and then continue on a tour of local scenic values. After returning to the hotel we will have a relaxing evening to visit and swap old tales.

Saturday will be a fun day. Breakfast will be followed immediately with the annual business meeting. At the sound of the final gavel we shall be off for a tailgate party and football game at Falcon Stadium. My sources of information tell me that a tailgate party in this stadium is something not to be missed. We all know that our Air Force has an outstanding football team, and a member of the Quarterback Club is bending my ear with a prediction of a certain Air Force victory. After the game we will return to our hotel and prepare for the Saturday night banquet. A fine meal is on order, our 34th Bomb Group President will have a nice program for us and there just could be a surprise or two thrown in for good measure.

For the golfers of our group: Tom C. King has made arrangements with the Gleneagle Country Club to accomodate 72 golfers, would-be golfers, or serious students of the game. He has the ground rules established and all he lacks is players. You will find an application for golf in this issue.

Colorado Springs is a very busy place, due to the tourists visiting the natural formations in the local area, and four large military installations also in the neighborhood. Other groups of people also have the idea of having reunions and got their name in the hat before we did, consequently our activities had to be rescheduled to fit the time slots available. So if you get an early breakfast call, it is just to get the day rolling.

You will find separate forms in this issue for the Hotel, Reunion Package and Golf. Please be sure to send each of them to the proper address to be sure of proper handling.

Thank you.

Your Reunion Committee
Gerald Pine
Chairman

Standing - L. to R.: -- Katz, Tom Buchanan, Courtney Daniels, William Jennings, -- Neif. Kneeling - L. to R.: Ted Beard, Joseph Schmidt, Elmer Gergley, William Harben, Johnny Fisher.

Charles F. Metz

I remember the mission I flew during the Manna/Chowhound operation quite well. The day we flew the mission was horrible in terms of weather. We flew very low across the North Sea, under the heavy overcast, and the ride was bumpier than the Rocky Road to Dublin. The moment of great remembrance came as we approached our drop zone in Holland at about 400 feet. Hundreds of Hollanders lined the perimeter of the field, on streets and on bridges, waving flags and scarves and handkerchiefs, and jumping up and down in unmistaken gratitude. I shall remember that scene all the days of my life.

One final note - we flew that mission under a truce arrangement with the Nazis, with the understanding that if any of our planes strayed off course, they would be fired upon with red bursting-but-blank flak. In the de-briefing, it was learned that the enemy was as good as his word except that he fired the real thing. I don't believe, however, that we suffered any casualties as a result.

Frank Zukaitis

Saw the article by Ritchie "A Remembrance." Recalled a lot of memories. I think I can help conclude one part of the story of the B-24 shoot up. The first pilot was Stan Brain. His ship was all shot up and as described, some got out. Stan Brain survived and on completion of our missions, we returned to the States together. Stan's home was Minneapolis and mine was in Superior, Wisconsin.

We both took our wives to flak-shack in Miami and spent about 10 days together. My wife returned home and I drove with Stan and his wife to Texas where he was assigned to Harlingen and I went to Midland.

Not more than a month later they flew me to Harlingen to take Stan Brain's body home. He was killed in a crash while instructing. His wife became preganat with their first while in Miami. Stan was buried in the national cemetery at Fort Snelling.

Walt Sturdivan

I've enjoyed the Mendlesham Memories newsletter. I thought I might get to the Wichita meeting and was in that part of the country at that time, but decided to come on home. From reports the weather did turn, or continue, bad and some of the events had to be cancelled. I think next year at Colorado Springs might be much better.

Sam Wolsteneroft

I've been laid up for a while and not feelng up to par so I kept putting off a lot of things I should do. I finally had some more tests and find I have five blockages in my heart but no operation as I have to have two arteries closed before they will operate. So I put everying aside and said "The heck with it" so I'm finally shaping up again.

I hope when we have the reunion in '86, it's so I can continue my travels on to the West Coast to visit the bases I was stationed at and see the Wild, Wild West and places of interest.

(Ed. Note: Colorado Springs is on the way to the West.)

Lonnie Crook

We were kinda busy with our Airstream travels this year. Eleven weeks on our trip to Lake Placid, NY and the East coast. Another three weeks to Arkansas and Alabama plus some shorter trips. Maybe next year we can meet with the 34th again.

Jim McMahon

Sorry I had to miss the two reunions. Maybe someday there'll be one I can get to. Because of advancing age (d--n it), and a couple of other problems, I can't get around like I used to.

Mom & Pop Spence

Just a few short lines to let you know that we are still alive and thinking of you. Last September, Mom fell and broke her left hip. In June she had another heart attack, so you can see why we just cannot go very far from home.

In the middle of October, Fred & Helen LeMaster, Bob & Helen Vaughn, and Cran & Bee Sproul gave us a surprise visit for the day. Boy, did we have a visit. Mom said that the men would beat a women's tea party to shame when the four of us got together. This is the first time that the four crew members have been together in 40 years. What a gab fest.

Three weeks ago I got 2 hearing aids from the V.A. Went down to the Tampa V.A. for the P.O.W. exams and they sure put me through the wringer. Came out pretty good, tho!

Rolly Whited

Queenie was the plane flown by the crew and myself from D-Day to about the latter part of November. I flew 26 missions in the B-24 Queenie and then we switched to the B-17 Queenie and I flew 8 more. I have my old A-2 flight jacket with Queenie on the back and the 391st Squadron insignia on the left breast. I can tell you the jacket is getting a little ratty.

My thoughts were with you as you met in Wichita for the '85 Reunion. I wished I might have been there. Trust you had a great time.

Fred Schoch

Hello "Stiffstarch," this is "Extol F Fox." This my dear

(Continued to Page 4)

(Continued from Page 3)
friends was our call sign and control at the runway was Capt. Ray Grinrod. After our visit to Mendlesham in June, we started looking back on these past 40 years. The countryside was at its best for our visit. This is not at all like I remembered as we came in as replacement crew in Oct. '44 and left in March '45. I would like to say our visit to the pubs and church on Sunday will be remembered for a long time. I've had a lot of "Flak" coming my way because they showed me at the Mendlesham reunion but left out my wife, Clara. So, Eli, will you please mention that she was with me.

Clara and I left you folks at Ipswich and continued on to the continent. We traveled by train through Holland and Germany to the V.W. plant at Wolfburg where we took delivery of a new Jetta. We then drove through Germany, Austria, Switzerland and France. After leaving the car at Emden for shipment home, we had 2700 miles on it. The highlite of our travels were to Gotha, Erfurt and Eisenach in D.D.R. We had no trouble at the border and we returned to appreciate our style and comfort of living.

Art Paulmann

We were in our place in Maine with our children last summer and my son-in-law spotted the ad for the B-17 anniversary party in Seattle, so we went out on the spur of the moment. It was a great party.

We plan to go to the Colorado reunion next September. Many times in the past 40 years I've thought of the group and the guys. I really never thought I would ever hear from them. I'm retired in Florida with my wife. I'm in good health. My wife has a heart condition but she is able to keep it under control. We hope to see you all in Colorado.

George Rohrbaugh

This is a little story about our engineer, John (Pea) Green. His mother used to send him a package about every one or two weeks containing a few "goodies" for him and she also enclosed six 12 oz. cans of whiskey and one or two cartons of American cigarettes. Since he did not drink or smoke, he passed them out to the rest of the crew. At the time we were flying with Charles Alling in a B-17G. The name of the plane was "Miss Trudy" after Charles Alling's sister, Trudy. I don't remember whether or not it was painted on the nose of the plane.

John Lyons

Thanks for locating Joe Howanec in Houston, PA. I called him and we had a long phone conversation. He had just retired. retired.

Al Steiner

I really did enjoy seeing the old bunch at Nashville. In particular, it was very heartwarming being with those I virtually grew up with in the 4th. As per SOP, I had my heart bypass surgery this past August. The recovery was quick and I was back to full time in September. We'll all give George Burns a run for his money.

Tom Cannock

We enjoyed meeting you nice people at the 8th A.F. reunion and the 34th B.G. dinners. Never having attended before, we were most impressed.

I flew 1st engineer for Bill Hart on a new B-24 that was being picked up in Topeka. Bill asked me to look over the new plane and I told him I did not think it was airworthy. Bill reported to his superiors that he would not fly the plane overseas, so he was told by the Captain that he would be court-martialed. He told the Captain that he would see him at the trial. A short time later another Captain told him that he would have a new aircraft for him. I almost forgot this, but I must have been right about plane #1 when they did the check on it. I might have been court-martialed also.

Richard Turpin

There were so-called milk-runs and some kinda tough. You prayed and then you cussed - as a hillbilly would say. One instance I had to laugh. We got a heavy hit in the mid-section of our B-17 and a hot piece of flak came up thru the floor on the left waist gunner's side and penetrated the seat of his electric heated suit and was shorting out his suit. I looked back and there was "Swede" probing around at his hind end to get the piece of flak out. I had to laugh even though we were bouncing around a bit.

Peter Stampon

We visited with my wife's brother in Seattle last summer. While we were there the Boeing Co. held a three day celebration in honor of the 50th Anniversary of the B-17 bomber. Many groups were holding their reunions in Seattle at that time. I registered as a member of the 34th B.G. This celebration was just prior to the Kansas reunion and I doubted that many 34th B.G. members were in Seattle and felt good that I could represent the group.

On Saturday evening we were entertained by the present Glenn Miller orchestra. The banquet and show were held in a big hangar. The doors behind the orchestra were open and in the background, facing the open doors, were two B-17's. This was an impressive sight for me and my wife, who had never seen a B-17. We are looking forward to attending a group reunion in the near future.

Robert Deloye

Enjoy reading the newsletters and seeing the names of people I remember and some I had forgotten. Sure enjoyed the pix of LeBailley (still looks the same) and LeMay. Have not seen them since 1944. Have seen many pix of old "Iron Ass" over the years. Saw one of Ben in Life magazine many years ago.

Burton VanAsdale

Thanks for taking the time to look me up. I have not kept in touch with anyone who was in the service. I was in the ground crew of the 34th Bomb Group, 4th Squadron. We loaded bombs on the B-24's and B-17's.

After the war I started a plumbing business of my own. After 30-some years of that, I have retired, sold the property in Shelby, and moved to Clearwater, Florida. It was good to hear from you.

John P. Terry

The Memories item from George Ritchie's diary is not in complete agreement with my memory of the "Intruder Incident." Perhaps his having been asleep led him to make assumptions without verification regarding the manner and timing of the inception of the event. I firmly recall that the intruder was buzzing around the area several minutes before the

(Continued to Page 8)

NEWS FROM HERE AND THERE

We have received information for those of you who may wish to purchase a new A-2 leather flying jacket (Exact replica of WWII jacket).

If interested, write to:

Colonel (Ret.) Clyde W. Bradley, Jr.
Bradley Associates
2019 Vaughn Lane
Montgomery, Alabama 36106

* * * * *

A few days ago, as this is being written in late February, Ray Summa had a dual-bypass operation. At last word he is doing as well as can be expected and, hopefully, by the time you read this, will be back at the old stand well on the way to recovery. We're all pulling for you, Ray.

* * * * *

Robert Burgner had his second heart attack last fall. He is up and around now.

* * * * *

Henry Jurgens underwent surgery in January of this year. He is doing well as of this writing.

* * * * *

Genevieve Rutka had a knee operation in December and has been on crutches. Hopefully by the time you read this she will have improved enough to be using a cane.

* * * * *

William Hershnow had a major heart attack but, at last word, is doing pretty good now.

* * * * *

Al N. Steiner had bypass surgery but is back to work again according to our latest information.

* * * * *

We hear from Bill Strott, Jr. that his Pop did a turn-around a few weeks ago. He is now eating very well, gaining strength, and walking with vigor for the first time in months. He enjoys having Mendlesham Memories read to him and sends his best wishes to all his friends.

* * * * *

Latest word we have on Hank Lambert is that he continues to make good progress towards recovery. His wife, Mary, is looking for some place near home to move Hank to for recovery therapy. Hank is and has been a loyal supporter of the 34th BG Assn. If you'd like to send him a card, the address is:

Hank & Mary Lambert
Rt. 5, Box 3135
Spotsylvania, VA 22553

I'm sure he'd enjoy hearing from you.

* * * * *

Charles Metz tells us there will be a reunion at Monroe, LA for all former service personnel who served their country at Selman Field during WWII. Anyone interested can get more information by writing to:

Monroe-West Monroe
Convention & Visitors Bureau
1333 State Farm Drive
Monroe, LA 71202

* * * * *

Bob and Mona Korf are planning to go to England sometime in the near future to visit friends in Ipswich. They would like to know if any other 34th BG people are planning to go. It might be interesting to make a group of it. Contact them at:

Bob Korf
3165 Newcomb Street
San Bernardino, CA 92404

* * * * *

We have been informed that a video cassette program is available covering all aspects of training and flying combat in the B-17 with the 8th Air Force and the official combat film of the Schweinfurt-Regensburg mission. Total length is 48 minutes. Asking price is $39.95. If you are interested, write to:

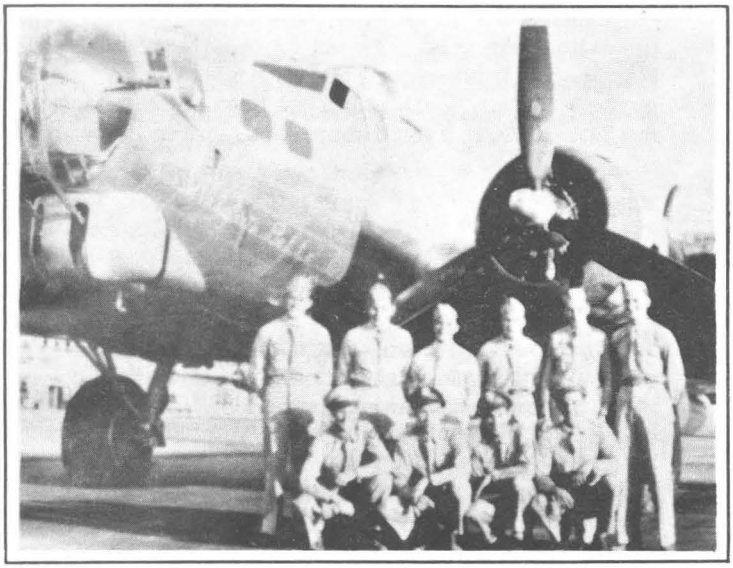
Ken Stone
P.O. Box 4304
Garden Grove, CA 92642

* * * * *

Alf Connelly recently had a pleasant experience. It seems that, during the war, he had an "adopted" family, the Finbows, in Mendlesham. Olivia Cobble (nee Finbow), who made contact with Alf as a result of the 34th B.G. reunion in England last summer, was only 10 years old at that time. She never forgot Alf and visited with his family in Tennessee in August.

* * * * *

Dana Schrupp informs us that anyone wishing to spend some time with a cadet attending the Air Force Academy must make arrangements at least 3 months in advance of the visit. He must state the cadet's name, class and squadron.



Standing - L. to R.: Alphonse Fruit, Joe Howanec, Lombard, John Melnick, Bill Stewart, Robert Jacobs. Kneeling - L. to R.: John Lyons, Talbott, Lucien Rainey, Ainsa.

Standing - L. to R.: Douglas Braham, Daniel Marks, Fred Fielder, Richard Polak. Kneeling - L. to R.: Clinton Beard, Fred Edelstein, Robert Springer, Anton Rysak.

Standing - Right to Left: William Pedigo, Leo Danielian, and Ed Geoghagen. (These are the only names we have.)

Standing - L. to R.: James Loiselle, Larry Lodermire, Paul Stoutsenberger, Charles Laulk, Jack Lowenthal, Paul Austin. Kneeling - L. to R.: Elmer Scherkenbach, Ray Pruitt, Ken Noreill.

Standing - L. to R.: Robert Schwartz, Frederick Berglund, Robert Brofft, Marvin Levithan. Kneeling - L. to R.: Bryant Grimes, Henry Butler, Michael Jacobbauski, Robert Peterson, Robert Devoe.

Front Row - L. to R.: John Schroeder, Homer Schir
to R.: J. W. Thompson, Alfred Marino, Charles Hay

Standing - L. to R.: Douglas Braham, Daniel Marks, Fred Fielder, Richard Polak. Kneeling - L. to R.: Clinton Beard, Fred Edelstein, Robert Springer, Anton Rysak.

RECOGNIZE ANYONE?

Standing - L. to R.: James Loiselle, Larry Lodermire, Paul Stoutsenberger, Charles Laulk, Jack Lowenthal, Paul Austin. Kneeling - L. to R.: Elmer Scherkenbach, Ray Pruitt, Ken Noreill.

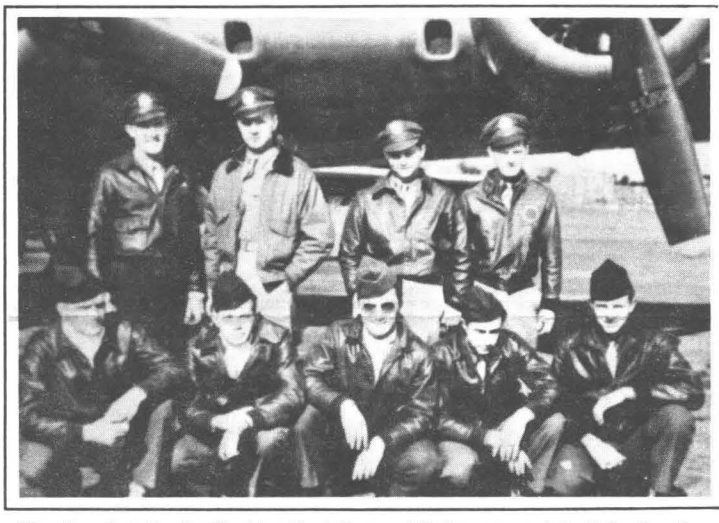
Standing - L. to R.: Robert McWay, Vincent Lombardo, Robert Griffis, Alf Johanson. Kneeling - L. to R.: Alvin Sadowsky, Leonard Adrignoca, Raymond Trotter, Bennie Copeland, James Hunter.

Front Row - L. to R.: John Schroeder, Homer Schindler, James Wright, Robert Lewenauer. Back Row - L. to R.: J. W. Thompson, Alfred Marino, Charles Hayes, Jerome Maroney, John Strona.

RECOGNIZE ANYONE?

Standing - L. to R.: Ward Yarabrough, Howard Edwards, James Brame, Charles Williams, George Rohrbaugh, John Green. Kneeling - L. to R.: Ray Baskin, Charles Alling, Glenn Banks, Mel Brumbaugh.

Standing - L. to R.: Robert McWay, Vincent Lombardo, Robert Griffis, Alf Johanson. Kneeling - L. to R.: Alvin Sadowsky, Leonard Adrignoca, Raymond Trotter, Bennie Copeland, James Hunter.



Standing - L. to R.: Jim Sheridan, Hank Gauger, Milt Braverman, John Pelly. Kneeling - L. to R.: Si Slovenske, -- Phillips, Bob Scheutz, -- Saunders, Keith Sandholm.

r, James Wright, Robert Lewenauer. Back Row - L. Jerome Maroney, John Strona.

Standing - L. to R.: -- Scott, -- Underwood, -- Wright, John Blair, Tony Trutanich. Kneeling (Left): Richard Turpin. (These are the only names we have.)

(Continued from Page 4)
group got back from their mission. 7th Sqdn. engineering officer Cole (I think) was out there with a carbine firing at the plane.

Perhaps a poll of memories should be taken. It could be that even my memory will need to revised!

Ed Fink

The article from the diary of George Ritchie sure brought back memories. Bruce Sothern and I were talking about that night when we got together last year. We remembered what Frank Sivret and Ray Englehart brought back with them that night. It was a "Blast", but not from the air. Ask Bruce about it when next you see him.

Vernon Ames

After I retired I decided to try to locate our crew members. This after forty years of neglect. Over the years I have located all but three. These three; John Baron, Harry Masse and Robert Bichowsky are still lost. Neither the VA nor I can locate them. If anyone has any information about them please inform them about the 34th BG. reunions.

Betty (Mrs. Stanley R.) Martin

Just a quick note to tell you how much I enjoy receiving "Mendlesham Memories." My late husband would have been thrilled to recieve these mailings. We did not receive them at all until after he had passed away in Dec. of 1981. He did keep in touch with some of his crew over the years. His co-pilot was Ray Swan, now of Florida.

Paul Buss

We enjoyed the December issue of Mendlesham Memories. Especially enjoyable is the poetic contribution of our good friend and former radio operator, Gerald Pine. You probably would have no occasion to know this, but radio operators were the most intelligent of our lot. They were a little strange, but, nonetheless, good people. They had the capacity to do dumb things. Our radio operator let out the trailing antenna in a storm as we approached Wales with a new bomber. The storm wiped out his radio as well as the pilot's and we came in on D.R. Fortunately, we had a good navigator and visibility was good.

George Rall

Since I am scheduled for two more surgical sessions in February, it certainly appears as though my chances of ever attending a group reunion are getting dimmer and dimmer. So, at least, I can renew my memories with the newsletter and the 34th BG History.

Ben Workman

Please mention in the newsletter that some of us would like to purchase some in-action pictures of the war years. If some of the fellows that worked in the laboratories kept any pictures, we wonder if they might be made available.

Carl Stemen

During the Holland Food Mission, my crew was one of the first three planes into Holland. Planes flown by Gen. Gebhardt, Lt. Davis and myself were the first in to see if the Germans would fire at us. The remainder of the group circled offshore. I had a 3rd Division camerman on board. He sent me a series of pictures of the mission.

NEW MEMBERS

AKERS, KENAS
R 2 N., Box 54
Pocatello, ID. 83202

ALVORD, FAYNE
Box 241
Blue Ball, PA 17056

BARRON, WILLIAM
1028 Juneau Ave., Apt. 603
Milwaukee, WI. 53202

BRAHAM, DOUG.
2002 Hillsdale Ave.
Kalamazoo, MI. 49007

DANHAUER, JACK N.
1425 Everett Avenue
Louisville, KY. 40204

DAVIS, ROBERT L.
6244 Kiernman Drive
Carmichael, CA. 95608

DesLAURIERS, ROBERT E.
4052 Calvado Drive
LaMesa, CA. 92041

FREI, DAVIS (MRS. ELLEN)
4331 Canterbury Drive
LaMesa, CA. 92041

GOMBOS, WILLIAM
2835 E. Bluebell Ave.
Brea, CA. 92621

GRIFFIN, HAROLD R. (DR.)
3539 Soland Way
St. George, UT. 84770

HANRIHAN, JAMES R.
6261 Barbara Lane
Auburn, CA 95603

HANSEN, DEAN F.
3572 Sudbury Land L.N.
Bonita Springs, FL. 33923

HEMINGWAY, ROBERT D.
55 W. Center
Alpine, UT. 84003

HOWANEC, JOSEPH
99 Hart Street
Houston, PA. 15342

HUGHES, MIKE C.
Box 4
Cisco, TX. 76437

JUDD, J.E.
8390 Delmar Blvd.
St. Louis, MO. 63124

LOGAN, WILLIAM H.
4747 Halga Circle
LaVerne, CA. 91750

McCLELLAN, VAL J.
1711 So. Lakeside Drive
Lakeworth, FL. 33460

MILLS, WALTER
60 Nod Brook Road
Wallingford, CT. 06492

MULLINS, FRANCIS J.
5 Glyndon Ace
Cortland, NY. 13045

NAUMAN, CHARLES J.
6820 Wedd.
Merriam, KS. 66203

PARENT, R.E.
60 Clark Avenue
Northhampton, MA. 01060

PIEKARSKI, CLARENCE
RR 7, Box 371
International Falls, MN. 56649

POULOS, ARTHUR
80 Fernwood Road
Lynn, MA.

RASPICA, JOHN
401 Spring Street
Staunton, IL. 62088

SACHERMAN, LEE E.
14907 Hamlin
Van Nuys, CA. 91411

SANDHOLM, KEITH
402 Garfield
Shenandoah, IA. 51601

SCHELL, HAROLD N.
2101 Forest Ave.
San Jose, CA. 95124

SHOAF, GERALD T.
1450 N.E. 36th St. #204
Pompano Beach, FL. 33064

SNOW, WEBB C.
1608 Crestwood Road
Mayfield Heights, OH. 44124

VANASDALE, BURTON L.
2126 Poinciana Terrace
Clearwater, FL. 33520

VRONZ, JOHN M.
Rt. Box 131
Liberty, MO. 64608

WINICK, SEYMOUR
333 Pearl Street
New York, NY. 10038

YOUNG, DARWIN L.
10640 Mohawk Drive
Boise, ID. 83709

ROSE'S CORNER

Dear Gals of the 34th:

We're off and flying in Rose's Corner and I'm hoping that my next trip to our mailbox will be even more fulfilling. My contribution for this issue is one on food during WWII.

Do You Remember?

Do you remember Spam, the spiced canned ham that used to be served to our "heroes" and what our mothers stood in line for at the supermarket? Well, when Eli and I were married, I served it sliced and fried. It really was a good substitute for bacon; also cutting it up into a casserole with escalloped potatoes made it a good dish! Eli put a big ban on Spam saying that he had enough of it during his time in the Air Corps, so I went along with this decision for 39 years. We were at my daughter's home last month and she served (guess what ?) Spam, sliced, plus some crackers and cheese. Knowing what we were nibbling on, I watched for some real criticism. Instead he gobbled it up and smacked his lips! He then asked me why I don't serve this at home!! So, since dried beef also was condemned so long ago, I'm going to serve it creamed on toast and I don't care what he and the rest of you guys called it!

Come on Gals, send me some tid-bit of what happened to you and yours before, during or after WWII. Also, we're hoping that you will share some recipes that were used at your home during the food rationing time. Did you have a job which directly helped the war effort? We need some answers, please.

Sincerely,
Rose

* * * * *

From: Wanda Pine

I have written to Dear Abby and she has ignored my message. Of course, Abby didn't have a corner to use, and Rose has.

Gerry has been busy putting together things for the reunion; and has the house all torn up with papers here and papers there. Just a general scattered mess to me, but it's a "don't touch" situation because he knows where everything is.

Hope everyone is planning to attend the reunion in September. Am sure a good time will be had by all.

Name and Address Changes

(Changes underlined)

Ashley, David L., General Delivery, Hillsborough, NC. 27278
Ashwood, Norma A., 2096 McKinley Ave., Dn., Cleveland, OH. 44107-5453
Austin, Paul, HCR Box 431, Merrifield, MN. 56465
Baumgardner, Donald R., 507 Euclid, Charles Town, WV. 25414
Beckley, Paul R., 2313 Cabot Drive, Lexington, KY. 40505
Bloczynski, John, 612 Cherry Avenue, Marshfield, WI. 54449
Boreen, Lloyd W., Box 203, Winlock, WA. 98596
Corum, Malcolm, 8159 Horizon Drive, Colorado Springs, CO. 80918-3848
Couse, Conway M., 3022 SE 18th Street, Coral Gables, FL. 33904
DeSantis, Lou, 613 Wolf Street, Syracuse, NY. 13208
Erbach, Melvin C., 3056 Water Street #49, Stevens Point, WI. 54481
Forde, Frank, 495 No. Ward Avenue, Girard, OH. 44420
Freeman, Jesse R. III, 201 Georgia Lane, Lexington, SC. 29072
Furlo, Vince, P.O. Box 310, Carrolton, MI. 47724
Gehle, Henry G., 6899 S. Bemis St., Littleton, CO. 80120
Griffith, John G., 113 East Bertsch St., Lansford, PA. 18232
Hoke, Albert, Rt. 1, Box 180 A, Bedias, TX. 77831
Holcombe, Charles B., P.O. Box 967, Smyrna, GA. 30081
Humphrey, Clyde, Box 15, R.R. 1, Santa Fe. TN. 38482
Janes, John, 1445 Fremaux, Slidel, LA. 70854
Jonas, Frank, 100 Marina Dr., Needles Marina Pk., Needles, CA. 92363
Kantorak, John, 1642 Woodward Avenue, Lakewood, OH. 44170
Machalz, Raymond, 4729 New England Ave., Harwood Heights, IL. 60656
Paulmann, Arthur W., R.R. No. 3, Box 925, Silver Springs, FL. 32688
Pine, Gerald, 5414 Highway 12, Lot 51, Waunakee, WI. 53597
Rowley, Francis, 9302 Broadway Sp. 107, Mesa, AZ. 85208
Rockwell, Williard, 617 E. 2nd Street, West Liberty, IA. 52776
Squires, Clarence, RR 2, Box 99, Cainsville, MO. 64632
Stankus, Adam Sr., 201 High St., #B-2, Andalusia, PA. 19020
Stevens, William, RR 1, Box 229, A3, Sunrise Beach, MO 65079
Stoval, Earl B., 3503 Franklin Ave., Louisville, KY. 40213
Sutton, Charles, 107 No. Webster, Harrisburg, IL. 62946
Swick, Gideon W., Box 127, Fort Lupton, CO. 80621

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

From: Walter Sturdivan

We flew out of Blythe Field on March 30, 1944. Our first stop was Lincoln, Nebraska, for staging. It was after we were airborne from Lincoln that we were informed of our destination. We took the Southern route, joining 71 other original crews and Liberators, enroute to Mendlesham. The oldest established Bomber Group in the Army Air Corps. had been reactivated and was on its way.

Our flight was relatively uneventful as we made landings in Florida, Trinidad, and Natal, Brazil. From Natal, we crossed the Atlantic, landing at Dakar, French West Africa eleven hours later. Our next stop was Marrakech, Algeria, not far from Casablanca. It was here that we mounted our machine guns with live ammunition. We were getting near the war zone and there was danger of Nazi fighters off the coast of Spain or Portugal. We skirted wide to the west over the Atlantic and headed north for several hours. Shortly we made a 90 degree turn to the right and, in a little while, we landed at Valley, Wales.

After making our post flight reports, Harold Witham, our flight engineer, and I started to make our way toward the mess hall. On the way we met a middle-aged native of whom I asked, "Where is the latrine^{0}". "The what^{0}" the man replied. He had a quizzical expression on his face. "The latrine" I repeated; "You know, the toilet." After several seconds the man's face lit up with understanding. "Oh" he said, pointing to a building nearby, "You mean the lav'tree, the lav'tree!" (lavatory) "It's right over there." Witham and I had come to the realization almost immediately that our allies, although they spoke mostly English, were going to be a little difficult to communicate with.

From: Blair Rossow

I purchased a bicycle to ride to the flight line and the hand brakes didn't work too well. You had to drag your heels to stop. One morning as I was hurrying to the line, a big truck came bearing down on me head on. On the shoulder, 3 English civilians were walking away from me 3 abreast. I couldn't dodge them all and hit one of them. He gets up brushing himself off and screaming "Damned, Blooming, Bloody Yank." I apologized and was on my way with them cursing me for as far as I could still hear.

From: C.H. Gibbs

During the war I served as radio operator. My 23rd mission was to Brussels, Belgium and, without a doubt, the worst. The flak was much too accurate and, miraculously, wounded only the tail gunner and waist gunner. We managed to get back to England and all successfully bailed out before the plane blew up. While crew members were returning to base, parachutes were lost but, somehow, one escape pack was salvaged.

Shortly after returning to Mendlesham, the healthy crew members got a 3-day pass and dashed off to London. The French money from the escape pack was converted to pounds sufficient to purchase one bottle of Scotch, one bottle of gin and some horrible English soda. On my way back from London, I met two army types and we opened the 2 bottles for a friendly drink, and ended up drinking far more than we needed. In Ipswich we decided to have a beer or two at a local pub and when I finally arrived on the base, I was feeling no pain. I don't remember who started a fire in a 5 gallon can in the barracks but we put it out (or thought we had) and set it outside the barracks door. A short time later, someone hollered that there was a fire outside and, sure enough, the can was flaming again. Since no water was readily available, we surrounded the can and proceeded to urinate on it, finally dousing it completely.

From: Don Tuttle

On August 13, 1944, five of us were leading the 34th B.G. in missions completed with 34 needing only one more. We had a sleepless night sweating out that 35th one.

The next morning, on entering the briefing room, we saw that Captain Duke had already laid out the map for the mission and you could hear a rumble going throughout the room. Our hearts sank -- the red string on the map went straight to Berlin.

After allowing us to moan and groan a couple of minutes, Captain Duke pulled down the string, laughing all the while, and stated there was a last minute change. He reset the string and our last mission turned out to be a virtual milk run. The mission was a success and we couldn't wait to get back to the base where our ground crew chief, Dick Fuelling, was waiting with a couple of bottles of Scotch.

As we entered the de-briefing building, someone hollered "Here come the fire-bugs now!" It turned out that some of my crewmen had negotiated a couple of boxes of flares and on the final approach, were shooting them off like mad. They had set two small fires on a farmer's field. I was so excited at finishing our tour that I quickly told the Colonel to have the farmer send me a bill for the damages and I would gladly take care of it. I have never heard anymore about the incident.

Correction

Sept. & Dec. issues were incorrectly stated as Vol. 8. They should have been Vol. 7.

Left to Right: Francis Gullace, Evan Rogers, Don Tuttle, Earl Strong.

Standing - L. to R.: Jay Buxton, Bob Cole, Francis Head, Roy Ballentine, Ted Bacalis, Dave Pflumb. Kneeling - L. to R.: Dick Cutting, Elwin Autry, Jim Hanrahan.

Standing - L. to R.: Harold Pendergraff, Garland Neal, Fay Boozman, Harold Carothers, Rush Chaffee, Donald Allen. Kneeling - L. to R.: Lawton Dooley, Joseph Clark, Wyatt Jones, John Bloczynski.

Standing - L. to R.: Francis Bujalski, John Kolenda, Marvin Gardner, D. Bailey, Henry Flack, Sidney Artt. Kneeling - L. to R.: John Ford, John Palladino, Patrick Clyne, -- Johnshong.

Standing - L. to R.: James Blair, Bob Pratt, Bob Morrison, Jim Lemmen, Walt Bower. Kneeling - L. to R.: Dwight Bell, Bob Ingrouille, Isueno Macranni, Ralph Hartman, Jim Barnes.

Standing - L. to R.: Francis Gullace, William Havron, Charles Pell, William Marshall, Laurence Touhill, Leonard Chatoian. Kneeling - L. to R.: Donald Tuttle, Earl Strong, Evan Rogers, Glenn Henry.

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

34th Bomb Group Assn.
c/o Eli Baldea
1595 Sunnyslope Drive
Crown Point, Indiana 46307
(219) 988-4607

34th Bomb. Group

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Excerpt from V.E. Day celebration booklet

V.E. DAY - 1945

To the men of the 34th Bomb Group, 422nd Air Service Group, 878th Chemical Co., and members of the Station Red Cross:

The congratulatory messages received at this Headquarters give me the keenest satisfaction of knowing that you were a part of the Air War in Europe, and your courage, devotion to duty, and hard work are exemplary of the teamwork that built the tradition of the Eighth Air Force and the Army Air Forces.

This booklet is published for you with the desire that each of you in this Command will remember the words of gratitude and pride by those leaders who recognized the great work that has been done. It is to their appreciation that I wish to add mine, for I have seen your individual accomplishments, your distinguished achievement in the air, and the diligent work on the ground that resulted in great effectiveness by this unit in six major air offenses since coming overseas.

It is especially gratifying for each of you - and for me - to know that our faith and determination in operating against the enemy during bitter weather conditions in the air and on the ground, through flak - and fighters - has been rewarded with the knowledge that our bombs did so much to defeat the Luftwaffe and immobilize the Nazi war machine.

I am proud to have led the 34th and it is certain that you deserve the full confidence of our leaders in carrying on with the same Valor to Victory against the last enemy of freedom - Japan.

Signed: William E. Creer
Colonel, Air Corps
Commanding

TAPS

COLBANK, Earl

DENTY, Leslie
Chandler, AZ 9-29-85

ETTLIBRICK, Charles
Springfield, IL.

FREI, David
LaMesa, CA. in 1984

GREEN, John R.
Dallas, TX.

HENRICKS, Robert,
4th Sqd.
9-27

HORNER, Russell
LaVerne, CA.

JANKE, Herb
Litehouse, FL.

JONES, George
Shelby, OH.

LINK, Eph., Penna.

MILLS, Walter
Wallingford, CT. 8-25-85

RAINEY, Lucian
Alabama in 1982

ROBERTSON, William, Penna.

SMITH, A.J.
Lenoir City, TN. Dec. '85

WESTENBERGER, Kurt, 4th Sqd.
10-31

WHITE, Roy
Ft. Worth, TX. 10-85

WILSON, Richard B.
Des Plaines, IL.

SCHAUS, Joseph
Massapequa Park, NY.

RECOGNIZE ANYONE?

VOLUME VIII NUMBER 2 JUNE 1986

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

OBSERVATIONS

Aah-h-h Spring at last!!! Soon the gardens will be filled with goodies for the table, the flowers will be in full bloom, the shade trees doing their jobs, and we'll all get brown as berries from the sun. Isn't it wonderful?

Since our last issue there have been some changes made. It seems that the Air Force Academy has changed the dates of their football games and our football outing on Saturday, the 13th of September, has been cancelled. This has forced us to cancel the previous activity reservation forms and to issue new ones which you will find included with his issue. What this means is that, after our meeting Saturday morning, you will have free time until the banquet on that evening instead of a planned activity for that afternoon. Those of you who have already mailed in your forms will be issued a refund for the cancelled activities.

Included with this issue you will find a brochure of "Pikes Peak Country" which shows the many places and things to see in the area if you choose to fill the afternoon with that type of entertainment. For others, the hospitality room will be open where you can sit and re-fight the war with your old buddies or new friends, or just plain socialize. I know that with every reunion, Rose and I get to know more and more of you and find there's just not enough time to get to know more about you. We enjoy every minute of our socializing and do hope to continue for many years to come.

For those of you not yet decided, let me urge you to try your utmost to get to Colorado Springs this September. I know it sounds like a bunch of old codgers and their wives getting together to relive the old days again but, believe me, it's far more. You do meet people you haven't seen and make friends with people in our age bracket from all parts of the country and from all walks of life. The conversations are most stimulating and exciting. We have met people who deal in gems, people in Montana who pan for gold, people crossing state lines with threshing machines for hire; - there is no end to the stories you can hear if you express an interest. TRY TO MAKE IT!!! It will be well worth your while.

In Rose's Corner you'll find an account of a Britisher's experiences during the war. Rose and I have been very fortunate to have met Freddie and Margaret Maundrell in Mendlesham on our two visits there. We have formed a wonderful friendship which we hope will last forever. Rose asked Margaret to set down some of her experiences and I think she sent us a gem. Please let us know if you agree.

In conclusion, I wish to solicit more mail from you. In the last issue I mentioned the possibility of a "Then and Now" photograph idea. I still think it's a good idea but I have yet to receive one response to that plea. Please believe me, I can only make this newsletter as interesting as the mail I receive. My words can fill a part of a page; thereafter I have to depend on you. Don't let us down!!!

Eli Baldea
Editor

PRESIDENT'S MESSAGE

GREETINGS:

I hope that all of you are well along in your plans to attend the reunion in Colorado Springs. By then we will all need a cool place to relax after the summer heat, and what better way than with old companions in the cool of Colorado.

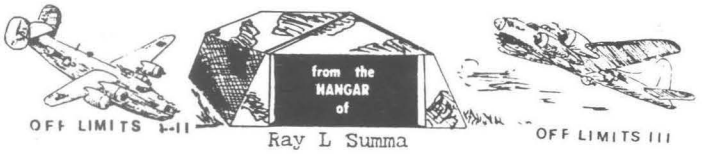
When we consider the number of members that we now have contact with, and the number that we expect to see this fall, it is easy to overlook the fact that this is only nine years since a few old friends met in St. Louis in 1977 and began what has now become the 34th Bomb Group Association. The following year in Washington a few more were present, about fifteen members plus wives, and the next year 27 met in Phoenix and Ray Summa began work as unit contact. I had my first meeting with the Association in Florida in 1980 and there were almost fifty in attendance. We thought that things were really moving. We now have contact with more than 1400 of the men and the attendance at Colorado Springs should be greater than the total membership of only a few years ago.

This growth did not come without the hard work of a dedicated group of people but, if we all reach out for a new member, we can reach the goal that these men dreamed of.

John Gronouski who was a navigator in the 7th Sq. has agreed to be the speaker of our banquet and I feel that it will be worth the cost of the trip to hear him. Our committee has experienced a few set backs in the program planning but has responded by adjusting the schedule so that we will have a really good meeting.

They have done their work well so let all of us respond by making 1986 our greatest year yet.

Jim Martin



Fellow members of the 34th B.G. Assn.:

Some of you are probably wondering if I am among the living or dead because I have not answered your get well cards when I was in the hospital. I can assure you that I am living and doing fairly well. Back in the office again trying to get caught up with my correspondence and take care of the business of the 34th.

I do want to thank you for all the phone calls, cards, letters, and the prayers said for me during my illness. There were so many cards and letters that I could not answer them all so let this be my response to them. I am just now getting used to being back at the typewriter. Hannah answered letters received during my recovery as well as taking care of business of the 34th while she was taking care of me and keeping up her housework. It kept her very busy.

Yes, I did have a bypass operation on Feb. 18th, 1986. This was the second one in 9 years. The first was in Cleveland, Ohio in 1978. I walk 2 to 3 miles each morning but I still can't do too much physical labor.

Plans for the reunion at Colorado Springs are going very well. I talked to Robert Wright recently and he says that he already has several reservations. If you have not yet done so, do so as soon as possible. Come early and go sightseeing. There is much to see in the area.

Hannah and I plan to attend the 8th AF Reunion at the Diplomat Hotel in Hollywood, Fla. in October. Yes, the 34th B.G. will hold a Mini-Reunion at that affair. Those of you that can't make our own reunion in Colorado Springs in September can still get together with some of the 34th in Florida. The reservation forms for the Florida reunion will be in the July issue of the 8th AF News. If you don't belong to the 8th AF Historical Society, let me know and I will send you the forms for their reunion and an application form to the 8th AFHS.

Many have written to ask if we couldn't hold a 34th B.G. only reunion in 1987 as we are in 1986. Others have suggested that we plan a trip back to Mendlesham in 1987. If you have any thought on these ideas, please let us know because in either case a lot of planning must go into them. We were lucky to be able to get a hotel in Colorado Springs when we did and the planning was a year in advance. For England, maybe we will be lucky and the terrorist crisis will be over. In any case, let us know of your desires.

We are in need of photographs for the newsletter. If you have any that we could use, please send them to me. I will copy them in black and white if necessary and send it on to Eli for the newsletter. If you so desire, all photos will be returned to you. Remember to put names on the back of the photos so the people can be identified.

Many of you have moved with no forwarding address. This is costing the Group money because it costs $1.08 to get the newsletters back with or without the correct address. We are planning to put out the new roster with the September issue and at the same time will be making new mailing labels. These we hope to have completed by Aug. 1st, so please send in any changes NOW!!

Look at the mailing label on this issue. Written on it will be the year for which your dues are paid. If it doesn't read '86, it means your dues are not up to date. If you are not sure, send in your $7.50 and it will credited to your account either for this year or for next if this year's is already paid.

Once a year we send a newsletter to all the people on our roster to fill them in on the coming events in the life of the 34th B.B. Assn. Those who have not kept up on payment of their dues receive only that issue. We cannot afford to send the newsletter to unpaid members on a regular basis.

I will have quite a few items for the PX in Colorado Springs. B17 and B24 belt buckles as well as the 34th belt buckles. B17 and B24 key chains. B17-B24 tie tacs, and Sqdn. pins as well as group and sqdn. patches. Also 34th B.G. caps and license plates.

Don't forget to come to the 34th B.G. Reunion at Colorado Springs, Sept. 11th-14th, 1986. We'll look for you there. BE THERE!!

Your Unit Contact
RAY SUMMA

A Note from the Reunion Committee

It is common knowledge that the people of the 34th Bomb Group can always improvise when they are confronted with an obstacle. Once again we must reroute our course and go with a slight variation of our original plan.

There has been a change in the football schedule. This has left us without being able to attend an Air Force Academy game at Falcon Stadium. It also eliminated the tailgate party that was promised to out-do any tailgate party ever conceived in modern football history. There is an old saying by some learned scholar about mice and men that certainly seems to apply here.

The Saturday afternoon cannot be deemed a total loss. It will give us an afternoon to visit, to renew old friendships, to tour the area, to shop, to settle that golf bet on the back nine, to sip a cup of kindness, and not to have to hurry to get ready for the evening's banquet and program.

You will find a revised registration form in this issue. Those of you who have sent your reunion registration in early, and have chosen either the "A" or "E" Package, are due a refund, and this will be sent on request or returned to you upon registration at the reunion.

There will be a Tour Booth in the lobby of the hotel and we have included in this issue a brochure of the Colorado Springs area for your interest.

We urge everyone to be checked in early on Thursday, Sept. 11th, and join the group going by bus to the "Flying W" ranch for evening chow.

Tom King, our Colorado Springs liaison, informs us that a generous helping of "Western Hospitality" will be served to all and that special ladies programs are planned. He also states that he can use more golfers.

Thanking You,
YOUR REUNION COMMITTEE

Note: Profile of speaker follows

P.S. - Our speaker at the banquet on Saturday night will be Dr. John A. Gronouski. John was a navigator in the 7th Sqdn. of the 34th B.G. After the war, he attended graduate school at the Univ. of Wisconsin and received his PHd in Economics in 1955. He taught at the Univ. of Maine and later, at Wayne Univ. in Detroit. In 1959, he headed a tax study for the State of Wiscon-

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sin and served on the Tax Commission of Wisconsin from 1960 to 1963.

In 1963, he was named Postmaster General of the United States. From 1965 to 1968, he served as the U.S. Ambassador to Poland. In 1968, he was asked to help organize the L.B.J. School of Public Affairs at the Univ. of Texas and became Dean of that school. In 1971, he was named to a commission formed to help decide the fate of Radio Free Europe and Radio Liberty following problems regarding C.I.A. involvement. From 1977 to 1981 he served as chairman of that commission. He is now serving as a professor at the L.B.J. School of Public Affairs at the Univ. of Texas.

We believe this impressive list of accomplishements gives great promise of a very interesting and informative talk. We are looking forward to it.

JIM McMAHON — Rye Beach, NH.

I've had two open heart surgeries — one in '77 for a by-pass and one in '82 for an Aortic valve and a pacemaker. Then in '85 a fine case of lobar pneumonia. I'm just a young squirt (77 next birthday). My only problem is I can't hit a golf ball like I used to. I was a member of the A.F. Reserve, having had previous service, and I ended up giving Uncle Sam 37 years. It's a good thing because I can't work worth a d--n anymore. If there ever is a reunion in the East, I'll try to get there. However, if not - - - - -

• • •

LARRY SHERMAN - Hopkinsville, KY.

In reference to the March '86 Mendelsham Memories, on page 2, the picture of the crew shown. Standing, the last person on the right is Cecil Neth. He was originally my bomb aimer but went to another crew. Don't have his address. I believe he is in Chicago working for a newspaper. See picture of my crew in the March '85 issue.

• • •

WILLIAM J. DONLON — Brookville, MD.

Relative to the food drops on Holland, I was one of those that participated in the food mission. Some of us put our names and home addresses on tags attached to the food parcels. One year later, a Mr. A. Koppen of Badhoevedorp wrote me a letter. Mr. Koppen returned to me the tag placed on the food. I cannot do justice to this letter, which I have treasured over the years.

In the spring of 1962, I was appointed to a study group and spent a week in Holland. I decided I would try to contact Mr. Koppen if possible. At a small reception, one of the newspapers ran a story of my search. As a result, Mr. Koppen, his wife and children joined my brother, who was stationed in Holland at the time, and his family and I for coffee Sunday morning before I departed Holland that day. My meeting with Mr. Koppen was one I will remember as long as I live. He expressed to me his thanks to all the airmen involved in the food missions. The people had been starving and this food was their first in days.

• • •

GEORGE RALL — Springfield, PA.

Thanks for my '86 dues card. Since I am scheduled for two more surgical sessions this month (Feb.), it certainly appears as tho' my chances of ever attending a group reunion are getting dimmer and dimmer. So, at least, I can renew my memories with the 34th BG History and, if you will keep up your good reporting, I should make out all right.

• • •

HUGH HENDRIE — Borger, TX.

Not anything new down here. Everyone is sitting around watching the weeds grow, hoping that it will rain sometime within our lifetime. As the old saying goes, The Baptists are down to using a damp cloth, and the Presbyterians are only giving vague promises.

You asked if I was with the group on Christmas Eve of '44. You betcha I was. Me and somebody else (I can't remember who) spent all night gassing up the planes from that other group which had put in there because of the weather. I got my introduction to the British version of white lightning that night. I thought I had got hold of some witch's brew back in Kentucky, but that English version would make you go blind and bark at the moon. WOW!!

I don't know yet if I'm going to make it to Colorado Springs in September. I'll have to consult with my friendly family doctor first to see if that altitude will affect my heart.

• • •

HARRY AZZOPARDI — Salinas, CA

I was with the 34th in Salinas and Blythe, then they sent me off to the South Pacific where I joined the 90th Bomb Gp. I shall never forget Blythe — we used to say when we were in the South Pacific "Oh, God, if you let us fly our tour and send us back to the states, we would be glad to go any place, but please, God, not Blythe."

• • •

RODERICK McCOLL — Athol, MA.

To Ray: — Your dedication to the cause of keeping the group together has been super. Even tho' I've never been to a meeting — or reunion — it's been a real pleasure for me to read about all the "boys" we used to know. Don't know whether or not I can make Colorado Springs. Still working and it's tough to get away.

Continued to Page 4

Continued from Page 3

MARGE (MRS. STANLEY) KOWALCZYK — Pierre, SD.

The 34th BG newsletter arrived and I realized that I neglected to write to you about Stan's death on Feb. 19th. He had a beautiful military funeral with taps, etc. When the hearse and mourners drove into the cemetery, a bald eagle took off — flying over the funeral procession — and after flying over the last car, took off soaring to the heavens. It was truly an American tribute to Stan. He loved his country and was proud to be an American. His spirit seems so close to all of us. He was a great man who loved his family and country very much.

• • •

ROBERT HYLER — Belton, MO.

It is always interesting to receive the "Mendlesham Memories" as there is always something to bring back memories of things that happened as if it were yesterday. Some, of course, were unpleasant such as the "Intruder Incident." As I recall, I was on K.P. at the crew mess and was at the entrance when the first plane was hit and crashed. I saw the second plane hit and burst into flames. Could see men bailing out as the AC turned nose upward. The next day several of us went out to the personnel equipment building and I have never forgotten the gruesome sight that met our eyes.

• • •

BILL STROTT JR. — Pittsburgh, PA.

I'm afraid that I'm the bearer of sad news. My father died in the V.A. hospital here in Pittsburgh on Sunday, April 6, 1986. God was good to him at the end of his life, in that on his last day, he was mentally alert and enjoying the people around him. When he was taken from us, it was without pain or discomfort. He was a joy, and we will miss him very much.

• • •

JOHN HOHNSTREITER — Pass Christian, MS.

Our crew was leading the mission when Kiley's plane got hit. The aircraft parted at the waist and the two waist gunners dropped out. The tail section turned to the right and sailed off as far as I could see it. The nose section went straight up and then straight down. I never thought anyone would get out.

Hope to see you at Colorado Springs this fall if I am through with the operations on my eyes.

• • •

REV. FRED BROOKS — Rock Island, IL.

Our age is catching up with us. I'm still trying to help with Trinity Church (the Rock Island one) and keep the rural church in good shape. It isn't easy and I am going to have to draw the line somewhere in the not too distant future. My health isn't bad, but I tire easily and I am getting forgetful, which is most embarrassing. If it wasn't for Mardell, many of the important things just wouldn't get done. We are hoping to see you at one of the next reunions. I don't get to many because circumstances have forced me to decide on priorities. You guys are old friends that I don't want to lose.

• • •

ROY TAVASTI — Pismo Beach, CA.

Kate and I have just returned from Las Vegas where the Air Force Assn. put on their "Gathering of Eagles" production. Parts of the program were exceptional, i.e. the Confederate Air Force put on a rather spectacular show at Indian Springs (Nellis Auxiliary Field) that was followed by Tactical Air Command's fire-power demonstration (somewhat impressive). Then the Thunderbirds followed up with their usual spectacular exhibition. While we were in Las Vegas, we spent a little time with Bill and Viv Creer.

We really don't know if it does any good or not, but we pray, cross-fingers, and engage in a gamut of mental gymnastics in the hope the good Lord keeps Ray (and a few other 34th troops) around for many more happy reunions.

• • •

HENRY W. SHANLEY — Melrose, MA.

Many names on the roster do not sound familiar. I guess the reason is that our group, from its inception, was like a swinging door.

I joined the group in '42 at Spokane and stayed with it, assigned to Grp. Hqs. in S3. So in that time many came and went, some voluntary, some otherwise.

Some of the frustrating times involved changeover from B-24s to B-17s, especially when we went to England with B-24s assigned to a B-17 wing. Then it was decided that was a mistake. So back to the drawing board and 2 or 3 months of training in B-17s. Sound familiar

• • •

ROBERT SAXEN — Holstein, IA.

In the March issue of Mendelsham Memories, I was surprised to see our crew picture on Page 6, second down. Standing from right to left are: William Pedigo, Leo Danielian, Ed Geoghagen, and Lester Storer. Kneeling from right to left are: Francis Wade, Sidney Poier, Charles Overhalt and Robert Saxen. Co-Kee-Flo was the name of our plane. She flew 30 missions for the 18th Squadron.

• • •

JACK A. KINNEY - Santa Barbara, CA.

The Mendlesham Memories is always very welcome communication in our house. I regret that I am not able to be more active in either the 8th AF Historical Society or the 34th BG Association. I am a Life Member in the first and try to keep my dues at least 5 years ahead in the latter to insure my support, but I am still very happily and actively involved in a full-time job. I'm the Director of Law Enforcement Programs for Anacapa Sciences, Inc., located here in Santa Barbara. The work keeps me on the road an average of 250 days a year, literally worldwide. For example, on each occasion of the 8th AF Historical Society meetings since St. Paul, I've been out of the country; - Australia, Greece, England, and Korea. We did visit the old airbase site and monument when in England. At the time of the Nashville 34th BG Reunion, we were back in Australia, and this year will be in Germany when the Colorado Springs reunion is scheduled.

I have tried to keep McAllister up-to date but I must confess that I haven't always been as good at that as I should be, so that he could share the information with the rest of you. I do plan on retiring at the end of 1987 so I hope to be more active in both organizations. It is really hard to retire when your job is so much fun, but we have finally set that as our goal.

I would appreciate it if you would share this letter through the June Mendlesham Memories, since I am such a poor correspondent, with members of our crew and other friends from the 34th such as McKeon and Jorgenson.

• • •

WALTER R. (BOB) SUMMERS - Browns Mills, NJ.

Sorry that I have not been able to get to the reunions, but I'll make one yet. I look forward to reading the Mendlesham Memories. Keep up the good work. In the near future, I'll send you a story about what happened to my crew one night. I think you'll enjoy it.

THE YANK INVASION
(A British Maiden's Lament)

Dear Old England is not the same.
We dreaded invasion, and yet it came.
But though it's not the beastly Hun,
The GOSH DARN YANKEE ARMY'S come.

You see them in the tram and bus.
There isn't any room for us.
We walk to let them have our seats
And get run over by their jeeps.

They moan about our lukewarm beer;
Say beer's like water over here,
But after having two or more
You'll find them lying on the floor.

You should see them try to dance.
They grab a partner and start to prance.
When you're half dead, they stop and smile,
Say "How's about it, honey chile."

You see them try to jitterbug.
They twist and turn and pull and hug.
It's enough to make an old Indian jealous,
Yet Yanks are civilized, or so they tell us.

Yankee officers cause us to smile,
With coloured pants seen for miles.
We wonder if they're mice or men,
But decide they're wolves, so avoid the den.

With admiration we do stare
At the ribbons they do wear,
And think of battles brave and daring
That won the ribbons they are wearing.

Alas, they have not fought the Hun.
No furious battles have they won.
That pretty ribbon just denotes
They have crossed the sea brave men in boats.

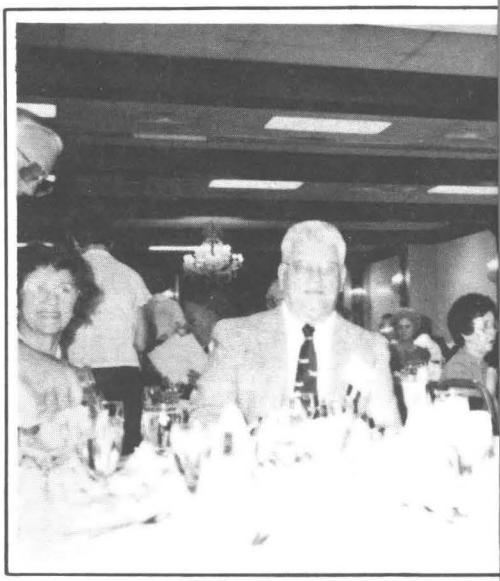
We speak to them; they just look hazy.
They think we're nuts; we think they're crazy.
But they're our Allies; we must be nice.
We love them, yes, like cats love mice.

They laugh at us for drinking tea,
Yet funnier sight you'll never see
Than a gum-chewing Yank with glum-looking face.
He'd raise a laugh in any place.

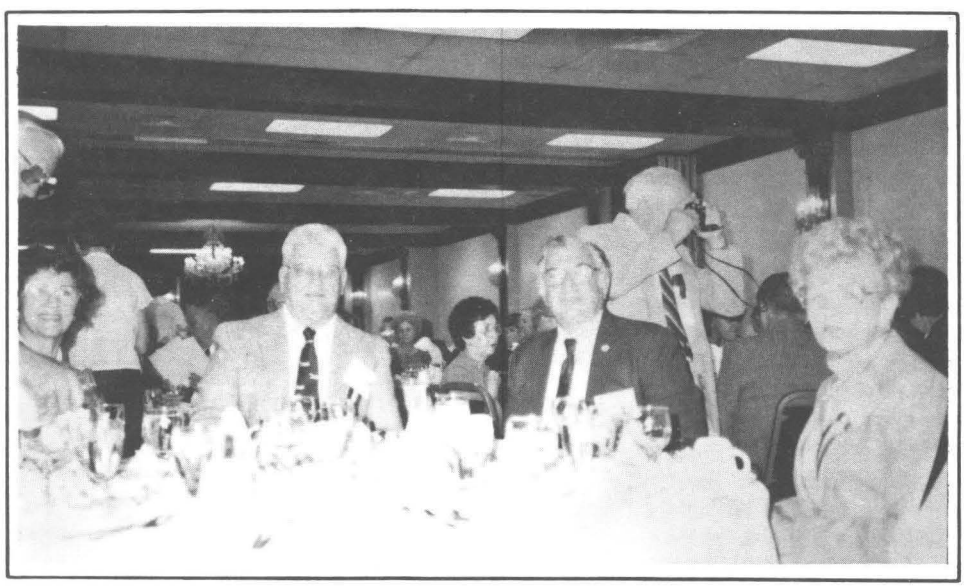
Let's all get to the 34th B.G. Reunion
at Colorado Springs, Sept. 11th - 14th.

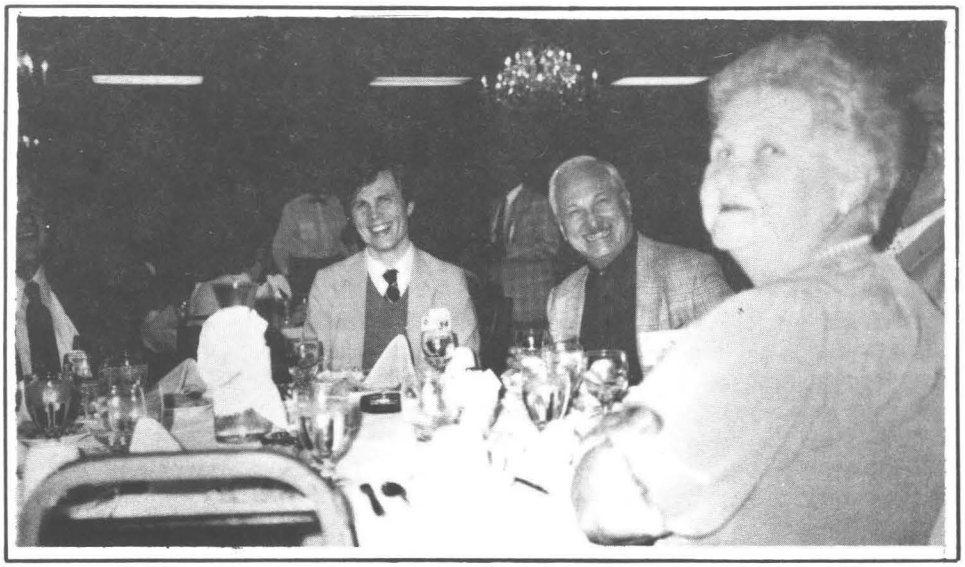
SEE YOU THERE!

Pictures of the Wichi



Pictures of the Wichita Reunion Banquet





ta Reunion Banquet

ROSE'S CORNER

Happiness adds and multiplies if we divide it with others and I want to say that I'm very happy to have received the following letter from England, written by Margaret Maundrell. She says that trying to recall all of the events proved to be great therapy. So, Ladies, dig into the past, find a pad of paper, a good pencil, send the grandchildren back home and turn off the T.V.! I know that you can come up with super articles for my corner and, just think, in so doing you will become a part of history, just as Margaret has. I'm very happy to share this with you and know that you will be moved as I was and find it hard to imagine anything like this happening here.

ROSE BALDEA

A brief resume of the war years as I remember them. I was 11 years old and was evacuated from London on September 1st, 1939. We had no idea where we were going but were told it was just for a short trip. At Waterloo Station we said goodbye to our families and boarded the train with our gas masks hanging round our necks and a great label pinned to our coats. We each carried an overnight bag and a package of sandwiches. After many hours of traveling, we finally arrived at Exeter where we were given tea in the Town Hall and then bused into Exmouth some miles away on the coast. Our teachers shepherded us into a pavilion where our future foster mothers selected us. It took some time to settle down, but 2½ years later, when my mother wanted me to go home, I did not want to go. The only communication I had during those years was through letters and just one visit from my mother early on. I realize now the difficulties she must have experienced, but at that time I felt completely abandoned.

Back in London things began to change. Barrage balloons were hoisted over the city, brick air raid shelters were erected, the street signs and lights were turned off, and the volume of private cars decreased. Anderson shelters were issued to those with gardens. Made of corrugated iron they were sunk into the ground and covered with sandbags - (they were subject to flooding in wet weather). Morrison shelters were used indoors. These were like massive kitchen tables with steel tops and heavy-gauge netting round the sides. Whole families slept under them during raids, whilst others frequented the Underground Stations, unrolling their bedding on the platforms each night.

Our house was so badly damaged that my family moved a few miles out into the suburbs. I returned home in 1942 to complete my final school examinations. How I ever managed to pass remains a mystery for it was during the period when V1's and V2's were falling on London and we had many disturbed nights and disrupted days. To say nothing of our teachers being re-evacuated with those children who wished to go.

There was a generalized blackout over the whole of the country. The windows were covered with black curtains and it was a serious offense to show even the smallest chink of light. "PUT THAT LIGHT OUT" became the air raid warden's familiar cry as he hammered on the offender's door. On moonless nights, it was so dark you could not see your hand in front of you and, as all torches had to be shaded, they were not much use. Train travel was irksome as the carriages were overcrowded with troops moving about the country. It was a nightmare to find out where you were as the station names had been removed and the porter's voice more often than not incoherent.

Posters enjoined us to "DIG FOR VICTORY", so we dug. "MAKE DO AND MEND", so we got out our sewing thread and got to it. As the years went by practically everything was rationed either by coupons or by shortages. Country folk fared better than those in towns. Every square inch of soil was utilized. We grew potatoes and vegetables during science lessons and harvested them after school. Chickens, rabbits and, sometimes, even pigs were kept in the back yard to augment the rations. They were often fed on swill obtained from school and hotel kitchens, etc. It was still possible to eat out in restaurants, but the food was limited and a bit pricey. A reasonable lunch could be had for 5p in a British restaurant. They grew like mushrooms to meet the needs of the workers and one ate and worked to the strains of "MUSIC WHILE YOU WORK."

The basic foods were the first to be rationed. Butter, margarine, meat, tea, sugar, bacon, dried eggs, sweets, etc., later bread and cakes. It was years before I realized that pastry was not made 1/3rd fat/flour as we were taught at school. Things like dried fruit, oranges, bananas and tinned goods were almost non-existant and we kids sucked ovaltine tablets instead of sweets. Pregnant mums and babies had extra rations and vitamin supplements. We picked blackberries and hips in season and scrumped apples whenever possible. We helped out with the harvest, spending days turning hay and gathering wood, for fuel was also rationed. Special occasion cakes needed months of carefully hoarding ingredients. Boiled fruitcakes became a speciality, sometimes covered with soya paste and fondant icing. We did not go hungry but the diet was monotonous. School lunches were mostly stews and semolina pudding. Milk was limited to ½ pt. per day and if there was the slightest hint of anything special in the shops, a queue would instantly form and good natured banter ensued whilst we waited our turn.

Clothing could only be bought with coupons and lucky the girl whose sweetheart provided her with nylons. Brides have gone to the Altar wearing dresses made from parachute silk. One winter coat used a years supply of coupons!

Have you tried relaxing in 5" of water? That was all we were allowed and every scrap of soap was stuck onto the new tablet so as not to waste any. We kids also collected waste paper on Saturday mornings for recycling. All iron railings disappeared, supposedly to help the war effort, but I did hear that it was unsuitable for reuse and ended up as a heap of rusted scrap.

V.E. Day was a glorious occasion. We sang and danced our way to Buckingham Palace. We laughed and shouted incessantly for the King and eventually were carried along the Mall by the throng of happy people. One of the nicest meals I have ever tasted was just after the war when Freddie and I went to a pretty little village in Kent and had a boiled egg with bread and butter in a tiny cottage tea room. A real egg, in a shell? That was the end of an era. It was 1952 before things were derationed. The camaraderie of those years has waned. We all pulled together and we won through and I was proud to be British.

MARGARET MAUNDRELL

NEWS FROM HERE AND THERE

For those of you who have not yet purchased one, we are informed that the book "HISTORY OF THE ARMY AIR FORCES - 34TH BOMBARDMENT GROUP (H)" is available. Write to: Beachcomber Book Shop, P.O. Box 197, Cortaro, AZ. 85230 and mention List #E-15. The list price shown on the list we have is $23.95.

* * *

The Aviation Cadet Alumni Association is seeking former pilot cadets. Purpose: To help others locate former classmates. Effort is non-profit and will not be commercialized. Write to: Maj. Robert C. White, 54 Seton Trail, Ormond Beach, FL. 32074. Send flight class, basic and advanced locations. Include stamped, self-addressed envelope for specific class information.

* * *

From David Dynan, we hear that the National Warplane Museum's B-17 has finally arrived at its new home at Geneseo, N.Y. She was flown in from Mesa, Arizona on March 8th to join the eight other military planes on display at the museum. She will be kept airworthy and will be restored to full military configuration. Everyone is invited to stop by the museum to check it out.

* * *

There is an attempt being made to locate all ex-prisoners of war from both Stalag-Luft IV and Stalag-Luft VI. The former was at the town of Kiefheide in northern Germany, the Pomerania sector, south of the Baltic Sea. The latter was at Hydekrug in East Prussia. Contact: Leonard E. Rose, 8103 E. 50th St., Indianapolis, IN. 46226.

* * *

Of the approximately 6,000 young men assigned to the 34th BG (H) during its period of activation, more than 1,300 are on the roster of the 34th B.G. Assn.

Some of our comrades never saw the shores of America again after going overseas to Mendlesham, and there are those who have "flown their last mission" since World War II ended. There must be many ex-comrades "out there," most of whom probably don't know about our organization, its reunions, memorial projects, etc.

If you encounter or find out about a former resident of our air base at Mendlesham, get the person's name and address and **send it to Ray Summa, 2910 Bittersweet Lane, Anderson, IN.** 46011. It will be put on the roster and the person will be invited to join our organization.

Ray Summa and Robert Burgner

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

From: Warren Kiley

The following incidents happened in Central and South America while ferrying our B-24 to Europe via the Southern Route.

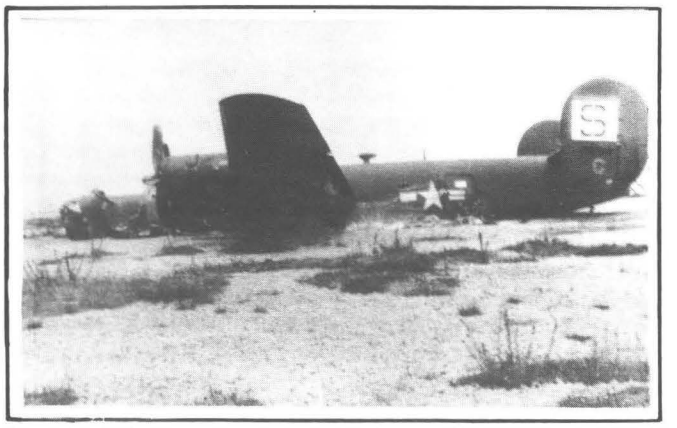
In the mess hall in Trinidad there was a large bowl in the center of each table. It was piled high with bananas and some round green things that looked like rocks. It never occurred to me that they were edible, until Dave Bailey, my co-pilot, reached for one. He cut it in half and commenced to eat it with a spoon. Now Dave came from El Paso, Texas where they knew about strange things like that, but I was a Chicago boy and had never seen the likes of them before. Anyway Dave convinced me to taste one and I liked it. That was my introduction to avacados. I have since learned to love them. Now I can't eat them on account of my cholesterol.

In Brazil you could buy Gaucho boots, alligator purses, silk stockings (wow!) and of all things, you could buy a monkey. Some of the other crews bought monkeys. We didn't. They were really cute and I thought about it. But I heard they liked to bite and that settled it for me. No monkey; I settled for a pair of Gaucho boots. Anyway we had a lot of other things on our minds, like how to get that ole B-24 across the wide ocean, so I didn't think about monkeys for awhile. When we got to England, the monkeys began to die off pretty fast on account of the weather. The last monkey that I ever saw had broken loose and was huddled and shivering in the rain near our mess hall. We tried to catch him but he climbed up on the roof and I doubt that he lasted another day. That isn't the funniest monkey story that you ever heard, but I bet it will smoke out a lot of good ones. It would be fun to hear from some of the crew members who bought a monkey. Anyway somebody said that one of the monkeys made Lead Bombadier in the 391st Squadron, but I never really believed it.

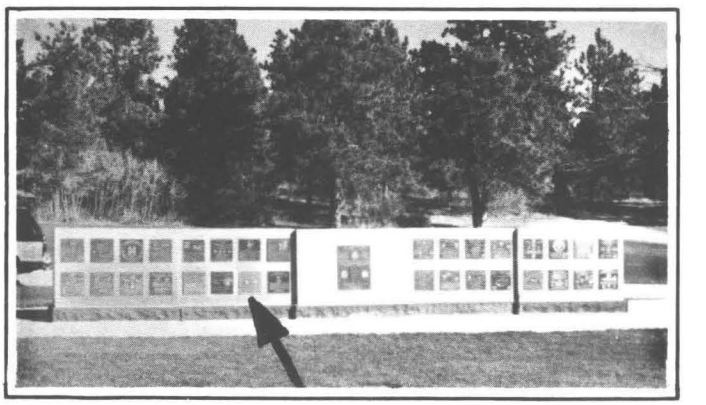
Some of our great ground support personnel.

The crew of "Hells Belle"

Group from the Sub-Depot: Identified are Mike Haberchak, Roy Quick, Harry Page and Mike Strong. Other two not identified.



Result of a raid.



Memorial wall at the Air Force Academy. Arrow points to 34th plaque which will be dedicated.

NEW MEMBERS

ALBERT, E.J.
Box 145
Rollins, MT. 59903

DONALDSON, JOHN E. JR.
2421 N. Tuchahoe St.
Arlington, VA. 22205

DOOLEY, LAWTON ED
1520 Mapleton
Dallas, TX. 75228

GRAHAM, ALLEN A.
P.O. Box 99
Bryn Mawr, CA. 92318

LUCAS, RAY E.
204 Driftwood Dr.
Fredricksburg, TX. 78624

MULLERSCHEON, GEORGE
2415 Lorain Rd.
San Marino, CA. 91108

SCHULTZ, ROBERT C.
7414 Exmore
Springfield, VA. 22150

SEVERSON, LOYAL S.
2438 Mifflin St.
Madison, WI. 53704

WRIGHT, BUCK
29365 Nantucket Way
Hayward, CA. 94544

★★★★★★★★★★★★★★★★★★★★

Name and Address Changes

Changes Underlined

ALLING, CHARLES, 2456 East 93rd St. #29J, New York, NY. 10128-3704
ATWATER, VERNON, P.O. Box 705, Cottonwood, AZ. 86326-0705
AUTRY, E.B., Rte. 1 Box 235, Mebane, NC. 27302
CASLER, DUDLEY F., 1535 E. Grove Ave., Mesa, AZ. 85204
DRENNAN, WILLIAM, 2620 Laclede, Hannibal, MO. 63401
DUNLAY, WILLIAM J., 210 Harvard Road, San Mateo, CA. 94402-2216
FORSMAN, DON L. DR., 3932 Flamingo, El Paso, TX. 79902
FREEMAN, JESSE, 1150 Seclusion Ct., Lexington, SC. 29072
GAY, ROBERT S., P.O. Box 357, Rockford, MI. 48173
GOLTERMAN, RICHARD N., 1800 Banbury Rd., Inverness, IL. 60067
GOMBOS, WILLIAM, 3700 Buchanan #143, Riverside, CA. 92503
JOHNSON, WILLIAM R., 1603 Hearthglow Lane, Richmond, VA 23233
MARTIN, MRS. STANLEY, 24 Woodside Drive, Wethersfield, Ct. 06109
MIXON, REV. JAMES, 470 Park Ave., Birmingham, AL. 35226-1101
OLDS, MELVIN, 2332 Sagewood Drive, Montgomery, AL. 36117
OSTROM, THOMAS J., 10532 So. Spaulding, Chicago, IL. 60655
PAXTON, K.E., 6402 East 11th Street, Wichita, KS. 67206
RICE, LOUIS H., 2660 Floral Road, Albuquerque, NM. 87104
ROGERS, MRS. THERON P., 3032 WAshington Rd. #4, East Point, GA. 30344-4559
SAGANY, THOMAS, 16 Sherman St., Patchogue, L.I., NY. 11772
SANDHOLM, KEITH E., 402 Garfield, Shanandoah, IA. 51601
STANTON, BUZZ, P.O. Box 914, Chaton, AL. 36518
WANFRIED, HAROLD, 705 Americana Dr. Apt. A5, Annapolis, MD. 21403
ZELICH, MRS. FRED, 4180 West Victory, Meridian, UT. 83642-6832

★★★★★★★★★★★★★★★★★★★★

TAPS

KOWALCZYK, STANLEY J.
Pierre, S.D.
Died - Feb. 19, 1986

STROTT, BILL
Pittsburgh, PA.
Died - April 6, 1986

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

34th Bomb Group Assn.
c/o Eli Baldea
1595 Sunnyslope Drive
Crown Point, Indiana 46307
(219) 988-4607

34th Bomb. Group

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Colorado Springs

Base Plumbers at Mendlesham

Rambling Thoughts of Mendelsham

By George H. Kline
(Edited by Eli Baldea)

Leaving Blythe by troop train to Camp Miles Standish, Mass. Coast Guard ship, Wakefield, to Liverpool. Train ride to Mendelsham with kids looking for gum and candy at all stops. Axis Sally reporting the 34th wiped out the day before we reached the base. Remember buying chicken and duck eggs at local farms and cooking on the stove in center of the hut. Remember the pretty red head and her sister selling papers on the base. Remember D-Day at the radio shack with Lt. Braun to find out what was happening and hearing Eisenhower's invasion speech. Remember the 3 missions on Dec. 24th and returning bombers in formation looking like Christmas trees in the sky on Christmas Eve.

Remember B24's coming back to base full of flak holes — planes landing on all 3 runways at once to keep from crashing due to battle damage or fuel shortage. Remember the buzz bombs coming over two at a time and the coastal guns firing to try to bring them down.

Remember the 100th mission party with the warm potato beer. Also the night the famous hay stack burned — some say from the warm English girls. The good times in Ipswich, London, Norwich, Cambridge, and quiet Stowmarket. The orators in Hyde Park, the Henry VIII Castle, Windsor Castle, Trafalgar Square with its pigeons, and boat rides down the canals. The Picadily Commandos and Marble Arch Rangers — The Red Cross clubs for a nights lodging - Also the English fairs.

I also remember the brave people of London still carrying on in the midst of the bombing. People sleeping in the deep subways - lines of people trying to make do with all the shortages.

Remember also the test flights over the beautiful English countryside and my one ride over Holland on the food drop with the beautiful tulip fields in bloom. The sight of the constant stream of DC3's and gliders taking paratroopers and soldiers to the Battle of the Bulge, from sun-up to sun-down — meeting wounded from that battle at the hospital when I had an operation — the scary air raid while I was in the hospital.

I remember Gene Tatich and his guitar — the farmers selling rare strawberries at the base — Lt. Hoppie and his cowboy boots — blackmarket scotch at $16.00 a bottle.

All these things and more are still vivid in my memories, even 40 years later.

Don't Forget To Send Your Dues!

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

VOLUME VIII NUMBER 3 SEPTEMBER 1986

MENDLESHAM MEMORIES

34TH BOMB GROUP H

OBSERVATIONS

By the time you read this, you should have made all the arrangements for your trip to Colorado Springs in September. If not, get on the SCHTICK! We want to meet and get to know all of you. You know, even though I have been editing this newsletter for more than a year, it's remarkable how few of you I've met and got to know.

From all indications, we look to have a good turnout. As you'll see in this issue, quite a few reservations have been received and, of course, we expect **more** in the near future. Don't hesitate too long or the prime hotel rooms will all be taken. Come on out and find out how enjoyable it is to meet up with folks like yourselves and swap all the stories of the old days as well as getting up-dated on what's happened in the interim. Being that we come from all parts of the country and from all walks of life, the conversation never bores. And the scenery around Colorado Springs just has to be seen at least once.

This issue includes the 34th B.G. roster with the most up-dated addresses we have. This brings to mind the fact that with each issue, we get back far too many of our mailings because people have moved. This is costly because we have to pay for the return and then the re-sending must go out first class mail. Please, if you are moving, send us your new address as soon as you know it. It will help keep down our mailing costs and you will receive your issue sooner.

Also in this issue, we have begun a new column called "Memories." Some of the letters and articles I receive are so descriptive and, in some cases, funny, that it would be a crime not to share them with all of you. Please don't hesitate to send me your remembrances. I'll use them as space allows.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

Reunion 1986. Forty-one years since we returned from England and went our separate ways. Our reunion committee has spent the last year making preparations for a few days of fun, fellowship and the revival of old memories. The program is planned so that we do not have to hurry up and wait but can plan a relaxed and enjoyable visit.

After the long hot summer, the cool and relaxation will be great. Bring along old pictures and new ideas and prepare for a really fine time.

Jim Martin

Ray Summa...

Dear Fellow Members of the 34th B.G. Ass'n.:

Are you anxiously awaiting the Reunion of the 34th in Colorado Springs as we are? From all reports, this will be a real good one. Many have written and said they would be there, so don't disappoint us.

Hannah and I took a trip thru Virginia and N.C. in June, the first time we had been very far from home since I returned from the hosptial in Feb. On the way we stopped to see "Hank" and Mary Lambert. Hank is recovering and is looking real good. He can have company and I am sure he would like to hear from all his old war-time buddies out there. He says that if he is able, he will join us for the reunion.

In Richmond we met several of our men at Junius Cobb's Meadowbrook Restaurant for a mini-reunion. "Pete" Gray had laid the ground work and met us at our motel just a little ways out of Richmond. Pete showed his pictures of Mendlesham and they brought back a lot of memories of our days there during the war.

On the way to Atlantic Beach, N.C., where we were to meet another couple, we stopped at Goldsboro for the night. We called Kivett Ivy, who lives near Goldsboro, and he came to the motel, picked us up and showed us around Goldsboro and the Seymour Johnson Air Base. We then visited Kivett and Lucille at their home. The next day we went on to the apartment which we had rented at Atlantic Beach. The week at the beach, just laying around, fishing, swimming, and walking the beach was just what the doctor had ordered.

On the way back thru Charlotte, we stopped to see Beulah and Dex Jordan. We spent the afternoon with them and had a delicious dinner and talked and talked and talked. If he had known the exact day we were coming, Dex would have set up a mini-reunion as he did several years ago. Next time we will make a date and have a real get-together in N.C. How about it, you men from N.C.? Will you come?

Needless to say, when we returned home, we had a sack full of mail. I am still burning the midnight oil answering your letters. Thanks to all of you who have sent in your dues. I have credited your account also for those who have sent in your 1987 dues. If you are in doubt as to the year you are paid, look on your membership card or on the mailing label of your copy of "Mendlesham Memories."

Everything seems to be under control by the Reunion Committee. The main event will be the dedication of the 34th B.G. Memorial at the AF Academy on Friday A.M. We owe Dana

(Continued to page 2)

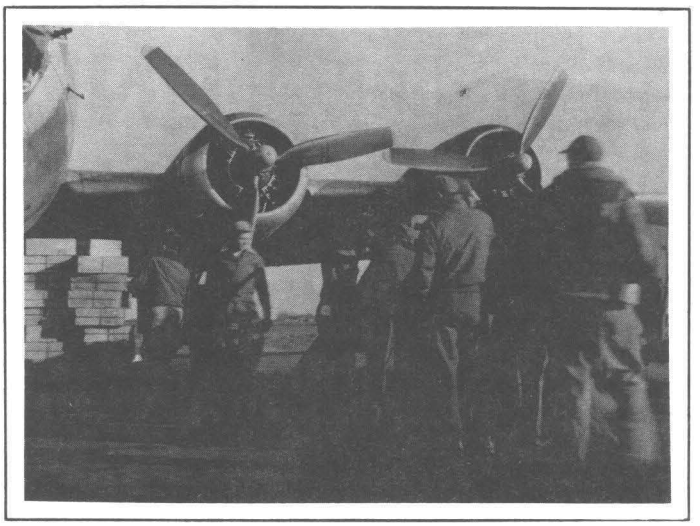
(Continued from page 1)

Schrupp a round of applause for doing the leg work. He followed it thru and now is in charge of the dedication. We also owe him and Grady Deatherage a vote of thanks for selling the 34th B.G. jackets which helped us pay for the memorial.

The new Roster is included in this issue. You will note signs designating the new men found this last year. Also, you will find signs denoting address changes since our last issue. Many of you have old papers or move orders stowed away in trunks or boxes, in your attics and basements. Go through them to see if you can find old addresses of 34th B.G. personnel and let us know. It might help us locate them. Also, if you have any old pictures, send them to me to copy. I will return the originals to you and we will print them in the newsletter when we have space. This includes ground crew men also, for you were a most important part of the 34th B.G.

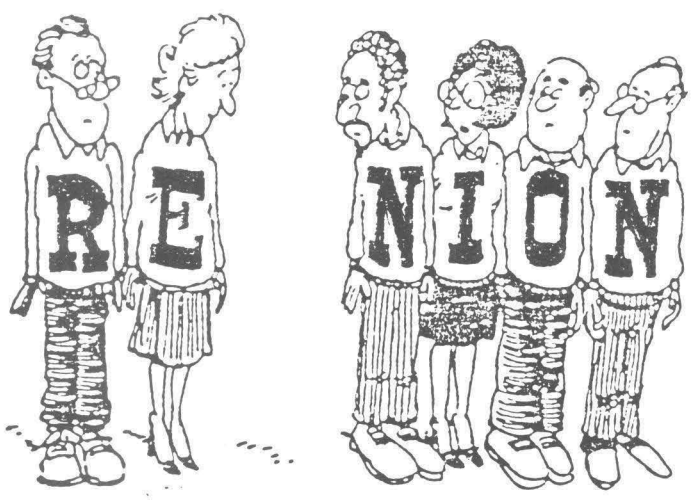
Hannah and I hope to see a lot of you at Colorado Springs. If you don't make that reunion we'll see you at the 8th AF Reunion at Hollywood, FL. in October.

Ray Summa



Loading food for "Operation Chowhound" drop in Holland

Standing, L to R: George Norton, Billie Ezell, Albert Migliorelli, Phillip Sheridan. Kneeling, L to R: _?_, Guatemozen Garcia, Eugene Toth, Richard McCauley, Warren Thrun.



Let's all get to the 34th B.G. Reunion at Colorado Springs, Sept. 11th - 14th **SEE YOU THERE!**

NEWS FROM HERE AND THERE

We hear that William Hershnow had a heart attack last November. Glad to see that he's well enough to attend our reunion at Colorado Springs.

• • •

We also hear that Paul Buss also suffered a heart attack. He's much better now and up and around. Good Show, Paul!

• • •

From the TROA magazine we learn that if you are a former POW, you are entitled to free hospital care regardless of your present income.

• • •

We get many letters from people asking help in finding a long lost military friend. The best way to find an old war time buddy is to:

On one envelope write the name and grade of your friend in the address block. In the upper left corner include your return address. Place a stamp in the upper right corner and enclose your message. Insert this envelope in another stamped envelope addressed to:

Hq AFMPC/MPCD003
Northeast Office Place
9504 IH 35 North
San Antonio, TX. 78233-6636

Because there are literally hundreds with identical names, be sure to include first, middle (if possible) and last names. It is also a good idea to send a data sheet listing as much as you know about your friend's service background.

• • •

Interesting to note that Frank Yates recently took a "Space A" trip to Sicily; Morocco; Naples, Italy; and Mildenhall RAF

(Continued to page 3)

(Continued from page 2)
Base in England. You know, "Space A" is available to all AF retirees subject to available space. It sounds like an exciting way to travel if you can spare the time for all of the delays you'll encounter.

• • •

The Rev. Fred Brooks recently had some potentially serious problems that seem to have been overcome. He had an aneurism of the carotid artery which required an operation. At last word he's doing O.K. and still planning to meet with us in Colorado Springs.

• • •

Bert Oliver has recently joined a group called "The New England Escadrille." They restore WWII warbirds. Presently working on a B-24, AT-6 and a Stearman. They're expecting a B-17G in September.

JACKOVICH, FRANCIS V., Port Jervis, N.Y.

Have been in the hospital almost all of 1985 and have spent the last six months recovering. Should be O.K. by 1987.

The only thing I have to say is about the night the German fighters attacked the 34th B.G. just as it was starting to land. According to the "Combat Library" which I read often, the official report of the attack was written in detail. No one who has written in to our 34th paper has been right about the raid - even Freeman.

SQUIRES, Clarence W., Cainsville, MO.

Just received the 34th B.G. paper. Glad to read that Ray's come through his second by-pass operation. I had a second stroke (light) on my left side this time on March 27th of this year. I seem to get my left hand in the way of everything that comes along, but can still get around and take care of myself O.K.

DE HAAN, MRS. BEN (HELEN), Baudette, MN.

Ben had a massive stroke on May 16, 1985. He is slowly coming back but it will take a long time. He can talk, walk with the aid of a brace and a 4-pronged cane. He cannot use his left arm and hand.

He would love to go to Colorado Springs but the trip would be too hard on him. We are in hopes we will be able to make your next reunion. With the Good Lord's help, we will.

BROOKSHIRE, LESTER, Calhoun, GA.

Sorry to hear of Ray's operation but glad to hear that he's doing well. Yes, I believe in miracles as they seem to be in my life. Now, I have had a small operation for prostate cancer. It is in my left hip and caused a lot of pain for a long while when I rode in a car or operated my riding lawn mower. I am happy to report I have gained back my weight and strength and, at present, am in no pain at all.

It amazes me how many of us WWII vets are still going strong in spite of the problems we have had. I had about given up on getting to see any of my group again. Now I think I could make a trip without pain or problems.

RISMILLER, MRS. RICHARD (MARY), Dayton, OH.

I have received literature from you sent to my husband, Richard. To save you time and money, I wanted to let you know that Richard passed away last November of a ruptured aneurism. It was so sudden I still can't believe he's gone. Just wanted you to know.

PETERMAN, MRS. PETE (ARDYCE), Myrtle Beach, SC.

I just got through reading the Mendlesham Memories bulletin and was pleased to see Ray has recovered from his bypass surgery. On May 7, it was a year since I lost Pete. With the wonderful support of friends and neighbors here in Myrtle Beach, I have managed to survive the trauma.

After reading that beautiful brochure, etc. about Colorado Springs, I am tempted to make the trip. Gene Atwater from Cottonwood, Arizona called me recently to see if I was going. He was on the crew of the "Bambi" with Pete and was in Nashville when we were there. I want to ask if there are any widows going that you know of. I'd appreciate it if you'd let me know.

ELLIS, MAX E., Centerville, IA.

I was one of the original ten officers sent to England from Langley Field as a nucleus for the 8th Air Force Radar Program. I was selected as the dispersing officer and was responsible for setting up radar squadrons in each group. Then I went back on operations with the last group — the 34th B.G. I have many memories of all kinds of that year and a half in England, and many of them are good memories.

I have been very active with masonic work for many years. I am a 33° mason and a past Group Commander of Knights Templar of Iowa as well as many others. I have committed the 12th and 13th of Sept. 1986 to the conferring of two degrees for the brethren in Ottumwa, Iowa as they have had two deaths that have caused vacancies in two of the Templar Orders, so it will be impossible for me to attend the reunion this year.

SALVESON, LEON E., Winston, OR.

The better half and I have sold the home and will become full-time RV-ers in August. Our first major stop will be Colorado Springs for the reunion

KUAFMAN, BILL, New Wilmington, PA.

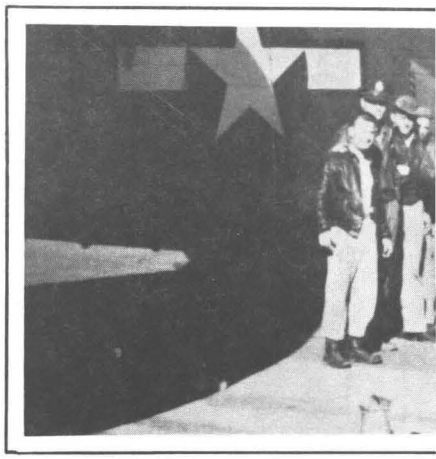
Do you remember Jeff Bowen, Ed Breitschwerdt, Thurman Culbreth and myself loading 500 lb. bombs by hand? After about 2 months the Group Armament Officer, Donald Durham heard about it and came and caught us. None of us will ever have to have a hemorrhoid operation after the chewing out we received over that. After that we had to add a fifth guy to our crew to stand look-out when we loaded planes.

BLOOMER, MRS. HENRY P. (ROSELYN), Waco, TX.

In the newsletter just received was a picture from the Sub-

(Continued to page 6)

Standing, L to R: Mullen, Schwartz, Lynn, Runyun, Mankin. Kneeling L to R: Lucus, Byers, Peacock, Block, Scott.

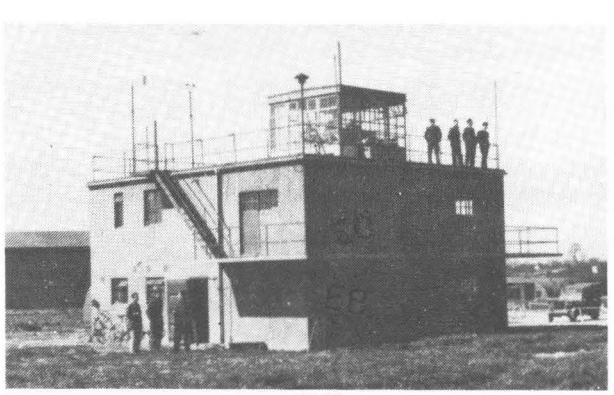


Left to Right: George Johnson, Daniel Stringham, Wi
Tolbert, Joseph Hardison, Rabun Price, Charles Metz

Standing, L to R: Jim Kenny, George Muellerschoen, Bill Gombos, Conley Ferguson. Kneeling L to R: Jim Beugler, Ray Snow, Roy Smith, Walton Johnson, Ernie Waite.

Standing, L to R: Ed Rathjon, Alphonso Foos
Davis. Kneeling, L to R: Wayne Weeks, Anth

In front of 18th Armament Shack: Left to Right: Truman Culbreth, Ed Breithschwendt, Bill Kaufman, Jeff Bowen.



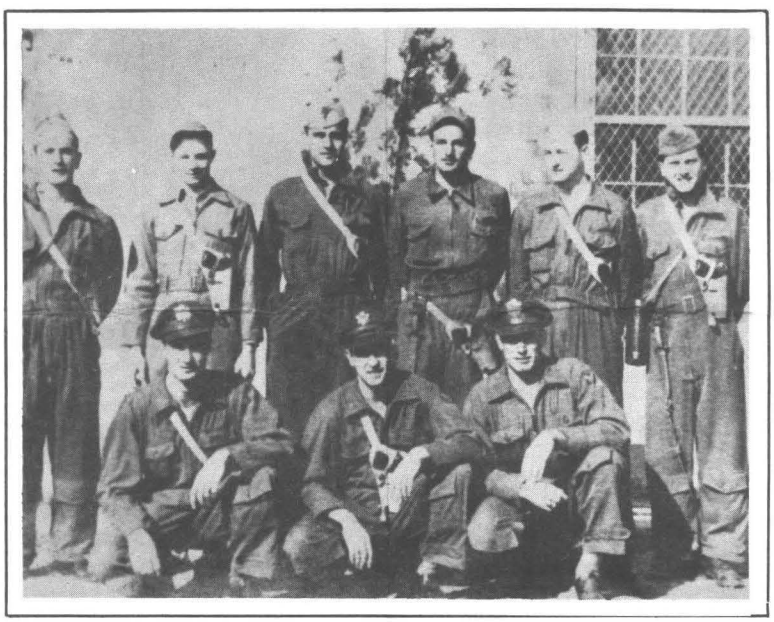
1944

s, Byers, Peacock, Block,

Left to Right: George Johnson, Daniel Stringham, William Blackman, Leonard Lapinsky, Richard Hayes, John Tolbert, Joseph Hardison, Rabun Price, Charles Metz.

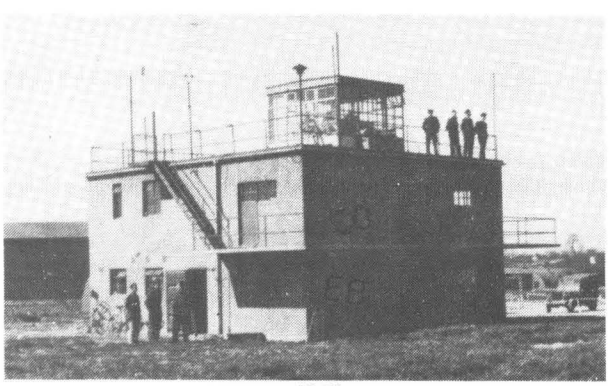
Standing, L to R:
Nelson, James Ma

l Gombos, Conley Ferguson. Kneeling
ıson, Ernie Waite.

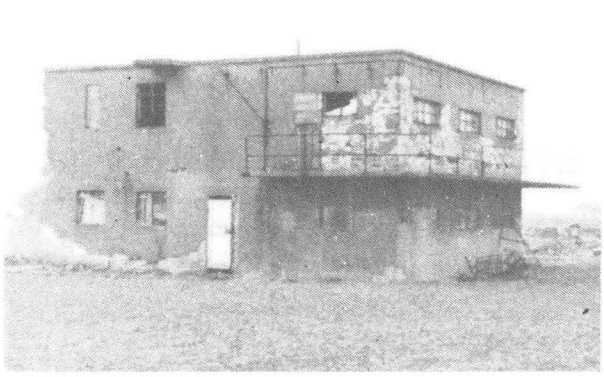


Standing, L to R: Ed Rathjon, Alphonso Fooso, Ed Cispak, Alfred Konte, Hubert Smith, Walter Davis. Kneeling, L to R: Wayne Weeks, Anthony Caito, Henry Richardson.

Standing, L to R: Wentz, John
R: Vinge, Jambor, Grzeskowia



1944



1974

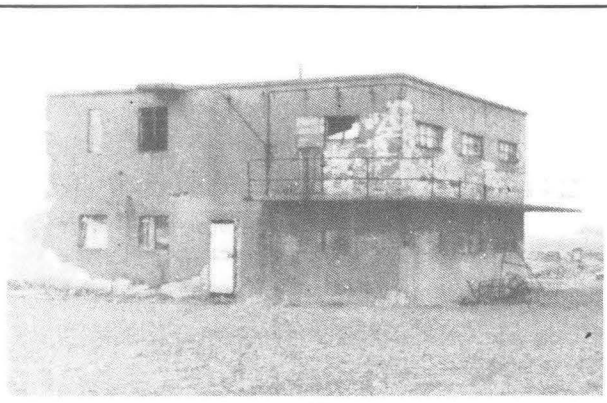
The 39th B.G. Memorial at Framlingham where the 34th B.G. has many items displayed. This shows what it looked like in 1944, in 1974, and in 1984 after much time and effort to bring it back to shape.

n Blackman, Leonard Lapinsky, Richard Hayes, John

Standing, L to R: Robert Fox, William Black, Harold Schell, Frank Gulli, Robert Kolvick. Kneeling, L to R: M. Nelson, James Martin, Jack Thomson, Louis Kupta.

:d Cispak, Alfred Konte, Hubert Smith, Walter
Caito, Henry Richardson.

Standing, L to R: Wentz, John Hohnstreiter, Ray, Dodson, Robert Stallmach. Kneeling, L to R: Vinge, Jambor, Grzeskowiak, Johnson.



1974

1984

The 39th B.G. Memorial at Framlingham where the 34th B.G. has many items displayed. This shows what it looked like in 1944, in 1974, and in 1984 after much time and effort to bring it back to shape.

(Continued from page 3)

Depot with two unidentified persons. One of them is my husband, Henry P. (Hank) Bloomer, Jr.

It is with a very sad heart that I notify you of his death on January 20, 1986. He always had such fond memories of all the people he was associated with during those years in England. We visited the site of the base at Mendlesham on a visit to England in May, 1980. Not much left there.

OSCHACK, ANDY, Locust Grove, GA.

Today I was thrilled, excited and pleased (mild words to express my feelings). My wife came back from the mail box and was yelling to me about the packet I received from the 34th Bomb Group. Of coure this was the first - ingroup - information I have ever recieved about the 34th B.G. Yes, I was a tail gunner on Stan Martin's crew.

Now I thank you for your efforts in tracking me down. My curiosity is getting the best of me. How did you locate me? The organization must be doing a good job on this phase alone.

BOYLE, JACK, Cincinnati, OH.

Nice to receive the 34th B.G. letter. I really don't know any of the fellows who went over except Bristow. I left Walla Walla, Wash. to Great Bend, Kansas; joined a B-29 outfit and we were ready to go but the atom bomb was dropped. So we just stayed there and were never sent over. I left there to be discharged at Santa Ana, CA. The letter you send is very interesting and does give some idea of what the 34th was engaged in during WWII. It is a great outfit. I was with it 4 years until I was discharged.

PEGRAM, MRS. ODELL THOMAS (JACQUELINE), Kernersville, NC.

I am writing to inform you of the death of my husband, Odell Thomas Pegram, on Jan. 31, 1986. We were married nearly 40 years and he was a good, faithful husband.

McDANNOLD, BILL, Cameron, MO.

I suppose we should expect more of us old daubers to be battling some kind of health problem - the years. They're a lot like a cheap pair of under-drawers. They creep up on you, don't they.

My fingers are crossed 'cause I'm hoping this Sept. will see me through the fifth year since I had cancer surgery. So far, so good. No signs of any recurrence. Getting along well enough to have passed the FAA medical exam and am back into a little flying again. Cessnas, Pipers, etc. A whale of a lot different from the old B-24 and B-17.

Was sorry to see the football game at Falcon Stadium on our reunion date had been rescheduled. We've been there a number of times when our No. 2 son was cadet there. The cadet corps on parade is an impressive sight — especially when Army or Navy is the visitor.

KLINE, GEORGE, Burnt Hills, NY.

We are looking forward to seeing you all again. We have booked air fare with United and sent in our hotel reservations. We are also going for the full entertainment package other than golf. I am a golfer, going with some "old guys" for 9 holes every Tuesday and my 9 hole scores are very close to 18 hole par. Best wishes to all.

LYKINS, HARRY, Lexington, IN.

Yes I was in England drinking beer when someone came in and said "It's too bad about the 34th being blown out of the water." I was there with my buddies. I also saw the famous Haystack burn. Elsie and I do enjoy the paper we get. Sure does bring back memories of my Army days. I also remember the potato beer.

BLACKHAM, JACK, El Paso, TX.

In late July or early August, 1944, returning from a mission, we passed over Holland just as the Germans launched a V-1 Buzz Bomb. It flew close to our 4th Sqdn. formation and a left waist gunner from one of the planes shot it down. I would like to find out who that gunner was. I remember the plane because it had a buzz bomb painted on the side near the bomb scores under the pilot's window. If anyone remembers who it was please let me know.

ADVANCED REGISTRANTS FOR COLORADO SPRINGS '86 REUNION

(As of July 28, 1986)

Albert Eugene	1	Kenny, James T.	2
Ames, Vern	2	Kiley, Warren	2
Anderson, Keith & Guest	2	King, Ed	2
Anderson, Paul	2	Kline, George	2
Ashburn, Jack	2	Lawler, Ed & Guest	2
Attridge, Charles	2	Logan, Bill	2
Atwater, Gene	2	Lonergan Ed	2
Babcock, Bud	2	Lopez, Miguel	2
Baglio, Sam	2	Maciel, Earl	2
Baldea, Eli	2	Martin, James	2
Baughman, Freddie	2	Martin, Randall	1
Bess, Leonard	2	Mason, Irv.	2
Billman, Charles	2	McAllister, Walt	2
Brauks, Wallace	2	McDermott, Myron	2
Braveman, Milton	2	Morgan, Charles	2
Brown, Raymond	2	w/ Guests Kosilla, Ronald	2
Burnell, William	2	Muente, Fred	2
Bush, Ralph	2	Parrish, Harold	2
Butler, Henry	2	Paulmann, Art	2
Cannock, Tom	2	Perez, Juan	2
Casey, Ralph	2	Pine, Gerald	2
Creer, William	2	Prillaman, Arnold	2
Desjardins, Bob	2	Reed, Donald	1
DesLauriers, Robert	2	Robinson, Leroy	2
Edwards, Joe	2	Romero, Cleveland	2
Fager, Bud	2	Rose, Everett	2
Gavryck, Chet	1	Rutka, Harold	2
Gay, Bob	2	Salveson, Leon	2
Gibbs, Claude	2	Sauermilch, Fred	2
Gibbs, Donald	2	w/Guests Fred & Iris	2
Gradin, Bob	2	Schmidt, Francis	2
Gray, Pete	1	Schoch, Fred	2
Griffis, Willis	1	Schommer, Paul	2
Grimes, Bryan	2	Schrupp, Dana	2
Habiger, Tony	2	Schwartz Robert	2
Hanson, Ambers	2	Share, Jack	2
Hanson, Milton	2	Sivret, Frank	2
Hartwick, Robert	2	Smith, Charles	2
Hershnow, William & Guest	2	Sothern, Bruce	2
Holcomb, Verbal	2	Springer, Bob	2
Howarter, Wayne	2	Summa, Ray	2
Jalving, Marvin	2	Thrun, Warren	2
Jennings, William	2	Walker, Oral	2
Jordan, Dexter	2	Werster, George	2
Jurgens, Henry	2	Wright, Robert	2
		TOTAL TO DATE	174

ROSE'S CORNER

Greetings from Indiana again. We hope that your summer has been a season of plenty and, if you're anything like me, you don't know what to do with all that "plenty." Eli's garden has kept us busy canning and freezing and even our neighbors are finally saying "No more, thanks!"

No column can be bad if it is short enough, so this one will be brief. I received this touching poem from Marge Bush and want to share it with you. thanks, Marge!

NINETEEN FORTY

by Alice Lee

That last year of innocence before
Pearl Harbor's day of infamy
We heard the songs of summer paraphrased
In melodies from Chopin, Tchaikovsky and Rachmaninoff.
We were children standing in the door
Waiting for the war to happen
As though it were another episode
In the adventures of Tarzan or Terry
Or Jack Armstrong, the All-American Boy.
In darkened theaters and on the radio
These episodes gave way
To newsreels and battle bulletins
And the songs of summer were replaced
By the shriek of bombs, the drone of planes,
and the rattle of bullets biting bone.
That last year of innocence was packed away
In the piano bench of my childhood home
Along with those yellowed sheets of music
Crumbling quietly in the dark.
But sometimes we hear the sounds
Of innocence escape through the throat
Of a trumpet or a saxophone, and I see
"Deep Purple," feel "The Breeze and I,"
Hear "This Melody" again.

Let's keep this network going, gals. It's easy to lose track of friends, so let's keep renewing our friendships at our annual reunions. I'm looking forward to saying "Hello" to each of you at Colorado Springs in September.

Don't Forget To Send Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

(OR ON THE WAY BACK)

From: JOSEPH EDWARDS

Paul Bresh, two of my gunners and I returned to the states on the same ship, S.S. Aquitania, the same one I came to America on in 1919. I pulled Officer of the Day on her which I thought was quite a coincidence.

As we sailed into New York harbor, Paul looked up at the Statue of Liberty and said, "Lady, if you're ever going to see me again, you're going to have to turn around."

From: VINCENT DORAN

A few days after finishing our missions, we were sent by railway to an American non-flying base somewhere in England to await orders assigning us to a ship that would take us back to New York. One noon at chow, one of the dishes was baked beans. I was eating away on them when I detected some little objects that looked like they didn't belong in a mess of beans. They were white, slender, and about a quarter-inch long. My suspicious mind immediately identified them as worms. Now ham and beans is one of my favorite foods. And maybe worms and beans is an English favorite. But they shouldn't spring it on me without warning. If you go at it right, I can be conned into liking anything, even worms and beans. I lost my appetite. I looked around the table at my fellow diners without saying anything. They were happily snorkeling down worms and beans. I figured I must have missed out on the briefing telling us how good they were.

After the meal, I hunted up the mess sergeant in his office. I closed the door and said, "There is something in the beans that look like worms." He came up out of his chair steaming, "You didn't find any worms in my beans!" Apparently it wasn't an English dish after all. After a few strained words, it became clear we weren't going to convince each other by talking. We went out into the kitchen and inspected the big bean pot on the stove. The little white rascals were there all right. He fished some out with a big spoon, examined them minutely, but was still unconvinced. He took me out to the warehouse where the sacks of dried beans were stored. He opened a couple of sacks at random. We both dug deeply and brought out hands full. The little white rascals were there all right. But they weren't worms, they were bean sprouts. The beans had been stored so long they had started growing. I apologized and was glad I hadn't said anything to anyone else. My stomach settled right down.

TAPS

BLOOMER, Henry P.
Waco, TX

COLE, Delbert E.
Albion, NE.

LINDSTROM, Russell T.
Sarasota, FL.

MILLER, Jordan
Chattanooga, TN.

PEGRAM, Odell Thomas
Kernersville, NC.

RISMILLER, Richard
Dayton, OH.

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

34th Bomb Group Assn.
c/o Eli Baldea
1595 Sunnyslope Drive
Crown Point, Indiana 46307
(219) 988-4607

34th Bomb. Group

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MEMORIES . . .

By Vincent J. Doran, Anchorage, AK.

Our base at Mendlesham was built by the British. They did not use it first. It was handed over to the 34th brand, spanking new. I figured they made it so unhandy, cold, and generally miserable in retaliation for losing the colonies in the Revolutionary War. It was their first opportunity for revenge. I know how they designed it. They put up a drawing of the farm field on a wall in the King's Head Inn pub in Mendlesham. Then they played an English version of the game "Pin the Tail on the Donkey." The players got drunk, were blindfolded, and then threw darts. Wherever a dart landed was the location of the next building on the list; Briefing Building here, Hospital there, Squadron HQ in that corner, and so on over the five square miles of the field. With straight faces they explained the buildings were dispersed so German pilots could not get a row of them in their sights. With that as a "legitimate" excuse they had license to give their vengefulness full rein. I spent more time walking to the mess hall than I did flying to Germany.

The latrine near our barracks provided much merriment for the users that winter, the coldest in half a century. It took a cunning mind to design perpetually wet brick walls that provided a continuous puddle of water all over the latrine floor. To toughen us up, the heating system was thoughtfully omitted. With a little practice, you learned to do your business in two minutes flat. Honey buckets in lieu of toilets was good training for the remote places I lived in later in Alaska. The one-candle-power light bulb gave all the illumination needed for those who could shave with their eyes closed. The water heating system brought cries of admiration from everyone. It was a cast iron hog-scalding vat set up outside in back. The first few people in line had unlimited amounts of the hottest water if the assigned airman remembered to fill the vat and had started the fire under it two hours earlier. Only sometimes there wasn't any coke, and it would take half a truck load of bomb rings to heat all that cast iron plus the water. And sometimes the airman forgot to come around for a day or two.

We carried hot water in a bucket to pans in a shallow trough in the latrine. The vapor completely saturated the building; this was great practice for finding your way around in London fogs. And those polished steel mirrors that attracted moisture from two blocks away provided good hand-eye coordination exercise while shaving. One time I shaved right after coming back from a mission. When I went back to the barracks, still bleeding, every one thought I had been wounded and were going to put me up for a Purple Heart. I should have let them.

With their usual efficiency and economy, the British built the central bath house. They used the same designer who was responsible for the squadron latrines. The same wet walls, puddles on the floor, romantic dim lighting, foggy interior, no room heat. I can't remember any shower; only tubs. Either is an effective way to get clean, but the advantage of a shower was that you could stay warm. The only way to get warm taking a bath in a cold room is to get the water deep enough to submerge your whole body. Unfortunately, a Group policy decision was made to conserve water (and coke) by not providing stoppers for the tubs. But you can't discount Yankee ingenuity. We carried wads of newspaper and toilet paper to stuff in the hole. But, by the time the water got deep enough to cover your flanks, the paper began dissolving, and the water went out as fast as it came in. Have you tried washing yourself in a tub, using your heel as a stopper, while you were rapidly turning blue?

Standing, L to R: Lawton Dooley, Joseph Clark, Wyatt Jones, John Bloczynski. Kneeling, L to R: Harold Pendergraff, Garland Neal, Fay Boozman, Harold Carothers, Rush Chaffee, Donald Allen.

VOLUME VIII NUMBER 4 DECEMBER 1986

MENDLESHAM MEMORIES

34TH BOMB GROUP H

OFFICERS

President: Al DiNenno	(215) 265-1879
Vice Pres.: Ed Lawler	(212) 642-3863
Secretary: Dana Schrupp	(406) 587-4133
Archivist: Doug Underwood	(205) 281-1498
Past Pres.: James F. Martin	(915) 348-3046
Unit Contact: Ray Summa	(317) 644-6027

BOARD OF DIRECTORS

Miguel Lopez	(512) 487-2413
Randall Martin	(617) 749-9327
Walter McAllister	(305) 857-3472
Vernon Ames	(716) 695-2637
Eli Baldea	(219) 988-4607
George Ritchie	(919) 393-8806
Sam Baglio	(717) 654-0205

SEASON'S GREETINGS — SEASON'S GREETINGS — SEASON'S GREETINGS — SEASON'S GREETINGS

OBSERVATIONS

Well, the reunions are over and we're all back preparing ourselves and our homes for the winter season. For those of us up north, it is with anticipation of the cold and snow. Some of us look forward to it with great eagerness, awaiting the invigorating briskness of the chilly weather and all of the delightful glory of nice, white, clean snow and all of the snow-related activities that follow. Others, like me, dread the bone-marrow-freezing temperatures and the G-- D--- snow and ice that has to be cleaned off the driveways and sidewalks and makes every trip in your car a challenge. Well, someday I'll spend my winters in the south and let others take up my share of the winter battles.

The Colorado Springs reunion was attended by more than 300 and turned out to be a good one. The Air Force Academy is special and should be seen by everyone, especially air-oriented people. It is magnificent and the bright, sunny, and almost cherubic faces of our A.F. Cadets, both male and female, bring a joy into our lives just because they're there. These young people are not just intelligent but most courteous and an inspiration to see.

The reunion went well and most of the comments I heard were of a positive nature. Certainly we had a few negative remarks made, mostly regarding the Saturday night banquet being held in a large tent on the hotel grounds. It is true that most of us were surprised by the fact that our banquet would not be held indoors but, after some wheeling and dealing by our reunion committee, outdoor carpeting was placed on the ground in walking areas and the major problem was solved. The meal was excellent and the program was delightful. All in all, a fine time was had by all who attended. Elsewhere in this issue you will find a report from the reunion committee regarding Colorado Springs and future reunions.

Rose and I also attended the 8th AFHS reunion in Hollywood, Fla. and the organization paled by comparison to our group reunion. Again, elsewhere in this issue you will find a report on that event by one of our attendees.

Our next two reunion locations were decided upon at the meeting in Colorado Springs; King of Prussia, PA. in 1987, and Virginia Beach, VA. in 1988. Both sites sound most promising. Those of you who have not attended a reunion before or have missed going to the last few should start planning now for September, 1987. If you'll just put out a little effort to be friendly, I can assure you that you'll enjoy it immensely. Rose and I (and I'm sure all of the officers and the board want to be included) are looking forward to meeting each and every one of you.

From all of the officers, board of directors, members, Rose and I, may we wish you all a most happy and healthy Holiday Season and a very prosperous New Year!

Eli Baldea
Editor

PRESIDENT'S MESSAGE

The 1986 Colorado Springs reunion is now history. I am sure everyone had an enjoyable time. I want to personally thank the 1986 "Reunion Committee" for a job well done. I would also like to thank all of you for the confidence you have shown in me to steer the 34th Bomb Group Assn. for the coming year.

Al DiNenno

PAST PRESIDENT'S MESSAGE

Notes from the past:

The term "Past President" seems so much more relaxing

than "President." Those of you who did not make the reunion in Colorado Springs missed a good happening. There were problems, to be sure, but they were all solved in a satisfactory manner.

To try to list everyone to whom I owe thanks for their help, handi-work and dedication, would be futile, but to the reunion committee, past officers, directors and so many others, I can only say "Many Thanks."

Our organization has made tremendous growth in a very short time due to the work of many people. I know you will continue that cooperation with our new crew and help President DiNenno make 1987 an even better year.

Again, thanks to all for your help and support.

Jim Martin

Ray Summa...

Fellow members of the 34th B.G.:

Well, another reunion of the 34th B.G. has come and gone as well as the 8th A.F. reunion and now we are preparing for our next reunion at King of Prussia, PA. I would like to thank each of you who attended the reunion at Colorado Springs and also the mini-reunion of the 34th B.G. at the 8th AFHS reunion in Hollywood, FL. There was a good attendance at the Colorado reunion and also at the Hollywood reunion. Several attended both reunions. It was good to see all of you there, especially those attending for the first time. We are glad you came and hope to see you all next year.

At our Board of Directors meeting in Colorado Springs, at the request of many of you, it was decided to establish a Life Membership. The Life Membership in the 34th B.G. Assn. was set at $100.00, but the annual membership remains the same, $7.50 per year. Life Membership was set at $100.00 to assure that all expenses will be met in future years. As you know, the cost of printing and postage has gone up over the years and will continue to do so in the future. We have been sending letters to the widows of those who have passed on and will continue to do so as long as they want to receive the newsletter. Now is the time to sign up for the Life Membership. This will keep you from forgetting to send in your dues each year. The money has been invested in a Savings Account to draw interest until needed. As of today we have 16 Life Members.

We do have several new items in the PX. Look on the back of your membership blank and you will see the items we have to offer. The money from the sales of these items and the auctions we have had over the years, have kept the 34th B.G. solvent and able to meet all expenses. These items make good Christmas presents, so why not order some for your children and your wives? Also you wives might want to order some of them for your husbands.

Since this issue of the Mendlesham Memories will be a large one, I will cut my message to all of you short. As this is the December issue, and as Hannah and I will not be seeing many of you before Christmas - We wish all of you a VERY MERRY CHRISTMAS and A HAPPY AND PROSPEROUS NEW YEAR. GOD BLESS EACH OF YOU.

Hannah and Ray Summa

Air Force Academy Chapel - Colorado Springs, CO.

NEWS FROM HERE AND THERE

According to a poll conducted in July, 48 percent of those surveyed said defense spending should be kept at present levels, while 27 percent want it increased. Twenty-two percent said defense spending should be cut.

Of those who wanted defense spending increased, 18 percent would finance it through higher taxes, 31 percent through cuts in social programs, 7 percent through higher budget deficits, and 37 percent in some other manner.

The poll revealed overwhelming support for the president's Strategic Defense Initiative, with 81 percent favoring continuing research and development of a system to destroy incoming nuclear missiles before they reach their targets. And, if such a system could be developed, 78 percent favor its deployment.

* * * * *

Note to Jack Blackham - According to information received from Hawley Hudson, it was their top turret gunner, George Baldwin, who shot down the "buzz bomb."

* * * * *

It has come to our attention that a 50th Anniversary Celebration and Reunion for the B-24 Liberator will be held in Fort Worth, Texas during 19-21 May, 1989. We have been advised that an early interest poll is now underway to determine the possible expectations for this event. Ray Summa has in his possession a Unit Survey form which he is to fill out and return to them soon. I'm sure some of you will be asked of your interest in this affair in the near future so he can give the organizers a reasonable idea of our collective response. Please give Ray your fullest coooperation.

Don't Forget Your Dues
Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

REUNION '86 COLORADO SPRINGS

ANNUAL MEETING
Colorado Springs, CO.
Sept. 13, 1986

1. TREASURER'S REPORT:

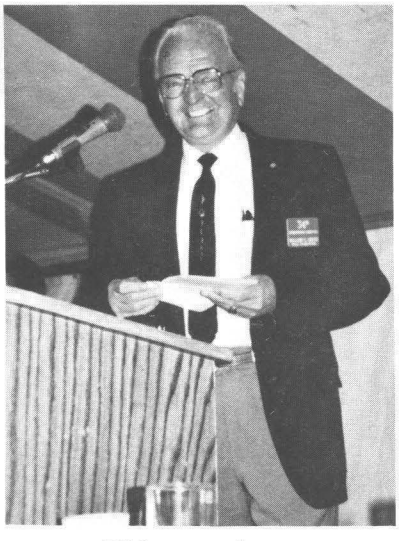
Operating Fund:

On Hand Oct. '85	$ 3901.00
Income	11219.24
Expenses	7375.26

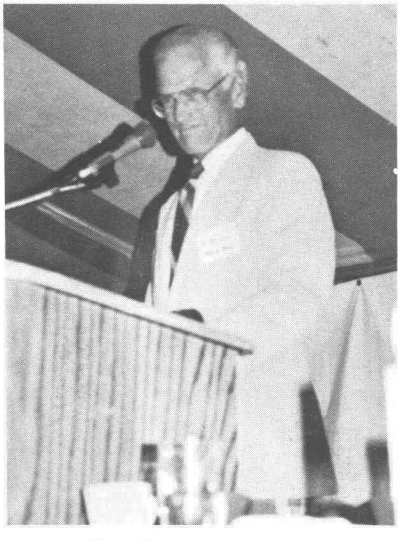
Balance on Hand 4 Sept. '86	$7744.98
Reunion Fund, 4 Sept. '86	6136.09
Memorial Fund	7542.98
Me. Fund in England (Lloyds Bank)	1360 Pounds

2. AUDIT REPORT: Randall Martin reported books are in order. Accepted by membership.
3. REUNION COMMITTEE of Gerald Pine, Bob Wright, Harold Rutka, Tom King, Dana Schrupp, Roy Bone, Rev. Fred Brooks, and Bill Creer all thanked for their splendid efforts.
4. It was decided that the 34th will have representation at all 8th AFHS annual meetings. At last count we had 22 committed to attend their reunion at Hollywood, FL, in October.
5. Life membership in the 34th BG Assn. will be $100.00. Anyone interested is to contact Ray Summa.
6. Annual reunion sites for the upcomign years were decided on as follows:
   1987 - King of Prussia, Penna.
   1988 - Virginia Beach, VA.
   1989 - Fort Worth, TX. (Tentative - there is to be a B-24 anniversary in April)
   It was decided that we would plan on reunion sites at least two years in advance because that is what it takes to get a decent arrangement.
7. It was agreed to have a historical and pictorial book on the 34th B.G. published. No money - No Risk to the 34th B.G. Assn. Will take one year to 18 months for completion. Finished hard-backed book will cost $45.00. An overlook committee consisting of Walt McAllister as chairman, Chet Gavrych, Doug Underwood, Eli Baldea, and George Ritchie will be responsible to oversee the publishing. Pictures or stories are to be sent to:
   Mark A. Thompson
   P.O. Box 3101
   Paducah, KY. 42001
   All pictures will be returned to senders.
8. The nominating committee of Ralph Bush, Ed Lawler, and Vern Ames submitted its slate of officers for the following year:
   President - Al DiNenno
   Vice Pres. - Ed Lawler
   Secretary - Dana Schrupp
   Directors:
   '87 - Miguel Lopez
   '87 - Randall Martin
   '87 - Walt McAllister
   '88 - Vernon Ames
   '88 - Eli Baldea (To fill unexpired term of Ed Lawler)
   '89 - George Ritchie
   '89 - Sam Baglio
   The membership approved the slate as submitted.
9. It was motioned and passed that a policy be put into practice of having to be a paid-up member to receive the benefits of the Assn. This includes attendance at reunions. If you can afford the required funds needed to attend a reunion, you surely can afford the $7.50 per year dues.
10. Harold Rutka gave a report regarding a possible trip to England in May, 1987. More about that in our next issue.
11. Hal Province was complimented on his outstanding performance with the computer for the roster and the mailing labels.
12. It was brought up that we could possibly have the names, addresses and phone numbers of the officers and directors on the newsletter masthead. If you will refer to the first page of this issue, you will see that we have shown names and telephone numbers. If you wish to write, just look up the address in the rosters you've received.
13. The Reunion Committee for 1987 is Al DiNenno, Gerald Pine, Bob Wright, Sam Baglio, Henry Jurgen, Sam Laskin, Joe Bono, Bud Moats and Harold Rutka.
14. Meeting adjourned.

Frank Crabtree, speaker



Bill Creer, speaker



Buck Freeman, speaker

THE COLORADO SPRINGS REUNION -

A FOLLOW-UP BY THE REUNION COMMITTEE

It is good that the membership has seen fit to allow more time on the clock for planning a reunion. When you walk into a hotel we must negotiate. This takes hours and sometimes days before we can finalize, and get a foundation, for building a reunion on. We knew at the end of the negotiations in Colorado Springs that there was a tent in our future. We were promised reasonable environment and attitudes, all of which we received.

We had a tad of pessimism by a few non-believers in the firm optimistic belief of the reunion committee. We had a few investigative persons that, as human nature will provide, lost faith in their committee and plunged into uncharted waters thoughtlessly and ran aground. I don't hope to sound too nautical but want to put things into their proper perspective. We must have a trained, responsible, crew in control of this 34th B.G. craft or we will get shot down. We hope to use all evasive tactics available in our negotiations to avoid flak from any source. If and when there are any comments (I call this input), pro or con, regarding reunion activities and proceedings that are intended to be beneficial to the well-being of the 34th B.G., we would very much appreciate this input being given directly to the committee. We thereby can learn and act more efficiently on making a better reunion for all.

However, each and every area has its own operating procedures from prices to service. We demand the best we can get for our affordable budget. If we do not receive this we enter into negotiations with the first part of our motto (VALOR) and have shown the latter part (VICTORY) making again this choice of words VALID.

After the Colorado Springs reunion, I am personally proud of the 34th B.G. for their attendance and actions in each operation and activity. If you recall, 1900 plus years ago we had a fellow born into this world in rather adverse conditions. Now why should we in our elevated esteem complain about a weather-proof tent with a very fine program and prime rib of beef to top it all off?

I am very appreciative of the support that the true member has given their reunion committee. I know that the best will come of these gatherings and, years from now, we will look back and hold our heads up high in a social atmosphere as we have in combat conditions.

Gerald Pine, Chairman

Charles and Isabelle Billman and Fred and Ginny Muente

Dexter and Beulah Jordan and Keith Anderson

Al DiNenno, our newly elected president

Past President Jim Martin

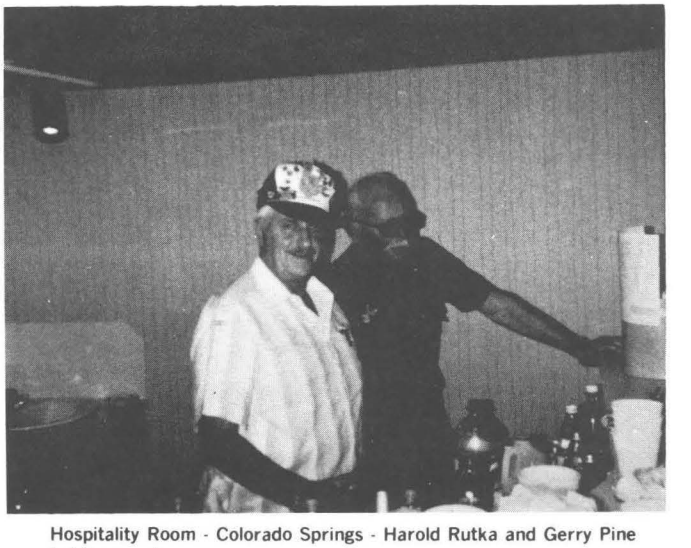
Bob Gay, our M.C. at the banquet

Capt. Sig Nelson of the Air Force Academy, our guest speaker

ATTENDANCE AT COLORADO SPRINGS

Kenas Akers
Eugene Albert
Donald Allen
Charles Alling
Vern & Millie Ames
Keith Anderson & Friend
Paul & Beryl Anderson
John Andringa
Ralph & Mary Applegate
Emil & Betty Armstrong
John & Frances Ashburn
Charles & Evalyn Attridge
Gene & Jene Atwater
L.W. & Lucille Babcock
Sam & Lee Baglio
Eli & Rose Baldea
Charles & Roberta Barclay
Cleo & Freddie Baughman
Leonard & Helen Bess
Steve & Emily Bialas
Charles & Isabelle Billman
John & Marge Blocsynski
Roy Bone
Lloyd & Bobbie Boreen
Richard & Sally Boyle
Wallace & Doris Brauks
Milton & Elaine Braveman
Rev. Fred & Mardell Brooks
Raymond & Harriet Brown
William Brown
Glen & Daisy Brydge & Guests
Ben & Mary Buckley
William & Loretta Burnell
Ralph & Marge Bush
Henry & Bonnie Butler
Tom & Blanche Cannock
Ralph & Ellen Casey
Robert & Virginia Cole
Mr. and Mrs. Frank Crabtree
Bill & Vivian Creer
Harold & Marilyn Crisp
Leo & Mel Danielian
Lou & Anne DeSantis
Robert & Shirley DesLauriers
Robert & Jeannette Desjardins
Al DiNenno & Guest
Lawton & Jo Dooley
Vince & Jean Doran
Joseph & Eileen Drahnak
Donald Dwelley
Joseph & Verna Edwards
Williard & Roxie Fagar
Leonard & Mary Fix
Carroll & Sylvia Forister
Wesley & Phyllis Franklin
Edmund Freeman
Jesse & Molly Gardner
Chester Gavryck
Robert & Phyllis Gay
Henry & Jo Gehle
Claude & Audrey Gibbs
Donald & Shirley Gibbs
Dirk & Dorothy Gombert
William & Marge Gombos
Robert & Ginny Gradin
William "Pete" Gray
Charles & Jennie Gregorski
Willis Griffis
Bryant & Myrtis Grimes
Tony & Joan Habiger
John & Rose Hann
Milton & Kathryn Hansen
Ambers & Jean Hanson
Robert & Lorraine Hartwick
Glenn & Kay Henry
John & Billie Hohnstrieter
Verbal & Betty Holcomb
Gerald & Alta Holmes
Wayne & LaVerne Howarter
Al & Agnes Israelsen
Mike & Margie Jacobbauski
Marvin & Lois Jalving
Eugene & Helen James
Richard & Darlene Johnson
Roy C. Jones
Wyatt & Lavonne Jones
Dexter & Beulah Jordan
Henry & Ruth Jurgens
James & Mary Kenny
Warren & Florence Kiley
Edwin & Mary King
Tom King
George & Margaret Kline
Ed Lawler & Guest
Williard & Norma Layman
William & Billie Logan
Edward & Birgh Lonergan
Miguel & Laura Lopez & Guests
Earl & Helen Maciel
Bill & Betty Mahon
Joseph & Kay Marks
James & Betty Martin
Randall Martin
Irvin & Germaine Mason
Walter & Ruby McAllister
Val & Maxine McClellan
Rodrick & Kris McColl
William & Erma McDannold
Myron & Dorise McDermott
Charles & Dorothy Morgan & Guests
Robert & Angie Morton
Paul & Hazel Mueller
Fred & Ginny Muente
Mr. & Mrs. Robert Nendell
C.L. & Christine Nichols
Robert & Lee Noehren
Everett & Alma Olson
William Orton
Raymond & Beulah Palmer
Harold & Norma Parrish
Arthur & Marge Paulmann
Ken & Kathleen Paxton
Juan & Mattie Perez
Gerald & Warida Pine
Harry & Georgia Prillman
Harold & Jan Province & Guest
Fred & Jeanne Repoff
George & June Ritchie
Leroy & Doris Robinson
Cleveland & Henrietta Romero
Everett & Peggy Rose
Harold & Gen. Rutka
Leon & Jeanne Salverson
Fred & Alene Sauermilch & Guests
Francis & Edith Schmidt
Fred & Clara Schoch
Paul & Betty Schommer
Dana & June Schrupp
Robert & Laura Schwartz
Jack & Marian Share
Ronald & Martha Simpson
Franklin & Alda Sivret
Charles & Carrie Smith
John S. Smith
Bruce & Muggs Sothern
Robert Springer
Walter Sturdivan
Ray & Hannah Summa
Marvin & Avis Syverson
Eugene Tigges & Guest
Carl & Margaret Trauernicht
William & Phyllis Van Buskirk
John M. Vronz
Ernie & Martha Waite
Oral & Marge Walker
George & Shirley Webster
Clyde & Linda Willis
Sam & Arlene Wolstencroft
Burch & Mary Lou Wright
Burris & Delois Wright
Robert & Esther Wright
Tom & Louise Wright
Frank & Charlene Zukaitis

Board Meeting - Colorado Springs, 1986



Hospitality Room - Colorado Springs - Harold Rutka and Gerry Pine holding court

Gala Banquet Colorado Springs Reunion

September 20, 1986

Passing of the gavel from Past President Jim Martin to our new President, Al DiNenno

Milton and Kathryn Hanson and Paul and Beryl Anderson

Jeanne and Fred Repoff and Hazel and Paul Mueller

George and Margaret Kline and Samuel and Peggy Wolstencroft

Emil and Betty Armstrong and Marilyn and Harold Crisp

Verb and Betty Holcomb and John and Rose Hann

Gala Banquet Colorado Springs Reunion

September 20, 1986

Glen and Kay Henry and Wayne and LaVerne Howarter

Mac and Doris McDermott and Bill and Erma McDannold

Jo and Henry Gehle and Richard and Darlene Johnson

Betty and Bill Mahon and Carl and Margaret Trauernicht

Joan and Tony Habiger and Laura and Miguel Lopez

Charles and Evalyn Attridge and Helen and Leonard Bess.

Gala Banquet Colorado Springs Reunion

September 20, 1986

Norma and Harold Parrish and Jeanne and Leon Salveson

Willard and Norma Layman and Ken and Kathleen Paxton

Bruce and Muggs Sothern and Alda and Frank Sivret

Billie Logan, Fred and Ginny Muente and Bill Logan

All attending presidents - left to right, Bob Wright, Harold Rutka, Al DiNenno, Jim Martin and Gerald Pine

Randy Martin's Crew - Standing, Bob Desjardins, Randy Martin, Shirley Gibbs, Don Gibbs. Sitting, Jeannette Desjardins, Marvin and Lois Jalving, Shirley and George Webster

8th AFHS REUNION HOLLYWOOD FLORIDA

A Report by a 34th Attendee

The 8th AFHS Reunion in Hollywood, Fl., Oct. 15-19, drew large attendance as usual, (over 2,000). The 34th was represented by a small contingent of 31, several of whom had not been able to make it to our Colorado Springs reunion in September. We had our own small rendezvous room and a separate dining room for a very pleasant Friday night dinner, although some disatisfaction was expressed at the Rock Cornish hen served.

At the general membership meeting on Saturday, we received a most interesting briefing on the 8th AF "Living Memorial" to be established on the grounds of the Air Force Museum at Dayton, Ohio. More will be written about this in the next issue of Mendlesham Memories.

The Air War Symposium "The Ploesti Raid" was interesting and informative, particularly with several of the principal leaders and participants on hand to provide the color commentary and recount the play by play.

The Hollywood reunion also provided some less than favorable impressions and I'm sure the host hotel lost all chance of any return visits by a fair number of highly displeased guests.

I felt, and I heard several other expressed opinions, that the organization and management of some activities was disappointing. A prime example was the gala banquet on Saturday night. There was no available advance information as to assigned table locations. As the 2000 plus would-be diners waited in the access hallways to enter the dining area, all doorways were kept locked until somebody's appointed time. The doors opened and guests streamed in, looking for some indication of where they were supposed to sit. Cards identifying assigned groups were on the individual tables. We were not late, somewhere in the middle, but by the time we made it through the door, the lights were suddenly dimmed and a movie projector was started. It may have been a fine show, but many will never know because half the crowd were still pouring in, looking for some sign leading to their proper destination - a table sign, a familiar voice or face, or a frantic signal from one of their scouts across the room. In short, the timing on this phase was atrocious.

With the preliminary activities over, dinner started arriving. Our table was being totally ignored as numerous servers passed us in all directions. We know that there is supposed to be a planned and orderly progression of business in these things so we waited - and waited - and waited. As it became apparent that we might not eat until breakfast, I managed to snag one of the passing troops whose attire suggested his being in a supervisory capacity. I said that we needed some service. His reply, a biting question, just short of a snarl, was "What's wrong with the service?" This - from a supervisor who could see our bare table with untouched place settings when every other table in sight was already settling in with coffee and dessert - made me wonder why the hotel had not provided him with a white cane. He was then clearly informed of our problem and disappeared without a word. A few minutes later someone arrived and started spooning some veggies onto our nice clean plates. A few minutes more and --- etc. In any case, by the time we were served, the food was, if not cold, quite cool.

The serving, or non-serving, of the dinner, was, of course, the sole responsibility of the hotel staff. As for the hotel itself, I was disappointed in other ways. We had an uncontrollable shower, a non-functioning refrigerator of unknown vintage, a bed equipped with constantly travelling mattress pad and sheets that bunched up in uncomfortable blobs and somehow eluded every effort to rearrange them. As I waited to check out, along with approximately forty people in four lines, I listened to the comments and gripes being traded by practically everyone of them, regarding poor conditions of rooms, excessively musty odors, deteriorating plumbing, unbearable residual effects from fumigation, etc. One complaint was from a man whose suite still had no air conditioning after four days of promises and another from a man who had to move twice in that time. Others voiced annoyance at the negative attitudes, and even arrogance, of some of the hotel employees.

All this is not pointed at the volunteers who worked to make the reunion a success, but to point out the problems that seem inevitable to arise when the size of the crowd becomes unwieldy; when the weight of sheer numbers overcomes the efforts of the organizing committee. It has proved to be far easier to find a hotel that can provide adequately for the needs and desires of a group-sized reunion as opposed to the requirements for two to three thousand. I am convinced that this is a major reason that many groups prefer to hold their own separate reunions. At Colorado Springs, I talked to members of four other 8th AF groups who seemed happy with the more manageable sizes of their separate reunions, and the much greater opportunities to spend the whole time with their own people.

I'm sure we all appreciate the benefits of having started our early reunions under the wing of the 8th AF reunions, and the help they provided us in the early years of our association. I'm certainly not against joining with the 8th in the reunions, but I think too many groups at a time tend to muddy up the soup.

ATTENDANCE AT 8AFHS REUNION HOLLYWOOD, FLA.

Vernon & Millie Ames
Eli & Rose Baldea
Bob & Olive Bergold
Dudley Casler
Bill & Betty Cheek
Leo & Mel Danielian
Robert & Frances Deloye
Walter & Jane Ann Felker
Walter Jackson
James & Esther Langdon
Ed Lawler
Dan & Gerry Marks
Walter & Ruby McAllister
Bob & Ginny Pacholski
Ray & Hannah Summa
Harold & Evelyn Williams
Daniel & Frances Wimer

8th A.F.H.S. Reunion Hollywood, Florida
October 15 - 19, 1986

Ray and Hannah Summa, Dudley Casler, and Harold and Evelyn Williams

Mildred and Vern Ames, Olive and Bob Bergold

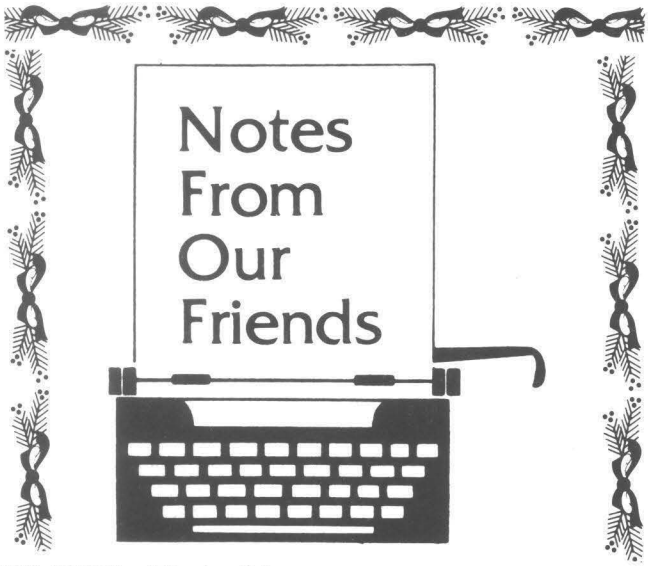
Wally Jackson, Walter and Ruby McAllister, Ed Lawler

Dan and Frances Wimer, Bill and Betty Cheek, and Leo Danielian

Dan and Gerry Marks, Ginny and Bob Pacholski

Eli and Rose Baldea

Jane Ann and Walter Felker



ROY JONES - Atlanta, GA.

For Warren Kiley in response to his letter in the June issue of M.M. I remember the B-24 trip (12 hours) across from Fortaleza to Dakar quite well, and I resent Warren's skepticism re the rumor that one of the monkeys made lead bombadier in the 391st Sqdn. I did it and I'm here to prove it. It's true I didn't last long as a lead, but you can bet your bananas I made it. Even got "Best Bombing of the Week" once.

ED LONERGAN - St. Louis, MO.

We returned to St. Louis from Florida about mid-April and have been watching the lousy Cardinals and playing a little golf ever since. My golf is poor but better than Cardinal baseball. Also have taken a couple of trips around the Midwest. I will write a letter to all of the crew you have found and, hopefully, we can all get together at a reunion.

ED McLAUGHLIN - East Hartford, CT.

I will not be able to make this reunion. We plan to be in Germany at that time visiting my daughter, her husband and our grandchildren. He has taken over where we left off, and is with the 1st Armored Division. Hopefully, the GOOD LORD willing, I will attend the next one.

WALTER SHORE, JR. - Jocotepec, Jalisco, Mexico

You fellows are certainly doing some fine work. My wife and I look forward to each issue of the newsletter with all the happenings to the members. Sure envy those that can make the reunions. Know a big time is had by all that can attend. The peso is going down again and inflation is going up. Interest rates on time deposits are bringing in 8.7% now but that hardly permits one to stay even. Tourist business hasn't picked up as anticipated and more people are being layed off of work. Minimum wage round here is down to $3.00 per day but part time help is still hard to find.

ROY TAVASTI - Pismo Beach, CA.

Kate and I could not attend the Colorado Springs reunion. I had been committed to attend the bi-annual get-together of my Flying Cadet Class of 40-H being held in Seattle this year. To my surprise and dismay, both sessions were scheduled for the identical dates.

Aside from a little traveling, I've been staying out of trouble salmon fishing. We have had a rather spectacular run of fish this season after a 5-6 year drought caused by the "El Nino" phenomenon. I dropped one of these critters off at Creer's during the Las Vegas AFA Convention so Bill can verify that this isn't just another fish story.

VERLE GRIMME - Tipton, IN.

I'm still trying to find the original members of the 1942-43 18th Bomb Sqdn. and the members of SQD. X Cadre. Thought I would have more time to myself after I retired in February but am working harder and kept busier than I ever have been. Would have liked to go to Colorado Springs but didn't think I could stand the trip. But will be thinking of you and wishing we could have been there.

BOB KORF - San Bernardino, CA.

In July, Mona and I returned from 3 weeks in England where we received the "Red Carpet Treatment." Patrick Taylor made sure that we had a truly great vacation! Probably the most impressive thing was the 390th B.G. Museum so ably run by Tony Kerrison and Dave Hudson. It and the American Cemetery brought tears to our eyes. Flight Lt. Vernon Wilkes arranged an invitation to a RAF reunion at Wattisham. This was especially interesting as I had managed to get about 54 hours on P-38's at Wattisham (No Combat).

Patrick Taylor received an invitation to a Garden Party at Chatsworth for Princess Diana. We were also invited. Mona loved it!

FRANK B. YATES - Guilford, CT.

The New Haven Register on Sept. 9th carried a story about the passing-away of Hewitt T. Wheeless at age 72. He had been with the 34th Bomb Group for several months after he returned from the Pacific. He was one of our first heroes in WW II. He was a most unassuming type of person and was very much embarrassed by all the acclaim he received. He was known as "Shorty Wheeless." He was a most regular type and a truly nice guy.

TOM KING - Colorado Springs, CO.

A funny thing happened on the golf course during our reunion. A certain Texan out of the 391st, while playing in a "scramble" as part of Erv. Rose's team #4, placed his ball on the fairway and, taking a mighty swing, shanked the ball far into the right "ruff." His head hanging down, very embarrassed, he opened his eyes and saw a golf tee on the ground in the place where his ball had just been. He exclaimed to his fellow 34th B.G. team members in a quaking voice "My God, there's a tee down there!" The three partners, having seen their fellow teammate tee up his ball, all nodded their heads and muttered "Uh-huh, there sure is, but how in H--- did you manage to shank that ball?" We have all been sworn to secrecy and we can only reveal that his initials are J.E. (I have your hat, J.E., and I'll be sending it to you soon.)

JOHN A. GRONOUSKI - Austin, TX. (Letter rec'd 9-5-86)

It is with very real regret that I must tell you at this late date that a business schedule conflict prevents me from attending the reunion at Colorado Springs and, therefore, to speak at the Saturday night banquet. I have tried during the past week to change the weekend business meeting without success. The tax case in which I am an expert witness begins next week and it is deemed essential that briefing sessions be held on the weekend.

I hope you will convey to those attending my deep regrets and wishes that they have a successful and convivial meeting that I had hoped to enjoy.

VERNON AMES - Tonawanda, NY.

We sure had a great time at Colorado Springs. I saw my co-pilot for the first time in 41 years. Our navigator was also there.

GEORGE H. KLINE - Burnt Hills, NY.

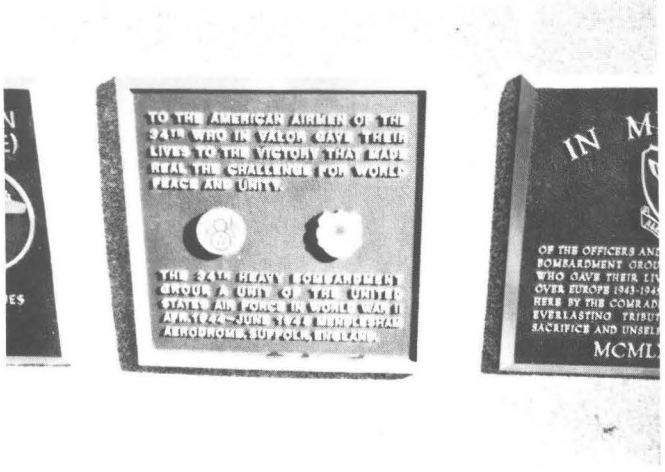
Once again we had a very nice time at the reunion. The committee picked a superb spot. And the program was well planned. The memorial services and plaque were heart-warming and very fitting in memory of the fellows we left behind.

Naturally, problems did pop up, but did you ever go somewhere where everything was perfect? I hope our committee rolled with the punches some irate women were verbally giving them. Really gals, could you have done better? Well done and many thanks, guys, for a memorable time.

GEORGE RITCHIE - Swansboro, NC.

We are now settled here and closed out of N.Y. state. Got our N.C. license plates today. Golfing, ocean swimming, boating and fishing are great. The weather CAVU. Neighbors and friends are very helpful. We are here to stay and satisfied that we made a fine choice.

Rev. Fred Brooks with wife Mardell and Rose Baldea at plaque dedication



Plaque dedicated at Colorado Springs, Saturday, Sept. 13, 1986

ROSE'S CORNER

Dear Ladies of the 34th:

Wasn't it beautiful in Colorado Springs? The planning committee did a great job with the reunion, especially our entertainment at the banquet. Weren't the Times Square Singers terrific?!! We found ourselves singing along with the Broadway show tunes.

Eli and I were very happy to meet so many of you and hope that we will say "hello" again next year in Pennsylvania. They tell us that King of Prussia is surrounded by shopping centers full of outlet stores, so, Beulah, Margaret, Ginny, Beryl, Audrey, & Muggs, "let's do it again!" It was fun shopping at the Citadel Mall.

To all of you of the 34th, you are very prolific! I asked the question, "How many children do you have?" and found that the average number is 2.5. It makes me feel good that we are passing along our love for the 34th to so many. I also found that most of you were not married before or during the war.

To all of you who promised to write, I'm still waiting! I know that the Holidays are coming up and we will be busy, but take a few minutes to tell how you met "Mr. Right."

May love and the joy of giving surround you this Holiday Season and throughout the year.

Love,
Rose

REUNION — 1987

Plans have now been finalized as to the dates and location of our 1987 reunion. As stated elsewhere, we will meet in King of Prussia, PA. The time period will be Sept. 10th to Sept. 13th, 1987 with a couple of days earlier planned for golfers, etc. Our headquarters will be the Valley Forge Hilton at a group rate of $65.00 plus tax, double occupancy.

Future issues of the Mendlesham Memories will contain more information as to schedules, sight-seeing, shopping, gambling, etc. as well as reservation forms. Keep an eye out for them and start planning now for a weekend you won't easily forget. You'll not regret either the time or money spent.

Merry Christmas

A group of 34th'ers enjoying our outing at the Flying W Ranch

34th B.G. ASSN. HISTORICAL & PICTORIAL BOOK

Dear Member:

At the recent convention in Colorado, the Board of Directors approved to work with Turner Publishing Company, the leading WW II Association History Publisher, on publishing a new 34th Bomb Group Association Historical and Pictorial Book. The book will be a large "coffee-table" 9" x 12" limited edition publication.

Being mailed to you shortly will be a brochure explaining in detail how you may participate in this worthwhile project. You don't have to purchase a book to be included, although I imagine most of you will want to order a book to pass down to the children or grandchildren.

THE BOOK WILL CONTAIN history of 34th Bomb Group Association, short-stories by members, biographies of hundreds of men and women who were associated with the 34th Bomb Group, and any special interest stories as they relate to the Group.

The 34th Bomb Group book will be individually designed for the organization. There will not be another book like it.. The books will become collectors' items of WW II memorabilia. Lets all get behind the book project to perpetuate the 34th Bomb Group Association History. The more books sold the thicker the book will be to record the history in this unique publication.

Sincerely,
Alfred DiNenno,
President

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Gahanna, OH. 43230

1986 California license plate being sported on the autombile of Roy and Kate Tavasti

TAPS

BEASLEY, ERNEST
Lovington, NM.

BEAVER, JOSEPH
Hartsville, SC.

CHAFFEE, RUSH L. "SPUD"
Modesto, CA.

COLE, DAVID C.
Elmira, NY.

DODSON, EDWARD H.
Sumner, TX.

EIDE, GEORGE
Minnewaukan, ND.

HADEN, ROBERT A.
Pueblo, CO.

LAMBERT, HARRY G.
Troy, MI.

LATLIN, CLIFF
18th Sqdn.

McLAUGHLIN, RICHARD M.
Spring Valley, CA.

PIGNELLI, ANDREW
Kissimee, FL.

SMITH, GEORGE A.
Kingsport, TN.

SPHER, LLOYD DON
4th Sqdn.

WIGGINS, ROBERT
Rolla, MO.

ADDRESS CHANGES OR CORRECTIONS

(Changes Underlined)

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SIVRET, FRANKLIN, 18 Melvin St., Shrewsbury, MA. 01545
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VANNATER, EARL, 4997 Williams St., Harrison, MI. 48635
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WRIGHT, BUCK, 1851 San Clemente, Fairfield, CA. 94533-4021

Lt. Col. Drue L. DeBerry speaking at dedication of our plaque.

Bill Creer, our main speaker at the unveiling of our plaque at the Air Force Academy

Unit Chaplain, Rev. Fred Brooks offering the invocation

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

Submitted by: Vince Doran

There is some unfinished business I have to tell you about. On one of those dark, snowy mornings in January or February we prepared to take off on a long, hard mission. For some reason, our plane was the last to roll onto the taxiway on our side of the field. We were at the tail end of a long line of planes. Because of darkness and poor visibility, one of the planes near the front of the line went off the taxiway, sunk a wheel in the soft ground, and could not get back on. Here we were, about half of the Group, stopped cold for several minutes. The planes on the other side of the field continued to take off. In those days I had the layout of the taxiways and runways fixed in my memory. I figured out how to get moving again. I leaped into the breach by calling the tower (STIFFSTARCH), and told him to have everyone make a 180 degree turn and follow me because I knew the way. STIFFSTARCH said do it. With pennants flying and bugles blowing, and without regard for personal danger, I boldly led the mighty fleet of warbirds in a dashing charge around the tarmac in pitch dark, through the maze of taxiways and runways, to the takeoff point. We gallantly took off into the wild blue (darrrk blue) in a blaze of glory, caught up with the rest of the Group waiting for us above the cloud cover, and arrived at the rendezvous only a few minutes late. We made up the time by cutting across the doglegs, and took our proper place in the bomber stream at exactly the appointed minute. A magnificient performance. It was my finest hour. I glowed with pride and accomplishment at my part in it.

All day long, except for the twelve minute bomb run, and a few minutes after the drop, I dreamed of the reception that would be waiting for me when we got back in the afternoon. I would be met at the plane and hoisted onto the shoulders of an admiring and cheering throng, and carried to the Commander who would be waiting with his staff with heartfelt words of praise and commendation. I had prepared a modest and humble speech in response, giving most of the credit to my valiant comrades. But the reception party was not waiting when we taxied to the hardstand. They were a little late. I waited until everyone had left, but still they didn't show. Well, no matter, it would be better to have the reception at REPORTING AND DEBRIEFING where the whole Group was already collected. The Commander wasn't there either; he must have had urgent war business to keep him away. They would be waiting in the club after supper to surprise me. But there was hardly anyone there when I arrived; a notice had been posted that there was a mission next day, and the bar had been closed.

I waited every day for a call, but you know how it is in wartime. People get caught up in pressing matters; new ones each day. I finished my missions and was getting ready to come home when the call finally came. I was so excited and elated. I polished my leather and brass, put on my best uniform, and marched proudly into Headquarters. I was finally going to get the recognition due me. But it was only PERSONAL EQUIPMENT; they wanted me to pay $12.00 for a pair of issue sunglasses, that I lost or traded, before they would sign off the clearance for me to leave the base.

The years have passed, but I am not discouraged. Some day they will remember.

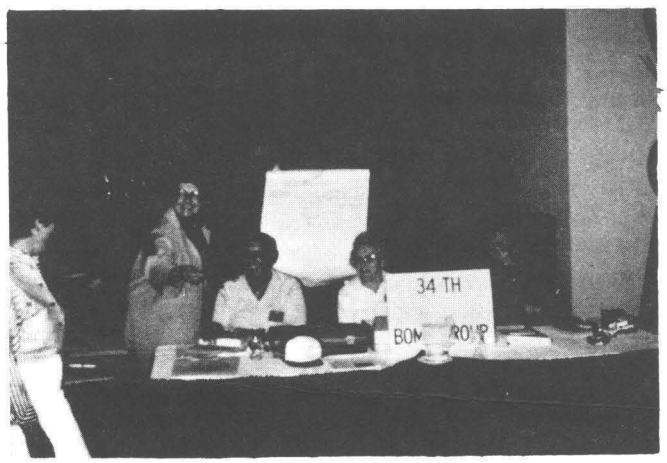
(Editor's Note) - We, too, think it is high time this oversight be corrected. As soon as we received this moving story, we forwarded it on to General Bill Creer. Here is his reply.

Vince Doran's "moving story" is outstanding. As a matter of fact, just the kind of performance you would expect from those handsome, young, intuitive, intelligent, amd motivated men of the WWII 34th Bomb Group. BUT, let me make it perfectly clear - this performance is certainly worthy of proper recognition. I am truly hurt to learn we goofed. However, as Yogi Berra put it: "It ain't over 'til it's over."

This likely was our February 17, 1945 mission to Frankfurt. That day I was in the lead, so we were well into the "darrk blue" when this commendable performance took place. For reasons unknown, the staff failed to bring this important happening to my attention on return. Maybe it was because General Gerhart had called me to his headquarters to discuss the award of the DFC for our sterling mission accomplishments that day.

So, let's get on with it. Approval of awards, at this late date, does not come easy. For substantiation, we would need several eye witnesses, on site, confirming reports of this fine performance. Send your account of the event to Eli post haste. We'll go from there.

Bill Creer



Reception desk with Bob and Esther Wright and Wanda Pine on the job. Clarion Hotel, Colorado Springs

Marie Holmes, Audrey Gibbs, Claude Gibbs, and Gerald Holmes

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Address Correction Requested
HDQ.
391
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34th Bomb. Group
34th Bomb Group Assn.
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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

MEMORIES

Submitted by "Pete" Gray

The following, written by Ernie Pyle, is an account of the action in the St. Lo area of France on July 25, 1944, six weeks after D-Day.

"And then a new sound gradually droned into our ears. The sound was deep, and all encompassing, with no notes in it - just a gigantic faraway surge of doom! It was the heavies!

They came from directly behind us, and at first they were mere dots in the sky. You could see clots of them against the far heavens, too tiny to count them individually. They came on with terrible slowness. They came in flights of 12, three flights to a group. And in the groups, stretched out against the sky, they came in "families" of about 70 planes each.

Maybe these giant waves were two miles apart, maybe they were ten miles. I don't know - but I do know they came in constant procession, and I thought it would never end!

What the Germans must have thought is beyond comprehension. Their march across the sky was slow and steady. I've never known a storm, or a machine, or any resolve of Man, that had about it the aura of such ghastly relentlessness! You have the feeling that even if God appeared beseechingly before them in the sky, with palms up to persuade them back, they would not have had within them the power to turn from their irresistible course!

The Germans began to shoot heavy, high ack-ack. Great black puffs of it, by the score, spackled the sky until it was hard to distinguish the smoke puffs from the planes.

The formation never varies, but moves on as if nothing had happened. Nothing deviates them! They stalk on slowly, with the dreadful pall of sound, as though they were seeing only something at a great distance and nothing existed in between!"

RANDOM MEMORIES OF MENDLESHAM

Submitted by Robert Springer

Early morning take-offs with low ceilings, poor visibility and drizzle, and fighting prop wash immeditely after breaking ground. Feeling like a damned turtle - only able to move my arms and legs when in the pilot's seat with all of my flight clothing on plus a Mae West, parachute, flak armour, steel helmet, and oxygen mask. In addition to all that being connected to the aircraft with oxygen hose, electrical wire to my heated suit, earphone and microphone cords, and seat belts.

Breaking out on top of the overcast in forming up and seeing all of the various colored flares being fired by all of the bomb groups to guide their own aircraft. It looked like the Fourth of July over East Anglia. Frost and freezing fog — ice crystals up to one half inch in length on bicycle spokes. Frost forming on the inside of the cockpit windows during letdown over England.

Returning to the hardstand after a mission and being greeted by a Chinese kid with the question "Any holes, Sir?" He was a sheet metal repairman with a Jeep and trailer mounted air compressor. Imagine his dismay one day when we told him we stopped counting at over one hundred and fifty.

Three day passes to London — What a great way for a 21 year old to grow up (or old). Cold — Trying to keep our Nissen hut warm. The best we were able to do was to keep the frost confined to the far inside corners of the barracks. We had clustered our beds at one end around the stove.

V-1 "Buzz Bombs" flying over and near our base. One overflew the 18th Sqdn. area at very low altitude and some idiot was shooting at it with his .45. Fortunately he didn't hit it or we might have lost the entire area.

Briefing and sitting in the aircraft until the mission was scrubbed due to weather for so many days during the Battle of the Bulge. We finally got off on a mission on the 24th of December. Mersburg, Hamburg, Berlin, Nurnburg, Hannover, the Ruhr, the long one to Scheinemunde on the Baltic — these and many other missions, big and small, the bad ones and the milk runs.

Returning from my last mission on 21 March, a milk run. A chance to sack in after an extremely busy flying schedule, eleven missions in 21 days, the last four days in a row. Departing Mendlesham on April 2nd and heading for the States.

VOLUME IX NUMBER 1 MARCH 1987

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

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OBSERVATIONS

Now that signs of spring are popping up everywhere, we're all looking forward to basking in the sun, starting our gardens and engaging in all the activities the spring and summer seasons bring with them. We, of the northern climes, especially, are waiting with bated breath. Let's face it, man was not made to endure the cold and snow which has been imposed upon us. Had we remained the hairy pre-historic man, we might have been more prepared bodily for the onslaught of sub-freezing temperatures and, not inches, but feet of snow we have had to put up with. However, hopefully, all of that is behind us for this year and, with a smile on our faces, we are opening our arms wide to greet the coming seasons.

Anticipations for the upcoming year are running high for Rose and me. First, on our trips to England, we were fortunate to form a very lovely friendship with a couple from Mendlesham, Freddie and Margaret Maundrell. They were most hospitable on our two visits there. Now we have been informed that he has retired and they are both coming to this country on a visit. Happily, we have learned that they will be able to spend some of their time here with us and we are looking forward to their visit with great pleasure. It will be most enjoyable showing them around this great midwest heartland and, Lord willing, maybe even spend some time in Florida with them. At this point the time element is not totally known so we really don't know how much time they can loiter here. However, we will put whatever time is available to good use.

Elsewhere in this issue you will find our first notice of the next reunion in King of Prussia, PA. next September. Those of you who have never attended one of our reunions owe it to yourselves to do everything possible to make it. You'll never regret it. The camaraderie itself is worth the trip. Everything else is a bonus. Let's face it. At our age, our years are numbered. The modern ways, although we have learned to live with them, are just not quite our cup of tea. We were brought up and lived our early adult lives in another era. It's most enjoyable to get together with people more in line with our own prime-time era and reminisce. Please be sure your current dues are paid because, at the last general meeting in Colorado Springs, it was decided that only members in good standing can attend our functions. But, let's face it, if you can afford to come to a reunion, the $7.50 annual dues are a drop in the bucket. Let's all bring our membership dues up to date and get together at King of Prussia this fall. You'll have a BALL!

Also in this issue you will find the notice of our impending trip back to England in May. If you haven't been there since the war, do yourselves a favor and go this time. The experience is heartwarming and the British people are most hospitable and generous.

May we take this opportunity to wish all the Irish and pseudo-Irish out there a Happy St. Patrick's Day and to all of you a Blessed Easter or Passover season, whatever your religious persuasion.

Eli Baldea
Editor

P.S. All paid members still may bring guests with them to the reunions.

President's Message

Hi, All:

I hope everyone has recouped from the holidays and from "Old Man Winter." Just think, it will only be a few short weeks until spring and then, our lovely summer season.

There are several events coming that will require your attention. The first is the 34th B.G. History Book. I am certain that every member whose address is valid has received the flyer explaining your part in writing the commemorative history, so don't forget; get your biographies in by the March 15, 1987 deadline. The second event is the return to Mendlesham, England from May 28th to June 5th, 1987. Let's get our deposits in early. Thirdly, don't forget our 34th B.G. reunion in King of Prussia, PA. from Sept. 9th to 13th, 1987. Let's make this a reunion which won't easily be forgotten. Have you thought about a member of your crew that you would like to locate. If you need help, contact me. I'll try.

Your President
Al DiNenno

Ray Summa...

Fellow members of the 34th B., Ass'n.

Guess it is that time again to write a little something for the newsletter.

First Hannah and I want to thank each one of you for the cards and letters we received at Christmas time. We read and reread each letter over and over. We do appreciate them very much. But do not wait until Christmas time to write, we appreciate your letters any time you want to write to us.

I want to apologize to the 391Sqd for the mistake in the application for making you the 381st. No insult was intended. I could blame it on the computer but I have no computer. I just hit the wrong key and in checking I guess I did not check the application close enough.

I also should have made it plainer that I have all the PX items named, except the jackets and shirts, Dana Schrupp orders and sends those out. So order your PX items from me and the shirts and jackets from Dana.

Hannah and I hope to have more new items for the PX at the reunion at King of Prussia as well as the ones we have already.

Those who are going to England the last of May, might like to order caps and jackets to wear. I have the caps here. It would be wise to order them, as soon as you know you are going. Dana can get the jackets. He has a few on hand now.

So far we have had 450 who have paid their 1987 dues, plus 43 who have LIFE MEMBERSHIP dues paid. Frankly, I am a little disappointed in the small amount who have paid their dues and the small amount who have taken LIFE MEMBERSHIP.

Most of you have read the treasurer's report which was in the Dec newsletter. The money we have left on hand mostly came from the Auction USA we have held at the reunion, also from the rebate from the 8th AF reunion over the years. We received $1,200.00 from the 1985 Wichita reunion and $230.00 from the 8th AF reunion at Hollywood, Fla.

Hannah and I have taken in more than $2,000.00 at the PX on sales at our reunion, plus quite a bit from the sales here at home. Of course this has not been all profit for we have paid for the items we have sold. So you see we are not just operating on the dues but also on the sales of the PX items.

To those who are delinquent in your dues, as this letter goes out to everyone, it may be the last newsletter you will receive, for we must pare down our mailing list to those who are paid-up members. So get your dues in as soon as possible.

Remember also, it was decided at the reunion at Colorado Spgs. by a vote of all who were present that each one who attends the reunion must be a paid-up member.

I will not say too much about the reunion at King of Prussia Sept 10th-13th 1987 or the trip back to Mendlesham the last week of May. I am sure those who have charge will have something to say about those.

I do want to remind those of you who live in the East, of your promise to come to the 34th B.G. reunion if one was held in the Eastern part of the Country. Now is the time to honor that promise. I am sure each one who attends will have a great time seeing and meeting old friends that you have not seen for a long time. Come early and see some of the sights.

Hannah and I, God willing, will see you at the reunion at King of Prussia Pa. in Sept.

Ray L. Summa

Standing, L. to R. - Wally Felker, Phil Howard, Charlie Busacker, Dave Davidson, "Hack" Hackney. Kneeling, L. to R. - Walter Coupe, Tom Thompson, Gene Coombe, Paul Buss, Tony Habiger.

34TH B.G. ASSN. HISTORICAL & PICTORIAL BOOK

After reviewing the item in the previous newsletter and the brochure concerning our up-coming group history book, I belatedly realized that the wording used, — "you," "your military service," "your personal biography," etc. — might very well cause surviving family members to feel that they were being excluded from participating in the book project, simply because the husband or father had passed away.

Nothing could be farther from the interest and spirit of this project. Our start-up crew just got so involved in getting this thing going that no one of us saw the implication of the wording as presented.

Regrettably time is catching up with us. (At least 45 names have been reported to the TAPS list just in the preceding two years.) I'm sure many of those who have gone would have wanted to be included in the book. Those they left behind are invited to submit the biographical sketches with a WWII photo and one of the most recent available. Also other photos of 34 BG times and activities. And we hope that many would also like to buy the book. As noted in the brochure, it is a book largely for the children and grandchildren in years to come. Because the original deadline date is almost upon us, the Turner Publishing Company has graciously extended the deadline to June 15, 1987.

Walt McAllister
Chairman, Book Committee

Don't Forget Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

REUNION, 1987

Members and friends of the 34th Bomb Group:

Our 1987 reunion will be held at the Valley Forge Hilton in King of Prussia, PA., from Sept. 10th thru Sept. 13th. Board of directors members, early birds, and golfers will sign in earlier.

On Wed., Sept. 9th, our golfers will leave the Hilton at 11:15 a.m. for the Oak Terrace Country Club at Ambler, PA. for a 1:00 p.m. tee-off time. Lunch will be served at the club with prices ranging from $7.50 to $9.50. For a round of golf and a cart, the fee is $25.00. Anyone interested should contact Sam Laskin at 2947 Michele Drive, Morristown, PA. 19403.

On Thursday, Sept. 10th, the board of directors will meet and do their usual fine job of planning the future of the 34th, while their spouses and other early-birds do their own thing at shopping centers, tours, etc.

The program gets into full swing for all on Friday morning with breakfast, followed at 9:30 a.m. with a tour of Historic Philadelphia, which ends at 4:30 p.m. A buffet dinner will be served later that evening at the hotel. Please note that the tour is not included in your basic registration cost. You will have to pay American Heritage Landmark Tours separately for any tour you wish to go on. You'll find a registration form for this with the basic registration.

On Saturday, immediately following breakfast, our annual meeting will take place in the dining area. Following the business meeting, the entire afternoon will be available for your pleasure or choice. There are several historic tours which you will find listed elsewhere in this issue, shopping in a nearby mall, visiting with old long-lost buddies, or trying to keep Harold Rutka hopping in the hospitality room. Saturday evening's banquet has been promised by the hotel management to be perfection on a platter.

On Sunday morning we'll have breakfast and bid our fond farewells 'til next year.

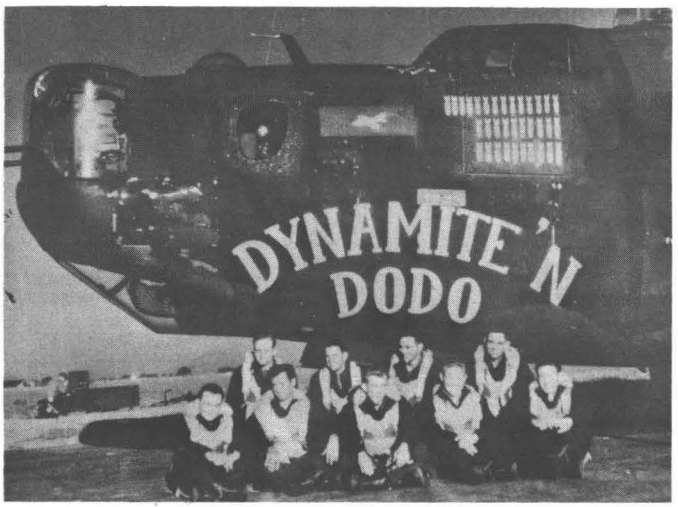
Elsewhere in this issue you will find a registration form for the reunion and for the food only. This form is to be sent to Robert Wright at the address shown. There is also a form from the Valley Forge Hilton for room reservations. Please complete the form and mail it directly to the holel. As far as golf is concerned, please write to Sam Laskin at the address stated above. The historic tours are also to be handled directly with American Heritage Landmark Tours at the address shown in their section of this newletter.

All this sounds a little like old G.I. days - where you had a form to fill out for everything, but, under the circumstances that prevail this year, this is the best your committee could shake up. There is a cut-off date of 15 August, 1987 for room reservations. After that date your request for rooms will be subject to space available, and group rates cannot be guaranteed. So get your reservations in early, then relax and plan a leisurely trip and good time in September.

Thanking you;
Your Reunion Committee
Gerald Pine, Chairman

Vic Lupei & Fred Muente - 1944

Blythe, California - 1944



Back row, L. to R. - Deacon Scales, Tommy Hildebrand, Ziggie Gordon, "Doc" Wright. Front row, L. to R. - Bill Starks, Tom Devine, George Baldwin, "Cotton" Hudson, Delmont Jones.

Notes From Our Friends

BOB BERGOLD - Punta Gorda, FL.

It was a pleasure meeting you and other members at the 8th AFHS reunion. We finally found a seat at the "Associates" table. Met a very interesting young fellow who, as an 8th AF buff knows more about the 8th than most of us.

The only members of my crew that I am still in touch with, Dave Ratcliff, Jim Kerr and Gordon Kreuger are all members of the 34th B.G. Assn. I plan to go to the reunion at King of Prussia and hope to get some of my old crew to go also.

BILL SCHMOLDT - Elgin, IL.

In the brochure for the 34th B.G. historical book was a picture of a B-24, Paper Doll. I was ground crew on that plane before we got the B-17. Heard that it was put into a museum. Any information about the whereabouts of the Paper Doll would be very much appreciated.

LES THOMPSON - Granite City, IL.

I invited Clarence Squires, our crew chief, to come to Granite City and spend the holidays with us. He told me he had a bad back and could only ride a few miles in a car. At that time he mentioned he had a stroke in March, 1986 that affected his face and taste.

I drove to Cainsville, MO. and visited with him for a few hours. I am happy to say that he is the picture of health. He weighs about 200 lbs. and is not fat. He appears to be able to take care of himself. It was great to "hanger fly" a little. Talked about the old "Tempest Turner", best 3-engine fort in the E.T.O., our crew, and the old outfit.

Back row, L. to R. - Hughey, Juris, Moran (dead), Ralls (dead), Wanfried, Westman, Meyers. Front row, L. To R. - Baker, Gabel, Kowalczyk, Parenteau, Zilinsky, Markas, Franklin.

Carl Stemen's crew

BILL BROWN - Stone Mountain, GA.

Sorry we couldn't get to the Colorado Springs reunion. From reading the newsletter it appears that everyone enjoyed it. In August we went out of town one Sunday night and our home was robbed. They emptied all the drawers and boxes and dumped everything on the floor. So you see, we were busy at the time of the reunion. Hope to be at the next one.

I did read in the MM about the upcoming "34th B.G. Assn. Historical & Pictorial Book." I do want a copy of it when ready. I hope I can also contribute to it. I know it will be for real.

JOSEPH MORRELL - Johnson City, NY.

I intended to go to the last reunion but I had a mild stroke. I couldn't write my name for a week, but after a month I was about normal. I do everything now and feel like nothing has happened. I take pills to keep my blood thinned out. I hope to be with you next September. I live about 3 hours drive from King of Prussia.

BILL HERSHENOW - Mountain View, CA.

Sorry I couldn't make the reunion at Colorado Springs. I had sent in my reservation but got called into surgery at the last possible moment. I had the surgery and am a little dingy but that will pass. Please give my best to my old friends of the 34th.

BOB KORF - San Bernardino, CA.

Was Bill Creer a Lt. Col. when we were at Mendlesham? I remember some Lt. Col. jumping all over me for flying P-38's from Wattisham but am not sure of the name.

Finally got my Super-Duty TransAm back together after six months of "scrambling" for special parts. Found the cylinder block in Indiana, had JE Pistons make the forged pistons, Donovan made the stainless steel valves, bought a camshaft from Crane, and now I have a decent car again! The new cars are all junk - although I do have an '86 Mustang GT which is good enough to go get groceries or for a picnic. "Saint" Joan Claybrook destroyed the American auto almost single-handedly — and the state of California finished the job!

BOB DEES - Torrance, CA.

Enjoyed reading the latest issue of the M.M., especially the items about the reunion. Very sorry that we were unable to make it. However, I look forward to making one soon.

I certainly concur with the idea of having the 34th reunion separate from an overall 8th AF or B-24 or B-17 get-together. I think a reunion should have time for lots of "bull" sessions of an informal sort.

FRANK DUKES - Palmyra, VA.

I am pleased to hear about the project for a 34th B.G. Assn. Historical and Pictorial Book. I hope that they will do it right even if it results in a more costly book. And will it differ from "The History of the Army Air Forces 34th BOMBARDMENT Group (H)" from the Battery Press? I would hope that it would be much more comprehensive and less "Gee Whiz!"

Incidentally, I wonder if any of our members are licensed amateur radio operators. Al Steiner, communications officer from the 4th Sqdn. used to be a ham but he has defected to computers. I got my ham ticket a couple of years ago and would very much enjoy chatting with other 34th alumni. My sign is KB4MUF.

JIM KENNY - Shoreham, NY.

Mary and I have attended the reunion in England last year and the recent one at Colorado Springs. We see no reason to criticize either of these affairs. We just admire the enthusiasm of the committee members and their wives. During my working days, I attended many conferences run by professionals. Many of these could take pointers from you.

JOSEPH D. CLARK - Winterville, NC.

I do remember Junius W. Cobb of Richmond, VA. I haven't seen him since 1945. Junius at that time had a beautiful head of red hair and was real worried about going bald. He probably is by now. He and I shared a tent on the flight line at Mendlesham. I don't know whether he remembers this or not.

NORMAN S. REED - Oak Bluffs, MA.

For what it's worth, I have written two books about the island of Martha's Vineyard: "A Place Fit Only For Refuse," dump picking on the island; and "A Place Where The Eelgrass Flows," tales of the Vineyard. All non-fiction. $9.00 for each to cover postage and handling. Does this info. interest anyone?

HUGH HENDRIE - Borger, TX.

In the MM, I read the letter about the Chinese sheet metal man. I believe his nickname was Wong. He was an A-number-one sheetmetal man. I remember him saying once that the heighth of his ambition after the war was to get a job as a pimp at a Chinese W----house in New York. Excuse the language but those were his words. I've often wondered if he did.

RICHARD FECHKO - Garfied Hts., OH.

I was just released from the hospital after recovering from a slight stroke. If left me with no visible defects, thank goodness. I hope to see you all in King of Prussia. Will try to get all members from around Cleveland to attend.

LESTER BROOKSHIRE - Calhoun, GA.

In November, Mary Etta and I had a chance to visit my navigator, Charles B. Stutts and his wife Kathryn in Forest, Miss. They were very gracious hosts. It was a special thrill for me. We had not seen each other in 42 years. This was the first long trip I have made in years without a lot of discomfort and pain due to prostate trouble diagnosed as cancer. I am doing O.K. now.

JOHN MANGAN - Gloucaster, MA.

We're not getting old; we're just like good wine — getting better with age. It took me 3½ years to get to the point where I could walk again after being struck by a car and having both legs broken — compound fractures in both legs. I am also working again after almost 4 years. Every morning when you get up say, "I can do it!" and you will.

CHARLES BILLMAN - Tonawanda, NY.

We had a great time at Colorado Springs and hope to see you all this coming year at King of Prussia. We got an additional surprise when we opened "Mendlesham Memories" and saw our picture with Fred and Ginny Muente. Thanks again for the good times.

WILLIAM NEEL - Decatur, GA.

Glad to learn about plans for a new historical and pictorial book. The brochure announcing plans for the book with photo and biographical sketch deadline date of 3-15-87 just arrived in the mail. I plan to comply with instructions and send $45.00 for a copy of the book.

(Continued on Page 8)

Standing, L. to R. - Stanley Martin, Raymond Swan, Earl Colebank, William Robertson. Kneeling, L. to R. - Joe McCarrick, Jerry Becker, Ed Logan, P.T. Walker, Ned Piency, Andy Oschack.

Sgt. Walter Sturdivan at Blythe, CA. in "monkey" suit.

Then and Now

Darrell W. Bulis

1944

1986

Eli & Rose Baldea

1946

1986

Then and Now

Paul Anderson & Bob Gradin

1944

1986

Ray & Hannah Summa

1943

1986

Notes From Our Friends

(Continued from Page 5)

KEITH ANDERSON - Everglades City, FL.

We are having record breaking heat here every day for this time of year. Water will have to cool down some before fishing is worth much. J.C. Smith, "Smitty," and I enjoyed some bass fishing at Lake Okeechobee last week. Also received my life-time membership card from Ray. Hope it lasts me a long time.

JOHN E. DONALDSON, JR. - Arlington, VA.

The 8th AFHS and this group are the only veteran's organizations that I belong to and am very pleased to be a member. Like many others, I had never heard of either organization until last winter when I heard of and joined the 8th AFHS. I have not seen any of my crew members' names on the roster; perhaps I can locate some of them and recruit them into this association.

JOHN R. GRIFFITH - Lansford, PA.

I am not feeling up to par after my stroke last year, shingles, and now a chronic mastoid condition. I hit the icy side of the hill last year (age 60) and have been sliding downward ever since. (Maybe some of Pete Gray's Va. moonshine would fix me up!)

JIM HARKLISS - Ft. Wayne, IN.

I just got out of the hospital. They had me in traction for two weeks — the old back problem again. But I'm O.K. now and exercising a little more. I just can't get to a reunion. If you see Ev. Rose, ask him about Fehrenbach. They were pretty good buddies.

BILL DEMPSEY - Boise, ID.

Wanted to remind you that I still have a copy of the 34th History (First edition - padded cover - fine condition) that I'd like to sell. It's not that I want to be "rid" of the 34th; it's just that, after 35 years of Air Force, I've got more histories, rosters, mementoes, etc. than I know what to do with! Besides, I've still got my "Short Snorter" and an E & E Map from the "Red-Tailed Bastards" we used to be know as!

HANK LAMBERT - Spotsylvania, VA.

While I was safely tucked away in the hospital, Mary took advantage of the situation and had walls knocked out and doors widened - supposedly for the purpose of making way for the wheelchair. But one can't help but wonder if she was looking for an excuse anyway. Believe me, I don't plan to go to a hospital again - who knows what she will do next time!

Standing, L. to R. - Wentz, Hohnstreiter, Ray, Dodson, Stallmach. Kneeling, L. to R. - Vinge, Jambor, Grzeskowiak, Johnson.

ROLLAND WHITED - Danville, CA.

What a great job you and your cohorts do in the Mendlesham Memories publication. Sorry I wasn't able to be with you in Colorado Springs. Had an Angioplasty procedure recently, but I'm doing great right now.

WES FRANKLIN - Des Moines, IA.

My planes flew 85 missions - and we never had one return because of poor maintenance, and never lost one man. One plane was junked at the emergency landing strip down the coast. There was a man on the wing of another plane at that strip as our plane was coming for a crash landing. He thought my plane was going to plow into his and jumped off the wing and broke his leg. Nobody else was hurt. This just might be a record. Would be nice to know.

GEORGE KLINE - Burnt Hills, NY.

Didn't we have a super time at our reunion? The committee did very well in making it a memorable occasion. We met friends that we had met at the last reunion, and made new friends again. That is very easy because we are such a great outfit, and have so much in common. The war was bad, but we made good our experiences. Wasn't the lunch at the Non-Com club great? And our dedication ceremonies brought back memories of what it was all about.

34th B.G. Gunnery School Instructors - Mendlesham

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor: Eli Baldea
1595 Sunnyslope Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

England, 1987

Greetings:

The 34th BOMB GROUP is departing for ENGLAND on 28 MAY 1987, and arriving on 29 MAY 1987. You should all have received a flyer from TAMARAC TRAVEL, INC. on the trip. Any questions on the tour or travel arrangements can be answered by TAMARAC TRAVEL - their TOLL FREE number is: 1-800-228-9690. Check your PASSPORTS - now is a good time to apply for one if you do NOT have a current one.

There will be NO CENTRAL departure point; the plan is to assemble and leave HEATHROW AIRPORT at 09:30 A.M. - FRIDAY - 29 MAY 1987. We will be bused to the POST HOUSE in IPSWICH, the same place as our two previous reunions.

Saturday will be a trip to the old field area and the 34th Bomb Group Memorial, and the 390th Control Tower Museum at Framlingham. Saturday night - a banquet with the ladies of the British Legion as our guests. The ladies have been taking care of the memorial for us for the past 40 years. Sunday A.M. board buses for Mendlesham where those wishing to will attend services at the 900-year-old village church. Sunday afternoon will be the annual Memorial Service at Madingley, the American Cemetery. Madingley Cemetery consists of 3,811 grave sites, the wall of the missing where 5,125 are listed, (the great Mall and reflecting pools) leads to the Memorial. We will be involved in the Memorial Day services; customarily on the Sunday nearest the calendar Memorial Day. We will then check into the University Arms Hotel at Cambridge.

Monday A.M. there will be a walking tour of the university. The afternoon will be spent at the Duxford Imperial War Museum. Tuesday will be area tours. Wednesday a visit to Hendon Royal Air Force Museum and the surrounding area and then into London to the Metropole Hotel located near the Marble Arch and near Selfridges. Selfridges is a famous department store - offers less variety than Harrods, but just about everything and a little less expensive.

Friday will be the departure to home station or on to a continued European visit. There have been inquiries about the difference in price between the Friendship Holiday tour in August 1987 and the 34th Bomb Group tour in May 1987. The TAMARAC TOUR will be for the 34th Bomb Group members, families, and friends and will travel as a group. The Rambling Tours will serve many groups and will be quartered in either Norwich, Ipswich, or Cambridge. The possible units stated at Ipswich would be: 1 SAD, 95 BG, 94 BG, 385 BG, 390 BG, 357 FG, 493 BG, 479 FG, 447 BG, 493 BG, 486 BG, 353 FG, 356 FG, 55 FG, 56 FG - these are the groups I picked out of the Mighty Eighth book by Roger A. Freeman - some could possibly be assigned to Cambridge or Norwich. Write for the brochures and make your own decisions.

The following is a listing of previous and present tours and prices:

1983 - Rambling Tours - 6 Nights - $508
1985 - TAMARAC TOURS - 7 Nights - $549
1987 TAMARAC TOURS - 7 Nights - $579
1987 - Rambling Tours - 6 Nights - $349*

Note: *PRICES AS OF 2 JANUARY 1987 subject to change.

Gen and I will be looking forward to seeing you in England in May.

Harold C. Rutka

ROSE'S CORNER

Rambling Thought:

Starting this New Year, here is my plea,
Lord, make a better writer out of me!!

It is said that reading is one of the true pleasures of life because it annihilates time and space for us. I do hope that you all find a lot of pleasure reading the Mendlesham Memories.

Our mailbox was stuffed during the holidays with beautiful cards from many, many of you. We thank you for remembering us. I had asked you to send stories on how the two of you met and here's the first:

Kay met Milton Hansen at a wedding rehearsal for Milton's brother and Kay's sister. Kay and Milton were married eight years later! Terrific!! I'm hoping that more of you will write and let us know.

Bob and Esther Wright sent us a card from Maui. Must be nice to loll around in the sun right now! (Feb.) Beryl and Paul Anderson wrote to say that they stayed in Colorado after the reunion and found the grave site of Paul's grandfather. Visited relatives there, then on to Salt Lake City, the cleanest town in the U.S.A. Audrey Gibbs sent a short note in a very pretty card. Thank you, ladies, and don't stop now! Until the next issue, wear a smile; it doesn't cost a thing!

Rose Baldea

Notes From Here And There

Mr. Russell J. Zorn of 1561 Meadow Drive, Alden, NY. has asked our aid in getting information from crewmembers or others who can describe events leading up to specific events of the 34th B.G. They are:

1. B24 - Crash landed at Silchester, June 24, 1944
2. B24 - Crashed at Dungeness, June 22, 1944
3. B24 - Crashed/Burned at Hadlow, July 27, 1944
4. B24 - Plane crashed at Holt, Aug. 24, 1944 after crew bailed out.
5. B17 - Crash landed one mile from Ibstock, Oct. 2, 1944
6. B17 - Crash landed at Halesworth, Oct. 8, 1944

If you can furnish him any information on the above, contact him directly.

See You All At King of Prussia In September

Lifetime Memberships

Vern Ames
Keith Anderson
Sam Baglio
Eli Baldea
Cleo Baughman
John Blair
Lloyd Boreen
Homer Brown
Ralph Bush
Paul Buss
Carroll Forister
William Garrison
Robert Gay
George Gerlach
Robert Gradin
Wm. "Pete" Gray
Charles Gregorski
Jack Hood
Wayne Howarter
Seymour Isaacs
Marvin Jalving
Dexter Jordan
Warren Kiley
Edwin King
Emmet Klusmeyer
Ken Lockwood
James Martin
Randy Martin
Walter McAllister
Robert Nendel
Juan Perez
Arthur Poulos
Harold Province
John Rosequist
Donald Shee
Robert Steiner
John Strona
Ray Summa
Roy Tavasti
Kenneth Ulam
Doug Underwood
Karl Wallace
Clyde Willis

New Members

CHAMBERS, WILLIAM H.
297 Hickory Hill
Chagrin Falls, OH. 44022

CHANCEY, KENNETH
Rte. 1
Patterson, GA. 31557

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Hot Springs, AK. 71913

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22378 Spencer Lane
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Miami Shores, FL. 33313

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41 Plata Ct.
Novato, CA. 94947

PRUETT, AL. E.
14414 East Ridge Road
Whittier, CA. 90601

WARGO, PAUL
Box 14, Centre St.
Quakake, PA. 18245

HAMILTON, JAMES E.
612 Marion Ave.
Springdale, PA. 15144

LAWLER, MARK
2380 E. 74th St.
Brooklyn, NY. 11234

NASH, JOHN H.
254 Williams Rd.
Rosemont, PA. 19010

SCULLY, RICHARD F.
5 Stonnington East
Fairfield, OH. 45014

WILSON, JOHN H. JR.
135 So. Tamela Dr.
Chicago Heights, IL. 60411

Address Changes or Corrections

(Changes Underlined)

Abraham, William 402 W. Dewey Camp Rd., Florence MS. 39073-8647
Alvord, Fayne, Box 241, Blue Ball, PA. 17506
Anderson, Cecil, 8720 Griggs Ave., Circle Pines, MN. 55014
Anthony, Thomas P., 1911 Camino De La Costa, Redondo Beach, CA. 90277
Applegate, Ralph, 4432 York Rd., South Bend, IN. 46614
Barclay, Charles, Rte. 1, Box 105A, Clinton, KY. 42031
Barron, William, 330 Cass St., Crete, IL. 60417
Bassett, Robert, 500 So. Cotner Blvd., Lincoln, NE. 68510
Berglund, Fred, 6796 Gasparilla P. Blv. U26, Englewood, FL. 33533
Brietschwerdt, Edward, Rt. 1 Box 110, E. New Market, MD. 21631
Buona, Ralph L., P.O. Box 813, Waterford, PA. 16441-0813
Burke, Gerald, 508 Snead Dr., Fairfield Gld., TN. 38555-7718
Dickens, Foster, 3406 Lehigh Ct. (Alpha Village Estates) Zephyrhills, FL. 34248
Donlon, William, P.O. Box 2212, Pineland, FL. 33945-2212
Dwyer, John R., 43 La Villa Way, Ft. Pierce, FL. 33451
Ellis, Charles W., 1210 Larkspur Dr., Scottsbluff, NE. 69361
Guinn, Byrd A. Jr., P.O. Box 505, Maud, OK. 74854
Hansen, Timothy, 189 Floral Ct., Lancaster, PA. 17602-3451
Harris, Dexter, 26 James Rd., Weymouth, MA. 02189-1059
Hassett, Bob, 205 Central Ave., Houma, LA. 70364
Henson, Harold L., 5614 Santa Monica Dr., Tampa, FL. 33615-4140
Hood, Ken, 10030 E. Chestnut Dr., Sun Lakes, AZ. 85248-6812
Hosack, Vincent J., Tower of Windsor Park, Toledo 9C, Cherry Hill, N.J. 08002
Kelhart, Robert E., 13 N. 13th St., Apt. 1, Allentown, PA. 18102-4340
King, Thomas, 2640 Paragon Dr. #D, Colorado Springs, CO. 80918-6927
Knowlton, Robert, 3434 Grove St., Lemon Grove, CA. 92045-1887
Kovach, Alexander, 6 Pin Cherry Ln., Pinehurst, N.C. 28374-8365
Levi, Myron, 1444 County Center Dr., Visalia, CA. 93277-4228
Logan, William, 403 Nevada Ave., Ventura, CA. 93004
Lyle, Rhein, 967 Sterling Ave. N., Maplewood, MN. 55119
Mangan, John, 1101 Washington, Gloucester, MA. 01930
Maroney, Jerome P., 349 Hambletonian Dr., Oak Brook, Il. 60521-2645
Nass, Melvin, 4400 Philadelphia #167, Chino, CA. 91710-2232
O'Hara, Charles, 1333C Shady Pine Way, Tarpon Springs, FL. 33589
Roddy, Douglas, 2194 Johnson Ferry Rd., Atlanta, GA. 30319-2558
Ross, John J., 500 N. Broadway #245, Jericho, NY. 11752-2111
Sacherman, Lee E., 21801 Burbank Blvd., Woodland Hills, CA. 91363
Santiserio, John, Box 329, Stuart, FL. 33495-0329
Schifani, Dante, 9810 Zelzah #122, Northridge, CA. 91325
Schnittgrund, Bob (Mrs.), 651 Adagio Way, San Jose, CA. 95111
Schultz, Robert C., 4327 Ravensworth Rd. #222, Annandale, VA. 22003-5633
Spilker, Gordon, 17333 Brookhurst St. #E-5, Fountain Valley, CA. 92708-3721
Squyres, Eddie (Mrs.), 8210 Twining Oaks, Spring, TX. 77379-4567
Stevens, William, Rt. 1, Box 229 A3, Sunrise Beach, MO. 65079-9801
Szaras, Adolph Jr., 215 North Seine Drive, Cheektowaga, NY. 14227
Thompson, Clifford A., 2644 Washington, Lincoln, NE. 68502
Vannater, Earl, 214 Park, Harrison, MI. 48625-8622
Webster, George, 11566 Sandpiper Way, Lake Wildwood, Penn. Valley, CA. 95946
Wissman, Don B., 1970 Autumn St., Titusville, FL. 32780-6001
Young, James A., 714 Broadway, McKees Rock, PA. 15136

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

by G.F. "MAC" KEECH

I read in one issue of "MM" that the 34th B.G. was the first unit to use Mendlesham as an air base. This is not quite the case as, when I was posted there to set up the station for you people, there was a Czechoslovakian squadron, the 134th Fighter Squadron. They were equipped with "Spitfires" and were preparing for the big operation in North Africa, code-named "Torch."

The wing commander in charge invited me to come to the runway one afternoon to see how he got his squadron quickly into the air. I was shocked to see six planes at each end of the runway, facing each other. They took off in threes towards three other planes coming in the other direction and had near misses all the time. As I watched what was going on my hair was standing on end, but the Wing C.O. was as cool as the proverbial cucumber!! It was a day of practically calm conditions. I asked him what would happen if there was a breeze blowing, and he replied "Ah, that is a different matter, but we manage somehow." I never heard how they managed in North Africa, but they were a good bunch of lads.

Also while I was there, I was sitting in one of the huts this crowd was using as an officer's mess. I heard voices outside the door. This went on for some time, so I eventually went out to see what was going on. There were four young officers from your B.G. advance party. I asked them why they stood in the passageway instead of coming inside the hut. One of them replied, "We couldn't come in when there was a four-star general sitting beside you." This four-star was a Czechoslovakian major of the ground staff.

* * * * * * * * * * *

by W. "PETE" GRAY

In Bob Springer's article, he mentions the Chinese kid who was a sheet metal worker over in the 18th Squadron. Now I never knew the kid but had heard about him just a year or so ago when a few of us from the 34th were having a little get-together down here in Richmond, Va. Grady Deatherage and myself were there from the 7th Sqd. along with Ray Summa, Francis Bristow, and Junius Cobb and several others from the 18th Sqd.

During the festivities someone mentioned the Chinese kid, named Wong, and recalled that he had taught some of them how to sing "Pistol Packin' Mama" in Chinese! But when they tried to recall how the words went, after some forty years, they had a hard time getting it all together.

Now picture, if you can, a half dozen or so gray-haired, bleary-eyed ex-G.I's, late at night in the back room of a restaurant in Richmond, Va. singing at the top of their lungs the Chinese version of "Pistol Packin' Mama!" The first time around they struggled through it, but the second time they were more sure of themselves and began to really cut loose. On the third try, they had the windows rattling! And when they had finished, they all let out a cheer; they were pleased and delighted with themselves and what they had just done!

Ray Summa told me later that he had tried to locate the Chinese kid, who was from San Francisco, but had to give it up. It seems there are between 5 and 10 thousand Wongs in the San Francisco phone book, enough to have a phone book of their own!

Tony Lauby & Ben LeBailey reminisce about the old days.

Taps

BALLESTEROS, ROBERT
New York, N.Y.

HOOVER, THOMAS J.
Shamokin, PA.

KALCHTHLER, JOHN
Pittsburgh, PA.

LOMBARD, MICHAEL
Watervliet, N.Y.

MOORE, ROBERT F.
Dallas, PA.

REYNOLDS, WILLIAM G.
W. Conshohocken, PA.

SCHAFER, GUSTAV
Nordman, ID.

SCHAFFER, JAMES
Dale City, CA.

WILSON, CURTIS
Kershaw, N.C.

ZARFOSS, CLAIR H.
York, PA.

Memories

DARRELL BULIS, Early, TX.

On Dec. 5, 1944, we had not finished our combat training yet and were scheduled to go up to the "Wash" to bomb sea targets. Someone in the "Head Shed" goofed and set us up for the real thing. Lt. Sheesley asked the crew what we wanted to do and we decided to go for the real thing. So we kept our mouths shut and went to Berlin and did our job.

When we arived back, there was a Colonel waiting for us and, boy, was he mad. "Where the hell have you been?" We said "Berlin." "But you are not combat qualified - Uh - but I guess you are now!" I believe we were the only crew that never bombed targets on the wash.

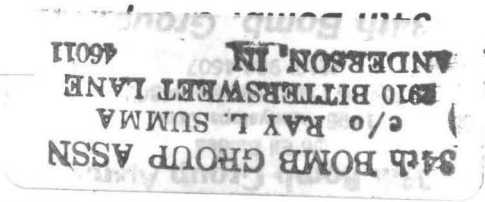
ROLAND HACKLER - Tulsa, OK.

John Kendricks and I (prop-shop mechanics) wanted to build a tandem bicycle. We got two single bike frames, cut the necessary parts from each and welded it all up into a tandem. To make the bike work, we needed three 48 tooth sprockets, a spindle to mount two of the sprockets and a rear-wheel sprocket to work as an idler gear to take up the slack out of the

(Continued on Page 12)

Address Correction Requested

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944



(Continued from Page 11)

long chain from the front pedals to the rear pedals.

We went to the bike shop in Debenham and told the owner what we needed and why. His comment was, "It simply can't be done." But we did. Our first ride was to the bike shop in Debenham. The owner asked, "Can I help you, Yank?" I said that I had a bit of a problem with my bike. He walked out with me, took one look at the bike, and went back into the shop muttering. We rode that bike all over until we wrecked it on V.E. Day.

WALTER FELKER - Orlando, FL.

Vince Doran's article in the last MM immediately attracted my attention. My ever diminishing memory recalls a similar - if not the same - incident.

On a truly dank, dark, and dismal February morning, our crew was scheduled to fly as deputy lead for the 391st Sqdn. The weather was absolutely abominable. We lined up for takeoff on the extreme right ege of the runway behind the lead, who was on our left side. Our technique was for me to line up, set my directional gyro, and literally make a "blind" takeoff. Our right-hand man, Phil Howard, would open his side window and try to maintain visual contact with the right-hand edge of the runway as a further aid to keeping us on the fog-obliterated strip.

The tower issued the takeoff signal and the lead aircraft immediately, totally vanished down the runway with "Old Dad" in hot pursuit! Somehow, our tail wheel had gotten over the right-hand edge of the runway. I honestly do not know if it was off before I started our takeoff roll or slipped off just as we started our acceleration. After moving along a little way, I felt the need to make a slight course correction to our right. Of course I could not, because the tail wheel was held firmly fixed along the runway edge as we had not quite attained the speed at which the tail wheel rose from the ground, and the rudder became effective for directional control. So there I was, putting an ever increasing pressure on the right rudder when we reached "tail-up" speed. Instantly the tail wheel popped above the edge of the runway and the full right rudder threw that old B-17 into the most abrupt and violent right hand turn that anyone had theretofore experienced in an aircraft of that size. We also came to a very abrupt and violent halt as our heavily laden aircraft hopelessly mired down in the winter muck. Naturally, our momentum was such that our nose dipped sharply down, thrusting our tail gunner, Paul Buss, about thirty feet into the air and then slamming him (and the tail) back into the sloshy winter mud. Paul was born and reared on an Ilinois farm, but I am certain that he never in his life felt any closer to the sod then he did at that exciting moment.

MILTON BRAVEMAN — Harrisburg, PA.

As I remember 25 Oct. '44. The 34th B.G. is to lead the 93rd Bomb Wing who is leading the 3rd Air Divn. and the division is leading the 8th Air Force. Our target: Oil processing and storage facilities along the south bank of the Elbe at Hamburg. Two crews, one piloted by Bowen, the other by Sheridan, are called out for a special briefing. I was the navigator on Jim Sheridan's crew. Instead of carrying conventional bombs, our bays are loaded with bombs filled with radar-confusing chaff.

Fifty miles before the IP point, our chaff-laden B-17s increase the indicated air speed to 180 knots (30 over the standard 150) and climb to be at 30,000 feet over the IP 3 minutes before the main body of bombers. With bomb bay doors open and heading directly at the target, we start a rapid descent and toggle our chaff bombs at 30 second intervals. As we approach the target, we can no longer see the bombers behind us through the solid black sky from the flak batteries clobbering the chaff which has set up a dense protective screen for the bombers.

We, depicted at the apex of the images on German radar screens, are taking a heavy pounding. Bowen has two engines damaged and starts dropping rapidly. We stay with him. Bowen's crew jettisons all movable items to lessen the weight. He has trouble feathering one of the two damaged engines. We are now too low to rendezvous with the group.

We reach the North Sea at 12,000 feet. The Frisian Islands are in the distance to our left. Jim asks for our position and calls, "Little Friend, Little Friend, we're at 9,000 feet, 70 miles west of Control Point C. We're alone and lonely." In what seems like seconds, 2 P-51s drop through the clouds and position themselves off our port wing. Can you imagine a more beautiful sight? Bowen is now able to maintain altitude with his lightened craft, but he relies on us to escort him back to England. Soon, we are in Gee box range and can pinpoint our positions until we hear the most welcomed "Hello Stiffstarch, this is Laurel G George, requesting landing instructions.

The following morning at the mess hall, Bowen's navigator (regrettably, I don't remember his name) thanks me for accompanying him home.

VOLUME IX NUMBER 2 JUNE 1987

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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Sam Baglio	(717) 654-0205

OBSERVATIONS

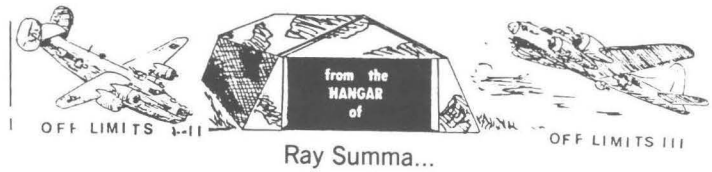
Joy to the world!! Spring has come with all those goodies that follow. I've begun my gardening and am already dreaming of reaping the fruits of my labors.

Our friends from Mendlesham, Fred and Margaret Maundrell have visited with us for two weeks and it was a very pleasant experience. It was most interesting comparing our individual lives; you know, the small things that occur in everyday life as it is lived in the two countries.

We spent a week in Florida, visiting with Walt and Ruby McAllister, saw Disney World's Magic Kingdom and Epcot Center. We also visited NASA's Cape Kennedy and spent some time with our three kids in Orlando and Palm Bay. We finished that trip with a couple of days at our condo on the Gulf of Mexico near Clearwater. A fine time was had by all!

And now to matters of importance to the 34th B.G. First of all, our publishers are looking for a suitable name for our new 34th Bomb Group Book. Bring any of your ideas with you to the reunion or, if you can't attend, mail it to Walt McAllister, 4063 Summerwood Ave., Orlando, FL. 32806. Also, many of you have a winter hideaway where you spend those months away from your permanent address. We are receiving far too many returns of our December and March issues marked "Temporarily Away." Our mailing permit does not include forwarding. All we can expect from the Postal Service is an address correction and, even then, we often don't get one. Please, if you have a winter address, get it to me. We have two sets of mailing labels, one for the June and September issues and one for the December and March issues. We'd like to make sure that you get your copy of Mendlesham Memories but, if we can't find you, that may be impossible. I repeat, if all of you with temporary winter addresses would please notify us, we can try to make sure you get your newsletter.

Again, with this issue, you will find reservation forms for the activities at our reunion in King of Prussia, PA. in September. Unfortunately, in the last issue, our printer put mail-in forms back-to-back and you could use either one or the other, but not both. We've corrected that problem with this issue. Also, by now, you have received a separate mailing from our reunion committee which clarifies some of the misunderstandings that were in the last mailing. Keep in mind that we will have the election of officers at the reunion. We're hoping to see and meet all of you there. You'll have a ball!



Ray Summa...

This has been a very eventful spring for us. Herb and Anne Hall from Scotville, MI. visited us one day in April. We talked about old times with the 34th B.G. in England. We attended the Indiana chapter of the 8th AF Historical Society meeting at Bloomington, IN. one Sunday and met Dale and Marge Finley from Carothersville, IN. We had a real nice visit with them and enjoyed the dinner and meeting afterwards. More of you from Indiana should come to the meeting next fall. I will send you the date.

I wish to make a report at this time. We have 631 paid members for the year 1987 plus 50 paid for 1988. Several have paid their 1989 dues. There are now 49 LIfe Members. Quite a few names will be eliminated from the mailing list this time for failure to pay their 1987 dues. Remember this, your 1987 dues must be paid in order for you to attend the reunion. PLEASE PAY YOUR DUES!

We had a fun day at Union Station in Indianapolis, IN. with Rose and Eli Baldea. While Eli and I sat and people-watched and talked about the 34th B.G. newsletter, the gals took in all the shops. How was the fudge, Rose?

Hannah and our daughter held a garage sale and I was afraid to leave the house lest they sell off all my fishing gear and clothes. Didn't have to worry, though, as no one seemed to want my old clothes. Anyway, we did get the attic cleaned out.

Then, in May, we took off for our favorite playground, Atlantic

(Continued on page 2)

From the Hangar of Ray L. Summa

(Continued from page 1)

Beach, N.C. Dex and Beulah Jordan had told us to advise them of any impending visit and they would set up a meeting of 34th people in the surrounding area. Dex really knows how to set up a party. We had 14 people at the meeting in the Hampton Inn at Charlotte, with everyone telling his version of the Big Flight and events of the 34th when we were together at Blythe and Mendlesham. Attendees were Dex and Beulah Jordan of Hunterville, N.C., Al Giardini of Ft. Mills, S.C., Bob and Liz Campbell of Florence, S.C., John and Helen Wolf of Southern Pine, N.C., Ken and Eileen Anderson of Greensboro, N.C., Fred Simmons of Ashville, N.C., Pete Gray of Virginia Beach, VA., Graem Yates of Charlotte, NC. and Ray and Hannah Summa of Anderson, IN.

We had been invited, by Lt. Carroll of the Base Public Affairs Office, to visit Pope A.F. Base at Fayetteville, N.C., and we did after leaving Charlotte. He told us this was a great week at Pope because the International Air Rodeo had been going on all week and we were in time to view the presentation of the trophies at ceremonies that afternoon. This is an annual affair at Pope with teams from MAC bases all over the world competing. The rodeo consists of supply dropping, precision flying and droppng of airborne troops. We were directed to the grandstand where the Bob Hope Birthday show had been taped the previous Sunday. We didn't get to see the show live, but we did on TV. We sat among all the officers from countries with teams participating. Wherever I looked there were stars and bars; 4-star generals down to One-star generals and on down to lieutenants all around us. I've never seen so much brass at one time unless it was at the Pentagon. The West German team took the Grand Trophy but don't fret, guys, they were trained by our men.

At Atlantic Beach, someone must have told the fish I was coming and they disappeared. All I got were sharks and skates,

Ed Hiltner, England, 1944

Ground crew of J. C. Smith's aircraft. 1944

and plenty of them. Anyway, the peacefulness of the beach and ocean were worth the trip.

We had a fun day visiting with George and June Ritchie at their place near Bogue Sound just off the ocean. Kivett Ivey, one of George's original crew members and his wife, Lucille, came down from Goldsboro to visit while we were there. You can just imagine the stories that were told. I had hoped George had tied some fish up to his dock, but again, no luck for me. He had set his crab traps and had several crabs in them when we arrived. We ate crab for dinner that night and really enjoyed the visit with George and June and Kivett and Lucille.

On the way up I-95, the traffic was bumper to bumper with cars heading towards the events honoring our fallen men from all wars at Washington, DC. About 20 miles north of Richmond, VA. we decided not to fight the traffic anymore and turned west on I-64 towards home. It's great to be back but, oh, the letters! I am still trying to answer them as I'm writing this.

Our oldest grandson's graduation is this June and it reminds us of long ago for my Class of "32" 55th reunion will be held this July. Enough of this. Please make an effort to attend the reunion at King of Prussia, PA. on Sept. 10th to 13th. Also get those photos and stories in for our new book. SEE YOU ALL IN KING OF PRUSSIA IN SEPTEMBER.

Don't Forget Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

News from Here and There:

We have received information regarding availability of Military Ceramics including cups, dishes, ash trays, plaques, etc. which can be obtained. Anybody interested can write for a catalogue to:

MILITARY SUPPLY COMPANY
P.O. Box 286
Gainesville, Florida 32601

* * *

In our September issue we related news as to locating a friend. Vince Doran has advised us that it was not quite right. His method follows:

1. Send a check in the amount of $3.50 made out to AFO, Randolph AFB, Texas.
2. Send self-addressed, stamped envelope for their reply.
3. Write a letter to the person you are looking for, enclosed in a second stamped, un-addressed envelope.
4. Send all the information you have about the person you are looking for: full and correct name, rank or grade, service number, social security number, etc. (for Air Force personnel only)
5. Mail all this to:

AFMPC/DPM003
9504 IH 35 NORTH
SAN ANTONIO, TX. 78233-6636

* * *

We are in receipt of a letter advertising a new book. It is called "IN THE PRESENCE OF MINE ENEMIES," the story of an American Army Chaplain in World War II German prisoner-of-war camps, 112 pages, soft cover, with pictures. If interested, send $5.00 plus $1.00 for postage and handling to:

Eugene L. Daniel Jr.
5311 Robinhood Road
Charlotte, N.C. 28211

* * *

Frankie L. Champion writes that he flew two missions without receiving credit for them. He flew as a replacement ball turret gunner with two crews of the 4th Squadron. He remembers the missions but not the names of the crews he flew with. The missions were:

Aug. 3, 1944, Marshalling Yards at Brussels, Belgium.
Aug. 5, 1944, Airfield at Halberstadt, Germany.

Anyone who can provide information as to the crews he flew with is asked to write him at:

Frankie L. Champion
Rt. 3, Box 47
Morton, MS. 39117

* * *

There are now available many video tapes of World War II. If you are interested please write for a descriptive brochure and price list to:

Mike Weber
30 Sunny Hill Ln.
Dry Ridge, KY. 41035

ROSE'S CORNER

Due to the fact that Eli and I did not go to England this year, our British friends, Freddie and Margaret Maundrell, came to visit us and we were delighted!

Five years ago, during our stop in Mendlesham, we, along with Bill and Viv Creer, walked up a to a big tudor-styled house, knocked on the door and asked if we may see the inside of a typical English home. This lovely lady said "Yes" and that was the beginning of a friendship which is unique. Many letters were written and we had another visit just two years ago during the 34th reunion there.

Last year Freddie retired and they sold Weald House, the home we visited. He and Margaret decided that now was the time to make that trip of a lifetime. I had mentioned that they couldn't die before they visited Disney World's Magic Kingdom and Epcot Center, as well as NASA's facilities, so we all flew to Florida where our host and hostess, with the mostest, Walt and Ruby McAllister, showed us how to get around with the least waiting in line. The Maundrells were really impressed with the efficient way we handle crowds here in the U.S. Of course, Disney is tops in the field. So after a week in Florida, we returned to Indiana where we rested for a few days and then, reluctantly, bid them farewell until our next trip with the 34th to England. It was a great "wonderment" (Freddie's favorite word) for them and us!

We're waiting with great anticipation to see you all at the reunion in Pennsylvania.

Jim Troup & Herbert Hall, England 1944

Notes From Our Friends

WALTER STURDIVAN — Stockton, CA.

Just received the M.M. today and have already read it from cover to cover. While glancing through it the first time, it was with gratification I came across my picture with the "Monkey Suit" on. I don't know what happened to those heavy sheep-lined suits after we got to Mendlesham because we were issued heated suits. Perhaps some of the ground crew members could tell me. I think they know what it was like to wear "fur." I did keep my boots and wore them on missions.

* * *

CLAUDE H. GIBBS — Catawissa, MO.

In my opinion, the Mendlesham Memories far surpasses any other organization's publication that I have seen. It is a joy to read.

Ed. Note: This is nice to hear. We just had to crow a little.

* * *

MILDRED R. GRIFFITH — Lansford, PA.

It is with a very sad heart that I get this letter off to you. I lost my dear husband, John G. Griffith. We had 39 good years of marriage although he was ill since he was in his early thirties. He died March 20th in Chester, PA. at the age of 61.

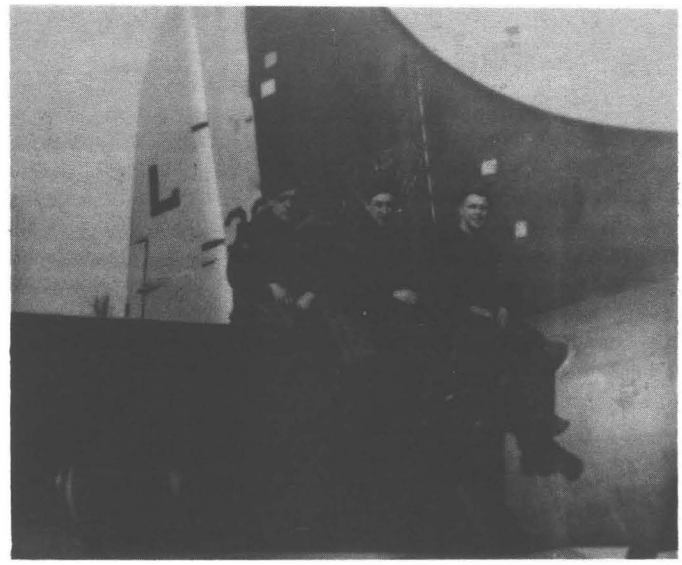
* * *

BETTY R. MOORE — Maiden, NC.

My husband, Benjamin D. Moore, passed away July 3rd, 1986. He was buried with military honors at his hometown, Greenville, NC.

* * *

Walter Sturdivan at Blythe, Calif.



King, Sothern & Simpson on Rear Stabilizer

FRANKIE L. CHAMPION — Morton, MS.

I remember one night at Mendlesham that was a madhouse. There were enemy fighters in the area and all the air fields closed down. They cut off the lights and told us to "get the hell out of here!" We wound up on the other side of England at some RAF base that opened up for us. There were about 18 planes landed there that night, some B-24's and B-17's. All of us were just about out of fuel. I never did find out who the enemy hit that night but it wasn't us.

If anyone knows of a photo of our old B-24 at Blythe by the name of ' Blue Goose," I would sure like to have a copy of it. It was the first B-24 I had ever flown in.

* * *

CAROL (LLOYD) ELLIOTT — Oklahoma City, OK.

Last April, the "Flying Dutchman" crew got together at our house for their first reunion. Lloyd Elliott, Ervin Hankin and Reid McCloskey. The original crew was shot down over Kiel in January, 1945. Pilot Clair Zarfoss, bombadier Reid McCloskey and tail gunner, Lloyd Elliott were not with the crew that day, neither did they fly the "Flying Dutchman." Ervin Hankin and Clayton Irwin were the only two to bail out. In Lloyd's and my travels we have visited either all of the survivors or their mothers. Clayton Irwin passed away in 1970 and Clair Zarfoss in 1979. While at the Maddingly American Cemetery, I found the name of the pilot that fateful day, Jacob Raver, buried at Arnheim. Also, at St. Pauls Cathedral, I found the name of Johnny Singer who also went down that day.

* * *

RALPH BRUNE — No. Myrtle Beach, SC.

On receiving the latest Mendlesham Memories, I was very pleasantly surprised to see a picture of my old airplane in it. I was sure glad you didn't cut me off for non-payment of dues. The plane was Dynamite-N-Dodo and I sure loved seeing it again. I was wondering who sent in the picture. Just can't remember who the flight crew on it was.

Would sure like to compliment and thank Ray and Eli for the great job they do on the association's work and the newsletter. Keep up the good work.

(Continued on page 5)

Notes From Our Friends

(Continued from page 4)

CLARENCE SQUIRES — Cainsville, MO.

I'm getting so I get my feet tangled up every once in a while. Fell and broke my left wrist in November with a sack of groceries in my arms. Still not able to use it much.

Last fall we had, as visitors, Steve and Emily Bialas and, in January, Lester Thompson stayed with us for about 3 hours. Sure wish I could get out on the road, but I just don't feel like it anymore.

Tell Junius Cobb and Hank Jergens "Hello!" for me. I'm going to look up Wes Franklin at the V.A. Hospital in Des Moines if I ever get there.

* * *

RALPH HARTMAN — Ballston Lake, NY.

My last letter (2 years ago) was to advise you of the loss of my right leg (below the knee) from a blood clot. Today I'm teaching handicap skiing — which says it all!!

* * *

WILLIAM J. DONLON — Pineland, FL.

The news letter arrived as usual and it contained good reading again. I look forward to its coming and read every word. Those of you who make this possible are to be thanked time and time again.

As you have already noted, I have moved to Florida: Pine Island, which is close to Ft. Myers. We have built a home on the golf course, just a block and a half from the marina. I bought a small boat and spend time on the water fishing the sound when I'm not on the golf course. Tough decisions to make every day. Do I go fishing today or do I play golf? Some days it's just too much and I either sit in the shade and read or go for a swim. It's a great life. One of the best decisions I ever made, retiring. For the first time in over 40 years I have the time to do the things I enjoy without feeling guilty, or failing to do something I should be doing.

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

From: VINCE DORAN, Anchorage, AK.

There were no sanitary facilities built into the B-17. You might think that was a pretty harmless omission, particularly when our missions to Germany lasted from six to ten hours. But since Boeing had also left space heat out of the plane, a system would have frozen and busted anyway. At the altitudes we flew, it was always at least fifty degrees below zero.

So we had to come up with our own solution to the problem. It was not practical to dehydrate yourself; you would become weak. We settled for empty hydraulic fluid gallon cans. Urinating was the concern. The Germans kept scaring it out of us.

It became the engineer's added duty to hand the can to the pilots on request. This did not appeal to him at all. He said "It is downright humiliating and beneath my dignity!" We agreed with him and sympathized, but he had a longer oxygen hose than we had which gave him more mobility. He grumbled, but we couldn't think of any other way. It was embarrassing for us, too, to have to be exposed like that. Besides, we were the ones likely to get frostbite, or stuck to the neck of the can. War has many hazards!

* * *

In March, 1945, exalted headquarters could see that the war in Europe would soon end. They sent instructions down to the Groups to interview the troops and make recommendations as to who should be invited into the Air Corps for post-war careers.

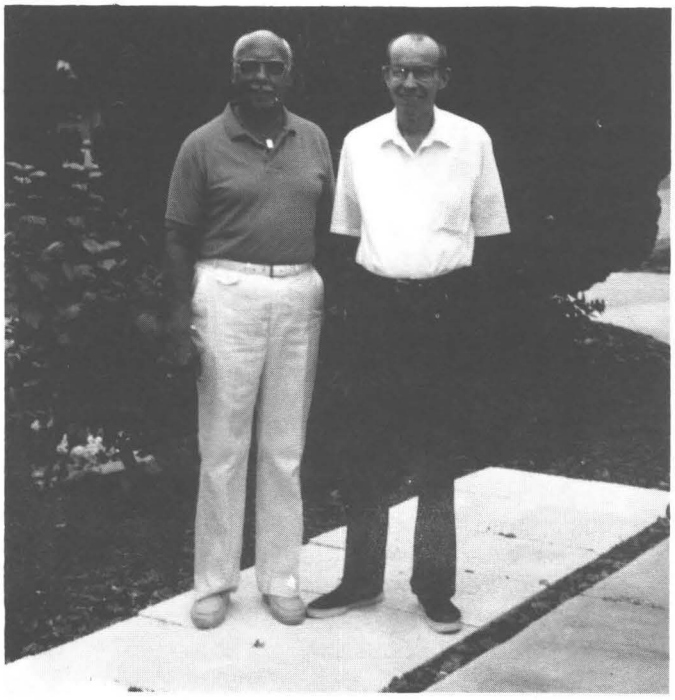
At Mendelsham, the squadron commanders conducted the personal interviews. When it came to my turn to be queried, I hauled myself up into a position of rigid attention (30 mission version) and responded manfully in my quavering tenor to Bucky Freeman, "Sir, I am a temporarily displaced civilian." He withered me with his famous pitying stare and barked, "Get out of here!" I am almost sure he reported I was not suitable career material.

Standing L.-R.-Jim Kenny, George Muellerschoen, Bill Gombos, Conley Ferguson.
Kneeling L.-R.-James Beugler, Ray Snow, Roy Smith, ? Johnson, Ernie Waite

Then and Now

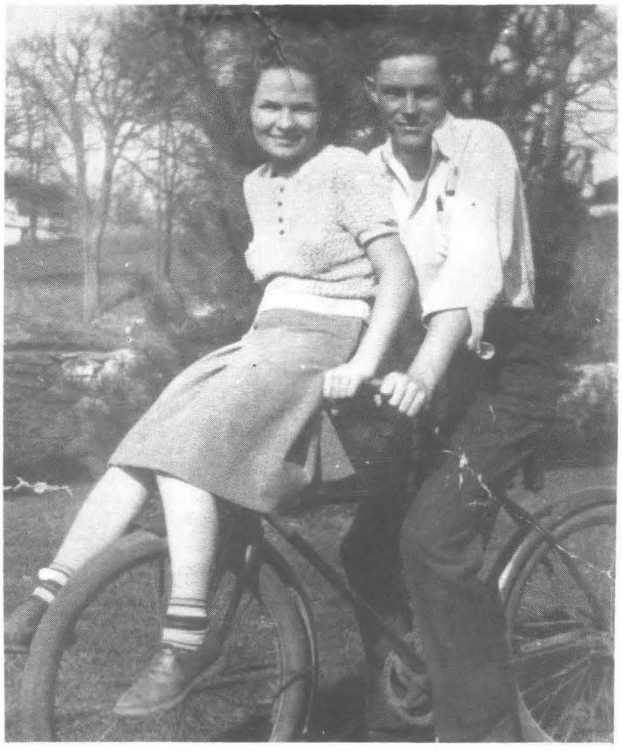
Bob Wright & David Sigourney

1944



1987

Claude & Audry Gibbs



1940

1982

Address Changes or Corrections

(CHANGES UNDERLINED)

Abraham, William, 317 W. 2nd Street, Clarksville, MS. 38614-4019
Alvord, Fayne, Box 125, E. Earl, Pa. 17519
Baker, William V., 5617 W. Roma Avenue, Phoenix, AZ. 85031
Bloczynski, John, 612 So. Cherry Avenue, Marshfield, WI. 54449
Breitschwerdt, Ed, Rt. 1, Box 110, E. New Market, MD. 21631
Busse, Arthur W., 5380 East Honeywood Lane, Anaheim, CA. 92807
Couse, Conway, 3022 S.E. 18th Ave., Cape Coral, Fl. 33904
Crisp, Harold Jr., RT. 3, Box 1143, San Antonio, TX. 78218
De Hann, Ben F., 815 Duke Drive #402, Grand Forks, ND. 58201
De Santia, Lou, 266 Briggs St., Syracuse, NY. 13208
Derenge, Michael, 18249 Steele Avenue, Port Charlotte, FL. 33948
Dwyer, John R., 143 La Villa Way, Ft. Pierce, FL. 33451
Frangella, Patrick, 250 El Dorado #C-119, Webster, TX. 77598-2212
Friedal, James, Route 13, Box 19, Spartanburg, SC. 29303
Friedal, John, 6848 Sherburne Drive, Dallas, TX. 75231
Furlo, Vince, P.O. Box 310, Carrolton, MI. 48724
Gardner, Merlin M., 5308 E. Countryside, Wichita, KS. 67218-4410
Hansen, Timothy, 189 Floral Court, Lancaster, PA. 17602-3451
Hudelson, Mrs. Ray, Candlewood Pl. Bld. 4405, #201, Rapid City, SD. 57702
Hurley, Floyd, 2531 - 57th Ave., Sacramento, CA. 97515
Israelsen, Allen O., 1515 Interlachen Dr. #526, Silver Springs, MD. 20906-5641
Johnson, Roy D., 2030 So. Jay Way, Lakewood, CO. 80226-2517
Koppen, Robert, 9942 N.E. 4th Ave. Rd., Miami Shores, FL. 33138
Labuda, Steve, Box 402, Yukon, PA. 15698
Martin, Howard, 1346 Whitman, Walla Walla, WA. 99362
Ostrom, Thomas, 483 Erickson, Whitehall, OH. 43213-2836
Poulos, Arthur, 80 Fernwood Road, Lynn, MA. 01904
Revetti, Joseph D., 1605 W. Hampton Dr., Youngstown, OH. 44515-3860
Rhein, Lyle, 967 Sterling Ave. No., Maplewood, MN. 55119
Sacherman, Lee E. 21801 Burbank Blvd. #89, Woodland Hills, CA. 91363
Schommer, Paul C., RR #1, Box 274-C, Rush City, MN. 55069-9774
Simpson, Robert F. Jr., 7044 E. 71st Court, Tulsa, OK. 74133
Spilker, Gordon, 17333 Brookhurst St. #E-5, Fountain Valley, CA. 92708-3721
Sugarman, Sidney, 6543 Overland Dr., Delray Beach, FL. 33445-1557
Vronz, John, Rt. 3, Box 331, Liberty, MO. 64068
Wagner, John L. 15250 Old Oak Ranch Rd., Sonora, CA. 95370-8501

NEWLY FOUND

BLUM, ROBERT T..Rd. 8, Box 8097, Stroudsburg, PA. 18360
BROWN, JACK N. , Box 66, Prairie Hill, TX. 76678
BUCKNER, ROBERT, 125 Kathleen, Pittsburgh, PA. 15211
CHAMPION, FRANKIE L., Rt. 3, Box 47, Morton, MS. 39117
COLE, DAVID C., 33 Bittersweet Rd., Fairport, NY. 14450
CONNOLY, JOHN M., 78 Codman Hill Ave., Dorchester, MA. 02124
DIXON, BILLY V., 296 No. Calle Del Santo, Green Valley, AZ. 85614
EASTON, ERIC, Star Rt. 4, Box 37, Everett, PA. 15537
GIVEN, RICHARD, Box 716, Silver Star, MT. 59713
KINTZEL, GUY, Rd. #5, Box 179, York, PA. 17042
KOHR, CHARLES, 6490 Franklin Lebanon Rd., Franklin, OH. 45003
MEIER, GEORGE, 605 So. 6th St., Hamilton, MT. 59054
MORRISON, DON, Rt. P.O. Box 196, Pana, IL. 62557
PUFFER, DONALD L., P.O. Box 202, Cape Porposie, ME. 04014
REGAN, WILLIAM, 18851 Medford Ave., Santa Ana, CA. 92706
REISS, LEONARD, 69 Bank, New York, NY. 10014
RUBLY, RICHARD, 1510 S. Bascom Ave. #122, Campbell, CA. 95008
RYLANDER, PAUL J., 20 Chandler, No. Providence, RI. 12911
SIMPSON, ROBERT M., 150 Kern St. #2, Salinas CA. 93905
TATICH, GEORGE, 69 So. Bryant, Bellevue, PA. 15202
THOMAS, JAMES, 1538 E. Oakdale Ave., Tulare, CA. 93274
TROUP, JOHN C., 229 So. Elder St., Anaheim, CA. 92805
TRYKOWSKI, ANDREW A., 294 Francis St., New Britain, CT. 06063
WADE, FRANK, 61 Lynch Street, Brooklyn, NY. 11206

Additional Lifetime Memberships

James C. Blair
Joseph Edwards
Chester Gavryck
Jack Kinney
Robert Priddy
Samuel Turnipseed

TOTAL NOW 49 LIFETIME MEMBERS

Bob Pacholski & Victor Lupei in Africa, 1944

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ.
18 391
4 7
34th Bomb. Group

34th Bomb Group Assn.
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Crown Point, Indiana 46307
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Memories

"PETE" GRAY — Virginia Beach, Va.

Shortly after the end of World War II, the Saturday Evening Post magazine carried a short article about a small town in Iowa. Red Oak was its name — a small farming community of some 5,600 souls located in the western part of the state. However, in the article, not too much emphasis was placed on the town itself. It dealt more specifically with the number of casualties the community had suffered in the war.

These casualties numbered only 50 — a rather small number you might say. Yet, if New York City had lost a proportionate number, its losses would have been 70,000 instead of the actual 16,000. Only a few of those killed were mentioned by name. One was Edwin Bailey who had been lost over Germany while flying with the Eighth Air Force.

Ed Bailey was one of the ten original members of a B-24 bomber crew, with Randall Martin, age 21, as pilot, training in the western part of the country in late 1944. Training completed, they were assigned to the 34th Bomb Group at Mendlesham. The 34th was now a B-17 group so one of the gunners had to be eliminated. Ed Bailey was selected for the cut and was assigned to a pool of other gunners who would be called on to fill a vacancy on another crew.

However, before Martin and the rest of the crew had been settled down in their new home, Bailey was called on to fly his first combat mission! And it proved to be his last! The plane in which he was flying took a direct hit in the bomb bay and exploded, killing all on board!

Now you can imagine what effect this had on Martin and the other members of his crew. Suddenly, and abruptly, the war had been brought very close to home! Yet, before they could recover from the shock of Ed Bailey's death, they, too, were alerted for a mission. The plane they flew was named "Ol' Buddy." And "Ol' Buddy' proved to be a very lucky airplane. Not only did they make their first mission in it but they made almost 30 more — all without mishap!

After the war ended, the crew returned home and each went their separate ways. Martin returned to college, got married, and started a family. When his first son was born, he was named EDWIN BAILEY MARTIN! Now, I never knew Ed Bailey, but I think he would have liked that.

DARRELL W. BULIS — Early, TX.

One of the problems faced in keeping our huts warm was the fact that the stoves were built to burn coke. It was rationed and there was never enough. We would burn bomb rings, made of pressed paper, but they burned very quickly and gave off very little heat. We tried to burn engine oil, but it didn't work too well and filled the hut with smoke.

We decided to steal some coal which was stored in a barbed-wire enclosed area, guarded by an M.P. We set up our plan and waited until about 11:00 P.M. to put it into action. The coal pile area gate and guard had a floodlight on them but the other side of the area was in the dark. Four of us put on the act of playing the drunk bit; we doused ourselves with beer and made a lot of loud talk as we approached the gate with the guard. We tried to get him to take a drink of beer and crowded around him, keeping him busy for at least 40 or 45 minutes.

While this was going on, six of our guys used wire cutters on the dark side of the pile, cut through the barbed-wire, loaded a cart with coal, and took off with it. Where they got the cart I don't know. However, we had our coal. It didn't last very long, but the fun of talking about it has lasted for over 40 years.

See You All
At
King of Prussia
In September

VOLUME IX NUMBER 3 SEPTEMBER 1987

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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OBSERVATIONS

Well, the summer has come and it's almost gone. Where has the time flown? We are still enjoying the fruits of our labors from the garden and the fruit trees, but, before we know it, they will be gone and we'll be preparing for fall and winter. Oh well, that's life as we must live it and, I suppose, we really shouldn't complain too much.

This issue, if all goes right, should be in the mails by mid-August. This is earlier than usual, but I'm trying to get in some final information of, and plugging for, our reunion in September. Hopefully, you will all receive it early enough for the "late-deciders" still to have time to make plans to attend. Believe me, if you have not attended our past reunions, you have a treat in store for you. Those of you who have met with us know what I mean. Meeting with old friends, making new ones, and reliving, through conversations, etc., some of the old times is most enjoyable. Rose and I have made many new friends through the years and we're looking forward to meeting many more of you at King of Prussia.

Enclosed with this issue is our 1987 34th B.G. Assn. ROSTER and TAPS list. These are updated with the latest information available as of August 1, 1987. Should you find any errors, please contact me directly inasmuch as the computer equipment is in my office and the changes can be made immediately. Also, I again want to ask all of you that have temporary winter addresses to notify me because we do have two sets of mailing labels. One set covers the June and September issues, while the other covers the December and March issues. In most cases this will assure your getting the newsletter, wherever you are. Also, we won't have to pay the postage for the returned newsletters.

Now that I have been editor for about two years, I would very much like to have letters of critique. If there are sections of the newsletter you think should be eliminated or changed, let me know. If you would like some sort of format not now being used, let me know. If there is some sort of column you'd like to see added, let me know. For example, in just the last two issues we have run the "THEN AND NOW" photos which I thought was a good idea. Evidently not too many of you thought so, because I have run out of photos to run. Only through your help can I try to make this publication what you want it to be. Come on, write me some letters.

You will also note that in the lastest ROSTER we have included the spouse's names. I think it is only fair that the women have their names published. Those shown are all the names we have as of date of publication. If there are any errors, or if you would like to have your wife's name included, please write to me and they will be included on our next ROSTER.

ELI BALDEA,
Editor

Ray Summa...

Hello, fellow members of the 34th B.G. Ass'n.

It is time again for me to sit down at this typewriter and write a few words to you. The summer has not been too eventful. We've been staying around home, resting up for our trip to the 34th B.G. reunion at the Valley Forge Hilton in King of Prussia. We have been fishing a little but, like it was in No. Carolina in June, we didn't catch too many, but being on and near the water was wonderful. (I sometimes wonder if the old theory of man descending from fish is true because of the soothing effects of water.)

Not too much has been said about activities close to King of Prussia, so I thought I might refresh your memory a little. Hannah and I stayed at the Valley Forge Hilton in 1985 over Labor Day. The hotel is really nice and we were treated very well by the staff. The hotel sits on a hill overlooking the city and is easily accessible from the highways which go through and around the city. There is bus service available from the Philadelphia airport to King of Prussia, so if you're flying in, inquire about it. I have also been told that a bus from Atlantic City visits each hotel every day to take passengers to the casinos and bring

(Continued on page 2)

From the Hangar of Ray L. Summa

(Continued from page 1)

them back the same day. The cost is not much and some of the bus conductors give you money to play the slots.

Valley Forge Park is not far away and, in case you've forgotten, I will refresh your memory. This is where George Washington spent the harshest winter of the Revolutionary War. This is part of our American Heritage. Hannah and I took the tour bus around the park and, later, took our own car around, stopping at the most interesting points.

A little way from the hotel is a Theater In The Round, where many well known stars perform. (No, not a dinner theater but there is a McDonald's just a few steps away!) The stage revolves so everybody can see the actors, about 6 times one way, then 6 times the other way. On Saturday night at 8:00 P.M. and Sunday at 3:00 P.M. and 7:00 P.M., Ben Vereen and Tony Orlando will both perform. The cost per person is $20.00. We enjoyed our visit to the theater very much.

As you know, you'll be just a few miles from Philadelphia. This year is the 200th anniversary of the signing of the Declaration of Independence. Many events will be taking place and many visiting dignitaries will be there. If you plan on flying in, get your reservations early. On the tour that is planned you will see the actual room where the Declaration of Independence was signed. It's been restored as it was years ago. It is on one side of Constitutional Square among several other buildings, also restored. It is just across from the glass building which houses the Liberty Bell, also on our tour. Not too far away is Ben Franklin's place and a replica of his first post office. You can mail cards and letters from there with the Franklin postmark on them.

Also not too far away is Amish country. There are quite a few shops and, you know, the Amish are known for their many foods. One can buy all kinds of food at their shops. This is something to see. Many do not use electricity in their homes. How would you like to go back to living that way?

Reading, PA. is also not too far away. Reading is known as the USA's largest shopping center. The whole town is a discount shopping mart. All the old factories have been converted into outlet stores, and many items can be purchased at a lower cost than at most other shopping centers in the USA. One shop might be of special interest to the ladies. Vanity Fair is located in West Reading, selling many articles of ladies wear. Here they are much cheaper than any other place. So, ladies, if you can get your husband to take you, be sure to visit Vanity Fair.

If you are travelling by RV, there is a RV park just outside of Valley Forge Historical Park. It's called Valley Forge Terrace, PH.: (215) 666-5235 or 666-6494. Some others are Warwick Woods, PH.: (215) 286-9655; Baker Park Camping at Phoenixville, PH.: (215) 933-5865 or 933-5861; Moranaco Collegeville, PH.: (215) 489-7522 or 489-4498. All except the first are about 20 minutes away.

As you know, the 34th B.G. Assn. holds an election each year for a vice president and 2 members of the board of directors. Several of you could make good B.O.D. members or V.P. You know, the V.P. becomes the president in the second year. How about volunteers for an office? If asked to be a candidate, don't turn it down. We need good men to run the organization and help it to become the leader it was when we were together during the war years.

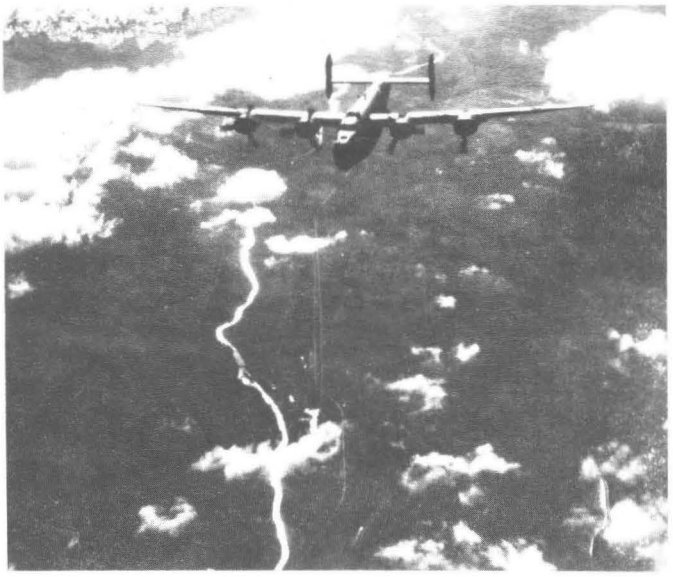
With this issue you will find a new roster of the 34th B.G. Assn. Go through it very carefully for it will contain many new names and addresses of people we have found this year. Also, go through the TAPS section and let us know if we have left anyone out.

If you plan to be away for the winter, please let us know and you will get your newsletter at your winter address. If you are temporarily away, the post office sends it back to us for a 25 cent charge and to send it back to a new address costs us first class charges based on the weight.

Those of you in arrears on your dues, please send it in. Life membership is only $100.00 and you'll never again forget to send in your dues. We also have coffee mugs with the blue and gold 34th B.G. logo for sale at the price of $5.00 plus shipping (about $2.50). One of our associate members, James Blair, son of one of our pilots, John Blair, has made up video tapes of the European theater and Pacific theater wars. If you'd like to order one, send for it from us.

Received a nice letter from Arthur Williams whose wife passed away in April of 1987. We are sorry to hear about it and extend our sympathies to you and all others of the 34th who have lost their spouses this past year.

Ray Summa



B24 Plane, 34th B.G. Over the Continent

Don't Forget Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

REUNION, 1987

KING OF PRUSSIA, PA. 1987

TO ALL 34TH BOMB GROUP MEMBERS:

Due to a misprint in the original registration form, or due to a misunderstanding of what was printed, the Reunion Committee reprinted and mailed a new form to each member. With two forms in every household, there should be little or no problem in locating one to sign up and be at the Valley Forge Hilton in King of Prussia from 10 to 13 September, 1987.

This being the bi-centennial year of the signing of the Constitution of the United States at Philadelphia gives us a first-hand look at those historic times. Our main tour is of Historic Philadelphia, giving us a review of our beginnings. There will be other tours available also; Valley Forge, Dutch Country, and Brandywine Valley. Each holds history to an over-flowing measure and could be a rich endeavor for the student of early American history.

President Al DiNenno will have a great program lined up for us. It's the place to be. See you there!!

Your Reunion Committee
Gerald Pine, Chairman

EDITOR'S NOTE:

It's not too late to get in on the memories of our tour in the E.T.O. back in the 1940's. Many of your friends, both old and new, will be at King of Prussia in September. Remember, the dates for the reunion are Sept. 10th to the 13th, unless you want to golf, which activity is scheduled on Sept. 9th. Come on, all you ex-34th'rs. You can't know what a joy it is until you try it.

All of you "late-deciders" can still get in on the enjoyment. All you need do is contact Robert Wright, PH.: (219) 232-4287 for the 34th activities reservation; contact the Valley Forge Hilton at 251 West DeKalb Pike, King of Prussia, PA. 19406 for sleeping space; and contact Sam Laskin as noted below if you're interested in golf. As far as tours are concerned, you'll probably have to wait until you're there to make contact.

All golfers interested in playing on Wednesday, September 9, 1987, must contact Sam Laskin by Tuesday, Sept. 1st. You will play at the Oak Terrace Country Club. Cart and green fees will be $25.00. Lunch is available at the club. Transportation will be provided to the country club from the Hilton Hotel at 11:00 A.M. and return transportation will also be made available. Those interested should contact:

Sam Laskin
2947 Michele Drive
Norristown, PA. 19403
Telephone: (215) 275-3050

1987 REUNION REGISTERED TO JULY 25, 1987

LAST NAME FIRST NO. IN PARTY

Allen, Donald & Laraine - 2
Ames, Vernon & Millie - 2
Anderson, Keith with Elly Veon - 2
Anderson, Paul & Beryl - 2
Applegate, Ralph & Mary - 2
Attridge, Charles & Evalyn - 2
Atwater, Vernon - 1
Babcock, Bud & Lucille - 2
Baglio, Samuel & Lee - 2
Baldea, Eli & Rose - 2
Baughman, Cleo & Freddie - 2
Baumgardner, Donald & Vera - 2
Bergold, Robert & Olive - 2
Billman, Charles & Isabelle - 2
Boreen, Lloyd & Bobbie - 2
Brauks, Wallace & Doris - 2
Braveman, Milt & Elaine - 2
Breitschwerdt, Edward & Sarah - 2
Brown, William & Nita - 2
Bush, Ralph & Marjorie - 2
Cannock, Tom & Blanche - 2
Dees, Robert & Edith - 2
DeSantis, Louis & Anne - 2
Domino, Joseph & Victoria - 2
Edwards, Joe & Verna - 2
Gavryck, Chester & Jacquelyn - 2
Gibbs, Claude & Audrey - 2
Gradin, Robert & Virginia - 2
Gray, Pete - 1
Griffis, Willis - 1
Habiger, Anthony & Elizabeth - 2
Hansen, Milton & Kathryn - 2
Hosack, Vincent & Helen - 2
Howarter, Wayne & LaVerne - 2
Ivey, Kivett & Lucille - 2
Jones, Eddie & Ianthia - 2
Jordan, Dexter & Beulah - 2
Jurgens, Henry & Ruth - 2
Kaiser, Raymond & Alice - 2
Kenny, Jim & Mary - 2
Kline, George & Margaret - 2
Lewis, Kenneth & Martha - 2
Logan, William & Billie - 2
Lonergan, Edward & Birgh - 2
Lopez, Miguel & Laura - 2
Lundeen, Ralph - 1
Maciel, Earl & Helen - 2
McAllister, Walter & Ruby - 2
McColl, Roderick & Edith - 2
Muente, Frederick & Virginia - 2
Odom, Jack & Beatrice - 2
Pacholski, Robert & Ginny - 2
Parenteau, Earl & Irene - 2
Paulmann, Art & Marge - 2
Paxton, Ken & Kathleen - 2
Pine, Gerald & Wanda - 2
Prillman, Harold & Georgia - 2
Romero, Cleveland & Henrietta - 2
Rose, Everett & Peggy - 2
Rutka, Harold & Genevieve - 2
Schoch, Fred & Clara - 2
Schrupp, Dana & June - 2
Share, Jack & Marian - 2
Simpson, Robert & Betty - 2
Sivret, Frank & Alda - 2
Sothern, Bruce & Muggs - 2
Summa, Ray & Hannah - 2
Underwood, Lawrence - 1
Walker, Oral & Marjorie - 2
Wallace, Karl & Judith - 2
Westman, Carl & Berdine - 2
Wolstencroft, Samuel & Arlene - 2
Wright, Robert & Esther - 2
TOTAL 141

1987 REUNION IN ENGLAND

By HAROLD C. RUTKA

A small but hardy band of adventurers gathered together at Heathrow Airport and, under the direction of Dick D'amoto, began their return to Mendlesham on Friday, 29 May. The group included Burris Wright, Fred Berglund, Harold and Evelyn Williams, William Kenny, Harold and Genevieve Rutka, and the Ed Lawler group consisting of Ed, son Mark and his friend Mary Tarone, daughter Allison and son-in-law Dean Mercuris, and grandson James (1 year old). The bus departed at 9:30 A.M. and we arrived at the Post House Hotel in Ipswich at 1:00 P.M., where we were welcomed by Bob Brown. The afternoon and evening were spent recuperating and conversing with Friends of the Eighth.

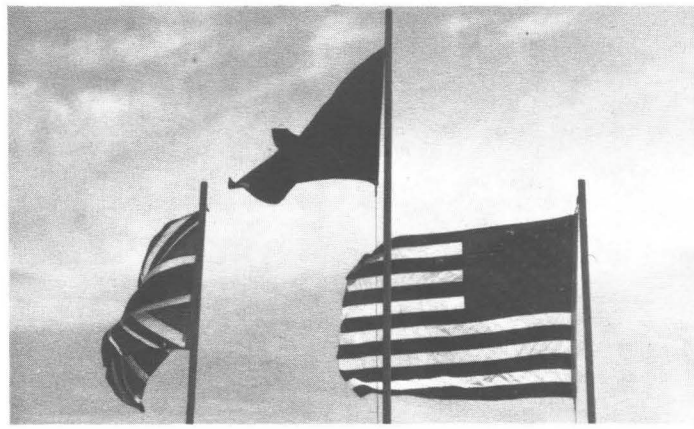
Saturday we were bussed to Mendlesham Airfield area where portions of the runways and hard stands are still in use as roadways and parking areas. The old hangar has been resided and enlarged and is now used as a storage area by a distribution trucking company. Our next stop was at the memorial and, as we approached, we could see the flags waving briskly in the breeze. Fr. Philip Gray, the Vicar of St. Marys Mendlesham Church conducted the memorial service and dedicated the flags - a Union Flag, The 34th B.G. Flag, and the U.S. Stars and Stripes. The fourth flag was a Stars and Stripes which will be installed in St. Marys Church. Ed Lawler laid the memorial wreath and the ladies of the Legion had poppy wreaths on each side of the memorial. The ceremonies were finished with the flyover. We then had a chance to visit with Ron Blake (the M.C.), Ian Hawkins and his family, Fr. Philip Gray, the Stedmans, the Ladies of the Legion, and many of the area people.

We boarded the bus and visited the 390th Museum at Framlingham. The sign "WELCOME 34TH BOMB GROUP" was out on the control tower. The radio amateurs were on hand and attempted to make contact for us back to the States, but couldn't make contact to any of our areas. Ron Buxton was on hand to show us around including the new items they have added since our last visit. We then returned back to the hotel to get ready for the evening get-together. At our Saturday evening banquet we were joined by the Ladies of the Legion, their husband's and other British guests. The ladies were presented with the 34th Bomb Group visors.

Sunday morning we returned to Mendlesham for church services. After the services we were invited to join the parishioners in tea and cookies. then we were given a tour of the church. Of special interest was the ARMOURY (over North Porch). The Armoury was established in 1593 to store armour for the defense of the church against the attacks of Philip II of Spain. The armoury is the most complete of any parish church in England. Armour is of German and Italian origin. From the size it was our opinion they would have made good ball turret gunners. Accessories included powder flasks, match-lock barrel, sword scabbard, and an Elizabethan long-bow (one of four in existence). The collection will be going on tour this fall. We then went to the FLEECE for lunch.

We met Hubert and Reem Shaves, their daughter Jan, and son Ian, friends of Burris Wright. The last time Burris saw the family Jan was only three years old. Now she is a grandmother. Burris would spend his free time helping the family with farm work. We were fortunate to be able to share their memories.

We boarded the bus and proceeded to the American Cemetery at Maddingly where we attended the Memorial Day Services (celebrated on the last Sunday in May at overseas bases). Maddingly is a small bit of America as it is the final resting place for over 5,000 servicemen from World War II. The sound of TAPS and the MISSING MAN formation brings a lump into the throats of all present. Afterwards we traveled to Bedford Moat House where we stayed two nights.



Three flags proudly waving over our monument at Mendlesham

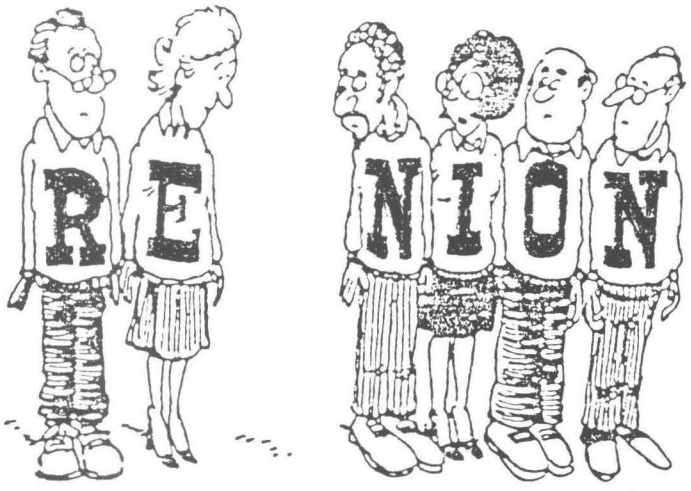
Some of our group visited the Duxford Museum and some visited Woburn Abbey. The following day we toured the Bomber Command Museum, at Hendon on our way to London. We were fortunate to have two of the greatest volunteer guides. Peter and Sylvia Gaskin (Friends of the Eighth), who heard there was a group in the area and came to visit us at Mendlesham. They took time off from work to join us and even slipped into London on our last evening there. Peter is a Longshoreman and Sylvia is a Beautician. In London we stayed at the TARA HOTEl, which is in the Kensington area; good connections for everything. After two days in London, shopping and sightseeing, we parted company on the morning of June 5th. The Williams toured more of the area. Ed Lawler and group went to Ireland. Harold and Genevieve Rutka joined Randy and Shirley Martin for a tour of Wales, Ireland, Scotland, and back to England. The rest returned to their home stations. The only problem on the whole trip was the "dollar shock." The dollar is sick alongside the pound, so shopping was more expensive. Dick D'Amoto did a very good job on the arrangements. The choice of hotels was excellent and, as usual, the meals were great!

Ed Lawler laying wreath at our monument during the ceremonies

Sign on 390th Museum at Framlingham

The Original " Generator Jenny" Crew

Top row left to right, McBee, Aldrich, Dozier, Steiner, Hosack, Lattin. Bottom row left to right, Fondrew, Wrightsman, Dees, Werner, Walch.



IT WON'T BE THE SAME WITHOUT U!

Let's all get to the 34th B.G. Reunion at King of Prussia, September 10th - 13th.

SEE YOU THERE!

ROSE'S CORNER

"A Case of the Missing Loo"

When Margaret and Freddie Maundrell were here on vacation, I asked the question on this delicate subject, "Where is the loo located in your church?" This is the polite way of saying "toilet" or, as they say, "W.C. (water closet)"

They were hesitant to say, but finally blurted out that if you hadn't made arrangements before leaving home, you would have to find a large enough headstone in the churchyard cemetery and realize that this is your only relief center. We know how cold and wet it gets there and were astounded that someone hadn't done something about the situation in the beautiful, old, Norman-built church. The bottom line is that the expense of bringing a water pipe to the church was too much so the people do without. The paychecks there are not anywhere near what is considered decent here.

So, we thought about this matter and wondered if we could all pitch in and do something for their church, which had been such a consolation to so many during the war and, surely, now during this time of unrest. We have written Freddie and asked him to make inquiries on what's available in the portable type of "relief potties" such as used by our construction crews, or anything similar to them. We're hoping that there are other thoughts on this delicate matter because something must be done! "When you gotta go, you gotta go!"

It would be a very thoughful, lasting gift and the 34th would always be remembered in their prayers. We will have more information at the reunion and also in our next issue of Mendlesham Memories. Meanwhile, please think about this and perhaps you can come up with a super idea! Write and let us know.

* * * * *

With the onset of fall, I get a taste for pumpkin pie, popcorn, turkey with cornbread dressing plus all those sweets that are forbidden. Wanda Pine sent me a recipe for one of those "forbidden yummies" that's called a Turtle Cake and I can assure you that it does taste a lot like the chocolate turtles you buy at an astronomical price. Make this cake and think of all the money you saved. Thanks, Wanda, for sharing it with us.

TURTLE CAKE

One box of Betty Crocker German Chocolate Cake Mix with Pudding

Melt together: One bag of Kraft Caramels, One half cup Carnation evaporated milk, and three-fourths cup of Butter

Make cake according to package directions. Grease a 9 x 13 cake pan. Pour half the batter in pan and bake fifteen to twenty minutes at 350 degrees. Pour melted caramel mixture over cake. Sprinkle one cup of chocolate chips and one cup of chopped nuts over this. Pour remainder of batter on top and bake 15 to 20 minutes longer at 350 degrees. Serve plain or with whipped topping.

Notes From Our Friends

PEGGY (EVERETT) ROSE - Tacoma, WA.

We are working on plans to attend the reunion in King of Prussia in September. We are both looking forward to that as we have not spent any time on the east coast. Went to Florida years ago when Everett had to go to Air Force schools down there, but he has never been stationed on the east coast so it will all be new to us. We are making plans to go on a "fall foliage tour" in the northeast after the 34th reunion and are happy about the timing that makes it possible to do both on the same tour.

* * * * *

ANN (AL E.) PRUETT - Whittier, CA.

I feel as if I know some of you. We loved to talk about his tour of duty in England. We had talked about taking a trip there. I still can't believe that Al died March 1st. He developed emphysema and congestive heart failure, but, even so, was up and about. We ate dinner and I found him gone. It seemed as if it could happen to others but not to us. I'm still nursing, which has been a life-saver for me. We had talked about retirement, but it was taken out of our hands. Love to all of you.

* * * * *

DONALD PUFFER - Cape Porpoise, ME.

I find that fate has played an important part in my life. Russell Strong, who I met by accident in Scotland, gave you my address to prompt your contact. I am thrilled to be included in the 34th B.G. Assn. after all these years. Unfortunately, we will be unable to attend the reunion in September. However, now that I have made contact, I am most anxious to be kept abreast of happenings of the 34th.

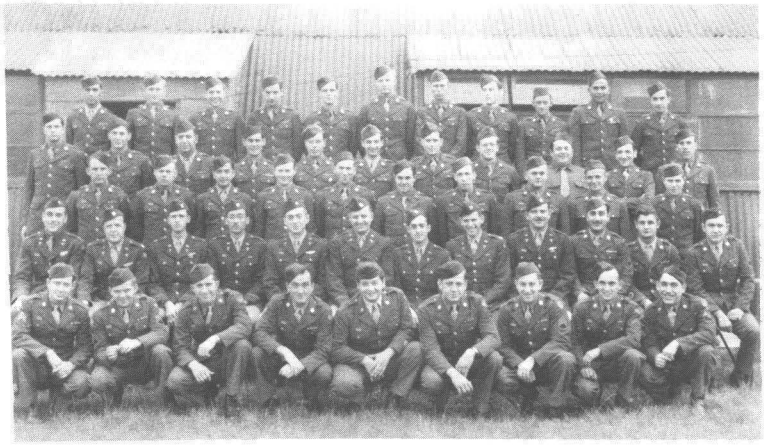
* * * * *

ANDREW J. FERENCE - Stafford Spg., CT.

I just read in VFW magazine about a 34th B.G. reunion. This is the first one that I ever saw published. I was a member of the 391st Sqdn. I was very pleased because, all these years, I thought the 34th B.G. was just another bit of forgotten history of WWII and all the while all these reunions and trips back to Mendlesham plus newsletters and rosters of names, etc. I can't believe it yet. It sure brought back an awful lot of memories. I even recognized a few of the names.

WALTER W. POOLE, JR. - Jupiter, FL.

I am happy to receive information regarding membership in the 34th B.G. Assn. I am formerly out of the 34th B.G. at Westover, MA., approx. June, 1941 to Jan., 1942. I want to keep posted on future reunions, possibly to see old friends.



MEDICS

(Left to Right)

Row 1-A.L. Cochran, R.W. Fechko, D.R. Wills, C. McGrath, L.M. Dragone, A.S. Pawloski, D.F. Liebhart, J.M. Owens, D.R. Deibert
Row 2-B.R. Smith, Q.L. Wood, W.C. Alston, W.T. Auld, H.M. Morgan, A.J. Olszewski, H.L. Corfine, L.L. Meisenheimer, K.W. Myers, P.A. Villano, A.J. Kovac, D.E. Spayde
Row 3-H.H. Scott, C.O. Hendrickson, A.K. Arens, R.M. Applegate, A.C. Jones, M.J. Olds, H.E. Pollock, G.D. Davis, C.L. Larson, F.H. Harris
Row 4-R.J. Ruwe, J.T. Walsh, H.O. Dubre, W.C. Pierce, W.A. Shorter, D.(NMI) Levine, J.L. Brown, W.G. Shove, C.L. Krise, P.A. Aita, A.W. Ernst
Row 5-L.R. Oliveri, E.F. Boos, F.J. DeFerrari, J.(NMI) Lebit, G.L. Kramer, F.E. Salavec, W.E. Kaufman, P.M. Minnick, E.B. Jones, N.T. Evans

Personell not in picture: Dickens, J.E. Grau, G.E. Crump, J.E. Barton, S.L. Clemons, K.S. Steiner, N.A. Norris

HENRY TOPPER - Las Vegas, NV.

Your 34th B.G. newsletter is always a real treat to receive and pursue. I must commend you again for a wonderful job done. I know it isn't an easy task to undertake. I wish I could be with you and the others on your various tours and reunions, but my physical condition prevents me from doing so. However, your reports of same helps fill that empty void.

* * * * *

GENE ATWATER - Cottonwood, AZ.

I don't know if I will make it to the reunion this year but have sent in my registration fee just in case. One more of our crew has surfaced, Norman Mayer. I have talked with him and he plans to come this year. All of the crew from Bambi are accounted for now except E.J. Brackeen. Hope to see you at the reunion if I can make it.

* * * * *

BURRIS WRIGHT - Blanchard, OK.

I went back to Mendlesham with the group in May. Sure did enjoy the trip. Everything was so pretty. During the war I knew this family that worked on the farm. I met them on this trip for about 30 minutes at the pub there in Mendlesham. They came to see us. When we left England in 1945, I gave them my pass and told them I wouldn't be needing it anymore. They brought it with them and gave it to me. Now I know that for sure that I was in the 7th Sqdn. 42 years ago. Ha!

News from Here and There:

From the mayor of Fort Worth, TX., Bob Bolen, we hear that the International B-24 Liberator Club is planning a 50th Anniversary celebration and veterans' reunion in May of 1989. He has extended his personal invitation to our group to join in the festivities. Being that we were a B-24 group before converting to B-17s, it is fitting that some of us plan to be there. Although it is still almost 2 years away, it's not too early to think about attending. We will keep you posted as more information is received.

* * * * *

We hear from the airport manager at the Pocatello, Idaho Municipal Airport the following: I am seeking information about the Pocatello Army Air Base (Phillips Field). It is now the Pocatello Municipal Airport and details concerning the military airbase (1942 - 1948) are very scarce. Anyone with information please write: Lenard Nelson, Airport Manager, Pocatello Municipal Airport, Pocatello, ID. 83201.

* * * * *

From John Mangan we hear that there is a book out which might be of interest to our members. It is titled "B-17 FLYING FORTRESS IN COLOR" by Steve Birdsall at a price of $6.95 On the back page are four aircraft of the 34th Bomb Group in living color. The book can be ordered from: Historic Aviation, 3850 Coronation Road, Eagan, MN. 55122.

* * * * *

Also from John Mangan, we hear that he is working up some material on the B-24 to correct some mis-statements made by author, Martin Middlebrook, in his book "THE BATTLE OF HAMBURG" published by Charles Scribner's Sons. He referred to the B-24 as having a badly-designed wing, which John refutes. John states that if the B-24N, with its single fin-and-rudder and the new Pratt & Whitney engines, had been available earlier, the rate of climb and ceiling problems would have been licked. He asks that if any of you B-24 pilots or flight crews would like to add input, he would welcome it. He'll send these comments to the publishers of the book. His motivation is to keep the historical facts correct. Write him at: 1101 Washington, Gloucaster, MA. 01930.

* * * * *

From Carl Nichols we hear that he had a painting made of Bob Simpson's plane on the night of June 7th, 1944, when 4 of the 34th B.G. planes were shot down over Mendlesham. The artist is Ron Sunquist. He has prints for sale at $15.00 each. Unfortunately, he must have at least 500 orders for this price to hold. Anyone interested should write to: Carl Nichols, 1535 Wrenwood Dr., Fresno, CA. 93711.

* * * * *

Henry Topper has requested that we try to find him an old type portable phonograph. He has many old records which needs a 78 RPM player and he has no room for the new types which have outside speakers, etc. He's willing to pay for it plus the cost of shipping, etc. Anyone interested should contact: Henry Tepper, 5074 Village Drive, Las Vegas, NV. 89122

* * * * *

On Sept. 18, 19 and 20, 1987, the National Warplane Museum of Geneseo, New York will stage an airshow touting "The Largest Gathering of Warbirds in Northeast North America." Over 60 WWII aircraft will participate in the flying portion of the show. The museum will be open to the public each day. For information call: (716) 243-9887.

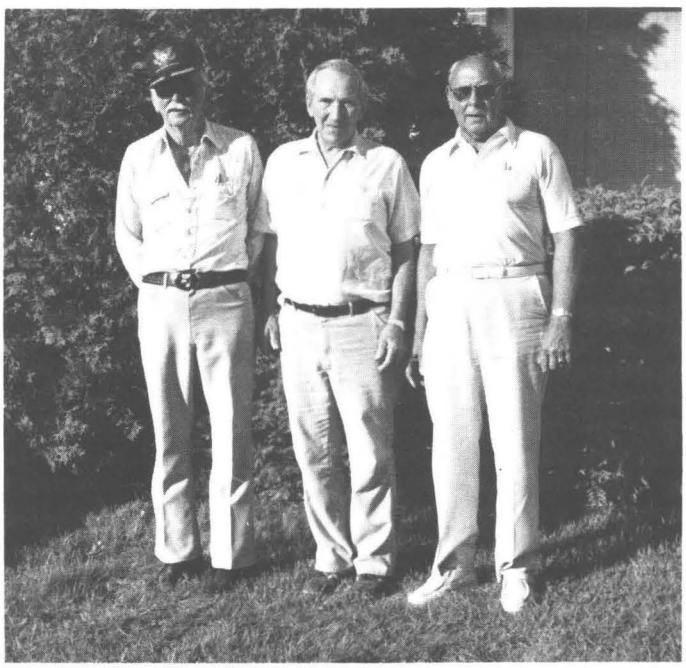
* * * * *

The McCook (Nebraska) Army Airbase Historical Society, organized to register the McCook Army Airbase site on the National Historical Register and to preserve the remaining hangars, buildings, water tower, runways, taxiways, and aprons including restoration, to wartime conditions. Membership in the society is $10.00 per year, tax deductible. Anyone interested should send in their dues of $10.00 to:

McCook Army Airbase Historical Society
P.O. Box 337
McCook, NE. 69001

* * * * *

John Chopelas, who flew with the 452nd Bomb Group, is compiling a list of B-17 names. He wants B-17 names, group and squadron numbers, and serial numbers, if possible. Write to John Chopelas, 508 S. Gray, Killeen, TX. 76541.



Gerald Pine, Edward Tuma & Bob Wright at Beaver, PA. First time they've met in 42 years.

Address Changes or Corrections

(CHANGES UNDERLINED)

ADAMS, BAILEY, 12457 Strick Lane, Houston, TX. 77015
ATWATER, GENE, 2143 Aztec Circle, Cottonwood, AZ. 86326
DI NENNO, AL, 9945 Lake Fairways Blvd., No. Ft. Myers, FL. 33903
DORRANCE, WILLIAM, 385 G. Kaelepulu, Kailua, HI. 96734
GARDNER, MERLIN M., 920 S. Rock Rd., #311, Wichita, KS. 67207-2771
GIBSON, JAMES L., 1312 Navajo Court, Louisville, KY. 40207-1680
GREEN, HOWARD L., 3528 View Street, Ft. Worth, TX. 76103
GRONOUSKI, JOHN A., 700 S. 1st. #203, Austin, TX. 78704-1655
HAVRON, WILLIAM R., 3987 Parway Rd., Zellwood, FL. 32798
HIRSCH, ANDREW, 270 Grand Central Pkwy. #24-O, Floral Park, NY. 11005-0001
KING, THOMAS C., 3330 Templeton Gap Rd. #3, Colorado Sporings, CO. 80907-5701
LUSCHER, RAYMOND, 200 Frederick Rd., Wayland, MI. 49348
LYONS, JOHN T., 9719 Mill Creek Dr., Eden Prairie, MN. 55344
McALLISTER, WALTER, 4063 Summerwood Ave., Orlando, FL. 32812
TYSON, ROBERT W., 824 9th Avenue, Wilmington, DE 19808-4924
WALLACE, KARL, 5510 Via Cassia St., Placida, FL. 33946

NEWLY FOUND 34th'ers

ALDRICH, ROBERT
521 Bellestri St.
Monroe, MI. 48161

FAZZONE, WILLIAM
2825 Wilmington Road
New Castle, PA. 16105

FERENCE, ANDREW J.
31 Buckley Hwy.
Stafford Sprgs., CT. 06076

GLENN, ALBERT
322 - 8th Avenue
Haddon Heights, NJ. 08035

GUZENSKI, FRANK
97 Sunset
Buffalo, NY. 14207

HENDRICKSON, CLIFFORD O.
P.O. Box 472
Cokato, MN. 55321

KIEC, STANLEY
60 Reinman Street
Buffalo, NY. 14207

LUNA, SIMON J.
474 Dresden
San Antonio, TX. 78239

MORAITARY, ERNEST
Box W105, Warrick Rd.
Orange, MA. 01365

POOLE, JR., WALTER W.
159 Seashore Dr.
Jupiter, FL. 33458

ROSEN, ROBERT N.
75 D Oakbrook
Williamsville, NY. 14221

ROTH, HAROLD
4514 - 15th Ave. S.E.,
Lacey, WA. 89503

SCHWEITZER, LEON W.
1053 Stowell Dr., Apt. 4
Rochester, NY. 14616

SEAMONS, RICHARD
11029 Old Military Rd. S.W.
Tacoma, WA. 98498

SMITH, DR. BIRNA
1031 W. Lake Lansing
E. Lansing, MI. 48823

TARDIFF, PAUL G.
1118 Dorothy Street
Paso Robles, CA. 93446

VICK, HERBERT
3468 Sunnyside Dr.
Riverside, CA. 92606

NEW LIFETIME MEMBERS

LAST NAME	FIRST NAME
LIVSEY	Ralph
PETTIANO	Gabriel E.
ROSE	Everett M.
VICK	Herbert
WILLIAMS	Arthur D.

(New Total now 54)

TAPS
(Since Last Issue)

ASKA, EDWIN
Lima, OH.

DODSON, EDWARD H.
Sumner, TX.

FOSTER, THOMAS
Ft. Worth, TX.

HOOVER, THOMAS J.
Shamokin, PA.

PRUETT, AL E.
14414 Eastridge Dr.
Whittier, CA 90602

RIDER, THOMAS
11150 No. Co. Road 15
Fort Collins, CO. 80524

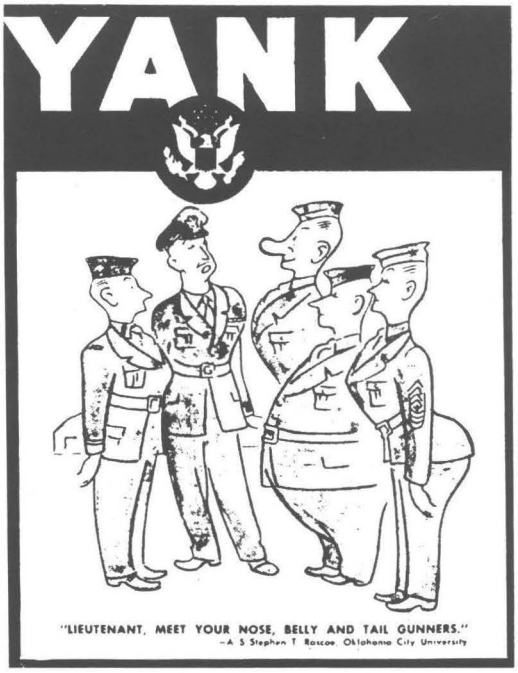
STANKIEWICZ, ALBERT J.
Philadelphia, PA.

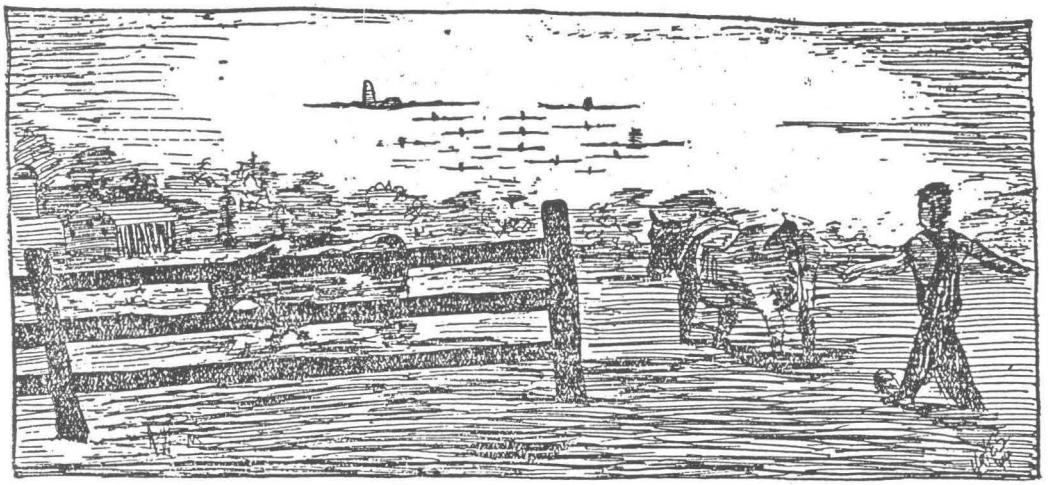
SYRING, ROY M.
Rt. 1, Box 49
Woodland, WA. 98674

THOMPSON, MYRON E.
7148 Silvercrest St.
Cincinnati, OH.

Headquarters, 34th Bomb Group

(Left to Right) Back - C. Meisner, T. Melcher, W. Barrett, T. Black, N. Sava, (????). Front - ? Carlson, R. Bowers, K. Trulin, George ?.





OWNED AND ILLUSTRATED BY M. GRAEM YATES.

The Return

By BERYL MILES.

Twenty-one went out this morning
And the sun was in my eyes
As I wa ched them circle round
Before they vanished in the skies.

Twenty-one went out this morning
And the sunlight caught their wings
As they crossed the little thicket
Where a blackbird always sings.

Like birds into the morning
They flew I know not where
But small and secret in my heart
All day I've held a prayer.

Twenty-one went out this morning
Riding splendid thru the sky
But still there is no sign of them
Though soon the day will die.

Then suddenly thru time and space
There's sunlight on a wing
And above the beating of my heart
I hear an engine sing.

The sun still goes on shining
But my world grows dark with fear
For twenty-one went out this . morning
But only seventeen are here.

An Experience

By James F. Martin

Since the first time that Billy Mitchel suggested using airplanes as bombers, there have been those detractors who tried to prevent it. We even had them in W.W. II running down the 8th and its missions. Today is no different and there are those who desperately try to detract from the B-1-B bomber and the crews who have replaced us of the old days. This past winter and spring I have had a unique opportunity to learn first hand about the machines and crews that carry the load of Strategic Defense. The first wing of B-1 Bombers is deployed at Dyess AFB at Abilene, Texas, only about seventy-five miles from my home. Through the cooperation of Capt. Tom Richie, son of 34th B.G. Director George Ritchie who, is an instructor pilot of KC-135 tankers along with Lt. Col. AAnerud and Lt. Col. Griffith of the Refueling Squadron, I have had the opportunity to examine the B-1, go aboard it, sit in the cockpit, and learn of its good points and its problems. I have gone on the KC-135 tanker and lay beside the boom operator as he refueled the B-1.

I was granted permission by 15th Air Force to photograph the B-1 both on the ramp and during refueling and have learned to be a real believer in it. The crews of both the B-1 and the tankers are very dedicated and capable people and are trained to a level of skill that is hard to believe. One of the big differences between our day and now is that there are women as both pilots and navigators on the KC-135 crews. These women are highly skilled and can do anything as aircraft commander that any man can do. I rode one night on a check ride of a woman Capt. who was training as an instructor. We were flying at night, actual instrument condition, hard rain, she was not allowed to use ground radar or GCA, one outboard engine was shut down and the hydralic system turned off. She made a perfect approach and landing under these conditions with no problem.

As you know, most new airplanes are tested in California on the salt flats for one or two years to work out the bugs before they are put into production. The B-1 was put into production and the bugs are being worked out by the air crews here at Dyess. There have been some minor problems but all have been worked out. This is a fantastic new machine and can do a really important job in our National Defense. I feel that we as a Bomb Group Association, should actively support the men and women of the New Bomb Group and their tanker partner when the bad mouthing starts.

It has been a most interesting time for me, doing the study of the B-1 and the KC-135 tankers which refuel it. I have a VCR tape of a refueling mission. If anyone wants it I can arrange for a duplicate.

Again, let no one question that Tom Ritchie and the others who are putting in long hours in study, practice and the never ending hours of alert duty are very highly skilled, motivated and trained, and need our moral support.

Sincerely,

James F. Martin

B1 - B & K.C. 135 Dyess Airforce Base - 1986

"Upon Reaching 70 ---"

You notice that light bulbs don't give off as much light as they used to — just a few years ago one 60 watt bulb could illuminate an entire room. Today, it takes at least four of them to do the job!

And steps — you have noticed how much harder it is to climb them these days? That's because they're building them a lot steeper than they use to.

Now I'm not sure if this is the result of bad engineering or just poor construction but something should be done about it!

The same goes for the print or type they're using in all the books and magazines today — it's so small you can hardly read it!

No wonder we watch so much television — we can see that!

They've even done something to our bicycles too. Have you noticed how much harder they are to pedal these days!

And, a few years ago, when you stopped pedaling, they would coast quite a distance before stopping.

Today they hardly coast at all!

And the Medical profession keeps insisting that we're getting shorter as we grow older. Not so — you've noticed that now, when you drop something, you have to bend down a whole lot further to pick it up!

This can only be because we're getting taller!

Also, everything seems to be a whole lot heavier these days than it use to be.

Remember when a 5 pound bag of sugar weighed 5 pounds.

Today it tips the scales at better than 8 pounds!

The summers are a whole lot hotter now than they use to be too. Years ago it didn't really get hot until the temperature reached 95 degrees.

Today, anything over 80 is almost unbearable!

Eye-glasses aren't as stong as they use to be either. Remember how we use to put them on only when we wanted to read something.

They're so weak now that you have to wear them almost all the time!

Something should really be done about this!

And a walk around the block used to be about ½ mile.

Today it's closer to ¾ of a mile.

Also, have you noticed that people don't talk as loud as they used to.

Sometimes today, they speak so softly you can hardly hear them!

And remember when you used to smile at a pretty girl, how she would just ignore you. Today, she'll give you one of the nicest, sweetest smiles you've ever seen!

That's because she thinks you're harmless — the snow on the roof, (white hair) leads her to believe the "fire is out!"

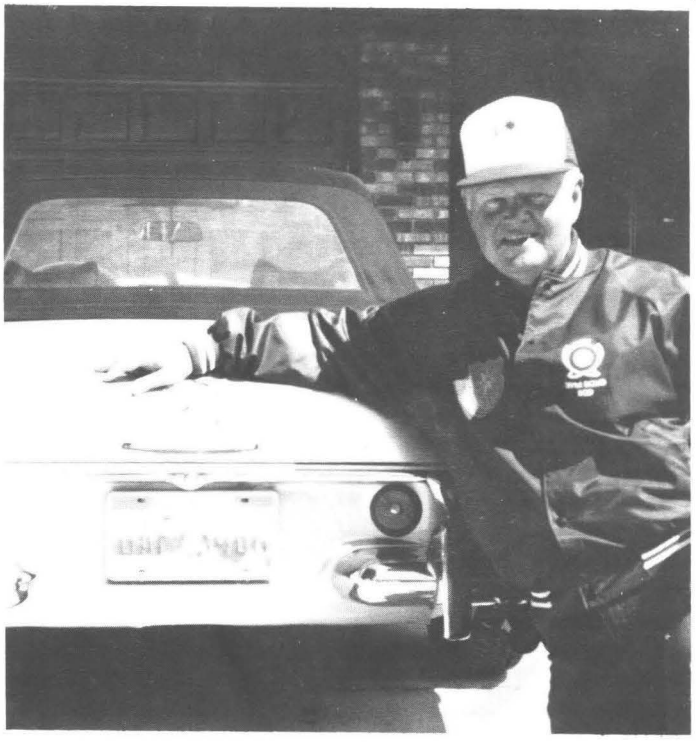
But there's one thing that hasn't changed — the girls look just as good as they did 50 years ago!

Now a days, though, we've got to try and get them to show a little more patience and understanding.

Patience and understanding — that's what we need!

Lots of it!

Complied by "Pete" Gray
7th Sqd. 34th B.G.



Jane Ann Felker's new License Plates

Memories

ROY TAVASTI - Pismo Beach,. CA

I remember the "snow storm" mission. We were the only aircraft airborne in the whole 8th Air Force because the mission was scrubbed about 5 minutes after we took off. On this occasion our take-off was scheduled about 2 hours before the first combat units because our task was to scout and report weather conditions in the assembly area. Since the mission ws scrubbed shortly after we took off, we were off-the-hook regarding the local weather reconnaissance, but getting back on the ground ended up being a rather interesting experience. The weather that morning was close to zero-zero, but my best guess would be a ceiling of a hundred feet and visibility of about 1/4 mile. My senile mind can't recall the crew I was flying with that day, but I can remember that it was one of our top-notch lead crews.

We made two approaches to Mendlesham using the "Gee Box" and came awfully close to making it on both occasions. Under the circumstances it was pretty good since we didn't have GCA or ILS. After our second pass we were ordered to climb on top and stand by for a vector to the nearest suitable airfield where weather conditions would permit a landing. As it turned out we were directed to about a half-dozen different airfields that socked-in before we could attempt an approach for landing. Late in the afternoon we were vectored to a Limey bomber base in Scotland where we were able to land. As I recall, we were in the air about 8 hours before touching down at the R.A.F. airfield.

In retrospect, whoever scrubbed the mission made exactly the right decision because it would have been somewhat sporty, if not downright dangerous, to try to accomodate the entire 8th A.F. at one R.A.F. bomber base. That is how one of the 34th B-17s was the only 8th A.F. airborne on that particular day, even if it wasn't a "snow-job." **(Continued on page 12)**

Address Correction Requested

34th Bomb Group Assn.
c/o Eli Baldea
1595 Sunnyslope Drive
Crown Point, Indiana 46307
(219) 988-4607

34th Bomb. Group

Non-Profit Org.
U.S. Postage
PAID
Crown Point, IN
Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

(Continued from page 11)

DARRELL W. BULIS - Early, TX

We had been stood down due to bad weather for about three days and were allowed to sleep late in the mornings. Once morning, at about 8:00 A.M., in came a lieutenant who insisted we get out of bed and clean up the hut including mopping the floor, cleaning the stove and ridding ourselves of a food storage cabinet we had built into the rear of our hut. He also ordered us to remove a rag doll hanging on the wall which had been Sgt. Francis' good luck charm. On the day he and his crew were shot down he had forgotten to take the doll with him. The first sargeant with the lieutenant just stayed back and out of the matter.

When he finally left I went over to our officer's hut and related to Lt. Lonergan what had occurred. After lunch, Lt. Longergan came into our hut, went to the rear and laid down on one of the bunks to take a nap. About 2:00 P.M. the other lieutenant came in and, boy, was he mad. He was going to put all of us into the guardhouse. About this time, Lt. Lonergan arose and just walked out of the door.

About 30 minutes later the door opened and a lieutenant colonel walked in, just as the lieutenant was standing on a bed trying to take down the rag doll. The colonel asked, "Just what in hell do you think you're doing? You have no right to be in this hut and no right to be ordering these men around!" The lieutenant tried to explain but the colonel called him to attention and said, "I only want to hear two words from you, and they are 'YES SIR'! These men take orders from their own officers and you have no right to say anything to them. Now you get out of this hut and stay away from them and all other flying crews!"

The lieutenant had the rag doll in his hand and the colonel took it from him and asked about it. Someone told him about Sgt. Francis and that the first one of us to be rotated back to the states would take it to Francis' wife. The colonel said to do that with his blessing. To the lieutenant he said, "Get the hell out of here and don't come back!"

* * * * *

"LARS" LARSON - Oxnard, CA

My early recollections of the 34th Bomb Group, more specifically, the 7th Bomb Sqdn. I arrived at Langley Field, VA. in Dec., 1940, and was assigned to the 2nd Bomb Group, 49th Bomb Sqdn. The 34th was formed here at Langley in January, 1941. I was assigned to the aircraft maintenance section, 7th Bomb Sqdn. We had a couple of B-18's and a BT-14 to maintain. Our 7th Bomb Sqdn. C.O. was Capt. Curtis E. LeMay.

I went to aircraft mech. school in early April and, shortly thereafter, the 34th moved to Westover Field. I rejoined them at Westover in October, 1941. Aircraft were scarce in those days and all we had assigned to the 7th was one B-17E and a 2 wing Stearman trainer. When Pearl Harbor was attacked in Dec. '41, one of our first orders were "Your Christmas furloughs are cancelled." That night we prepared our B-17E and it took off the next morning for the west coast and patrol duty.

The 34th moved to Pendleton, Oregon in February, 1942. Jimmy Doolittle's B-25 outfit had just vacated. There the new B-17's started arriving from Boeing.

After a Japanese submarine shelled the coast at Santa Barbara, we were sent, on alert, to Sacramento but nothing more occurred.

After Pendleton, the 34th moved to Tucson, AZ. (we named it "Rattlesnake Gulch") and later to Geiger Field, Spokane, WA. From Spokane, the 34th moved to Blythe, CA. with B-17's to start with. Later, these were replaced with B-24's and we went into the Production Line Maintenance Concept. At that time, many of our members were on board and probably have their own good old memories.

See You All
At
King of Prussia
In September

VOLUME X NUMBER 4 DECEMBER 1987

MEMORIES

ENDLESHAM

34TH BOMB GROUP H

4 7 18 391

OFFICERS

President: Ed Lawlor	(718)642-3863
Vice Pres.: George Ritchie	(919)393-8806
Recording Secretary: Vernon Ames	(716)696-2637
Archivist: Doug Underwood	(205)281-1498
Past Pres.: Al DiNenno	(813)731-5535
Corresponding Secretary & Treasurer: Ray L. Summa	(317)644-6027

BOARD OF DIRECTORS

Miguel Lopez	(512)487-2413
Randall Martin	(617)749-9327
Walter McAllister	(305)857-3472
Wally Brauks	(314)849-3166
Eli Baldea	(219)988-4607
Kivett Ivey	(919)778-2647
Sam Baglio	(717)654-0205
Cleveland Romero	(318)237-0739

OBSERVATIONS

Well, here we are, moving into the throes of yet another winter. We, who live in the northern climes, have a lot of cold weather and snow, etc. to look forward to. I checked out the snow-thrower the other day, just to make sure it's in good working order. Some of us, NOT ME, look forward to the whiteness that is to come; some for snowmobiling, some for skiing, some for ice skating, etc. I admire those hardy souls. Although I have lived in these climes all my life, I have never learned to appreciate northern winters. They're too much of an inconvenience!

Rose and I had a marvelous time at the reunion in King of Prussia. We met many old friends and added a lot of new people to our list. If you have not attended one of our reunions, you still have a treat in store for you. The people you meet are mostly in our age bracket, share many of the same interests we do, and look forward to many of the same interests for the future that we do. But, most of all, our close association during the war years gives us a cameraderie that few people experience.

At our board of directors meeting it was decided that, if we do not have your latest address when the newsletter is mailed and it is returned, it will not be re-mailed, even though we receive a later up-date on your address. The original mailing costs us 8.5 cents each. Undelivered items cost us 30 cents each on the return. To re-mail requires first class postage which can amount to 90 cents each. You can understand why it is economically not feasible to re-mail. It behooves each of you to keep us notified if you don't want to miss one or two issues. Keep in mind that we have two (2) mailing lists; one covering the June and September issues and the other covering the December and March issues. If your winter address differs from your summer address, let us know. We receive far too many returns marked "Temporarily Away!"

Via the grapevine we have heard that Lawton "Ed" Dooley had an automobile accident at Nashville, TN. on his way to the reunion. The car was totalled, Ed has some bruises and his wife Jo has several broken bones. We only hope that they are both recovering well. We also hear that Joseph Drahnak has had a stroke. We have no more information as to how serious it was. All of us want to extend our wishes for a speedy recovery. From Elly Veon we hear that Keith Anderson is in the hospital for observation, etc. We can only hope that all goes well with him.

On a happier note, we also hear that Bill and Viv Creer celebrated their 50th Wedding Anniversary in November. We all want to wish them many happy returns and may they have many, many more anniversaries.

Finally, Rose and I wish to extend to all of you our best wishes for a HAPPY HOLIDAY SEASON and a HAPPY AND PROSPEROUS NEW YEAR!

PRESIDENTS MESSAGE

To all our friends:

Our reunion was very good and all had a grand ole time being with old friends. From my speech at the banquet I quote. "Bring in your sons and daughters as associate members of the 34th. They will make a lot of friends through us." Think about it; get them in!

I'll do my utmost to make the 34th the best. Write to me and let me know what you think can help. I promise to answer all your letters.

To all of you "GOOD HEALTH AND HAPPINESS IN THE YEAR, '88." Remember, "To err is human; to forgive is divine; but to forget it altogether is humane."

Ed Lawler
President

Merry Christmas

From the Hangar of Ray L. Summa

Fellow Member of the 34th B.G. Assn.:

Hannah and I want to wish each of you and your families a Merry Christmas and a Happy and Healthy New Year.

Well, the 34th B.G. reunion for '87 has come and gone and I think most of us had a real good time meeting old friends, making new friends, and sight-seeing while we were there. I hope most of you are looking forward to the reunion next year at Virginia Beach.

Hannah and I stayed over until Monday. On Sunday afternoon we bought tickets to the Ben Vereen and Tony Orlando show at the Music Fair, a theater in the round, just outside King of Prussia. Saturday evening, just before the banquet, Hannah came down to the lobby all smiles. It seems when she was going up the elevator, she sensed someone she recognized in the car with her. She turned and, lo and behold, it was Tony Orlando. She looked at him and asked, "Tony Orlando?". He replied that it was. Then she told him that we were staying over to see his show. He replied, "That will be nice." When the door opened he put his arms around her and kissed her on the cheek. This really shook her up and made her day. Needless to say, she was at the height of her glory when she told everybody that she had been kissed by Tony Orlando, but regretted not getting his autograph. She was really shook up!!

On the way to the Interstate, my navigator got lost. To quote some of the pilots, "I never saw a navigator who was not lost." We wound up in Camden, NJ. and had to pay the same toll to get back on the PA. side to get on the correct Interstate. We made it to Gettysburg that afternoon and toured the battlefield. If you've not seen Gettysburg, you've missed one of the most interesting places in American history. On Tuesday we arrived home tired but grateful that we had met a lot of our friends at the reunion.

We did have visitors a few weeks after coming home. Oral and Marjorie Walker stopped by on their way home from the reunion. We really enjoyed their visit and hope someday they will return and spend more time with us.

The other day at the Mall here in Anderson, I heard my name called out. Coming toward me were Charles and Carrie Smith, who had come to Anderson to visit with Charles' brother. It was great to see them. The reason they were not at the reunion is that Carrie had been ill. Perhaps they will make it next year.

As you know, in 1989 at Fort Worth, TX. there will be the 50th Anniversary celebration for the B-24 from May 17th to 21st, 1989. I have been asked to find out how many will be going there, so, if you are thinking about it, let me know so we can set up a Mini-Reunion for the 34th.

The Tourist Bureau of Shrevesport, LA. has been in touch with Gerry Pine about the possibility of a reunion there. He was referred to 8th AF Headquarters at Barksdale AF Base who inquired whether the 34th was part of the 8th AF during the war. When told we had been a part of the 8th, they asked whether we would like to have a memorial at the base. A museum is being started at Barksdale and several units were asked to place a memorial there similar to the one we placed at Dayton. If you are in favor of this memorial please let me know. It can be paid for out of the memorial fund which now has over $7,500.00 in it including interest. The memorial at Dayton cost us about $1,500.00. We'd still have enough left over to maintain the memorial at Mendlesham for a long time.

Right now we are partially committed to help build a "Loo" for the St. Mary's Church at Mendlesham. If you don't know what a "Loo" is, it's a TOILET. The church has never had one. If you had to go, you went behind a tombstone. AUCTION USA at Virginia Beach will make a little money for the "Loo." George Ritchie, our new vice-president, will be the Auctioneer.

In this newsletter you will find a membership and dues blank form. Those of you who are not up to date are asked to use it. I want to thank all of you who have become Life Members and those who have paid their 1988 dues in advance. On the dues sheet are shown the items for the PX this year. Some are new so look them over and order yours. The two video tapes were put together by Jim Blair, a Life Member, and the son of John Blair.

I have just finished reading two books written by men of the 34th. One "SHAKE HANDS WITH A SOLDIER" by Walter Sturdivan and the other "ONE DAY INTO TWENTY THREE" by E.T. "Mo" Moriarity. Both books are paperback and I found them to be very good. You will see the information on them in the "News From Here And There" column. I know that many of you have stories like these to tell. Sit down and write them. Have them published, even though they might not be a best seller. They will help keep the name of the 34th B.G. alive and in the limelight. Remember, the 34th trained more men than any other bomb group and started over 12 other bomb groups before going over to help win the war.

We were not able to attend the 8th AF Reunion at Pittsburgh so I asked Vern Ames to take my place. He did a great job and filled me in on all the happenings there. Those attending from the 34th were Vern and Millie Ames, Dudley Casler, Jack and Marian Share, James S. Smith, Harold and Evelyn Williams and Ben and Edith Zeldes.

George Ritchie and Kivett Ivey visit Hank Lambert at his home. Hank has lost a leg, has diabetes, had a stroke from which he is recovering with the help of his wonderful wife, Mary.

REUNION NEWS

TO THE MEMBERSHIP OF
THE 34TH BOMB GROUP

The reunion committee wants to thank all that attended the reunion in King of Prussia, PA. I wish to announce that those who missed the reunion also missed out on a good ration of the usual 34th fellowship. As we were checking out, and straightening out our debt with the hotel, we had everyone from the front desk - to the waiters/waitresses - to the bartenders and maids and housekeeping - to the bellmen - to the sales department, etc., all ask us to return again next year. They all claimed the 34th to be the best group they had ever worked with. This is very good news for the reunion committee to hear. It is better news for the Group to receive. It makes us all stand rather tall to know we can have a reunion, conduct a business meeting in a business manner, have a banquet in a festive fashion, with all attending enjoying themselves in any degree that suits them, and be asked to return soon. This all proves what I've claimed all along, "There never was, nor ever will be, another group that can come up to the "standards" of the 34th Bomb Group.

Thanking all of you,
Your Reunion Committee,
Robert Wright, Harold Rutka, Gerald Pine

REUNION ATTENDANCE

Donald & Laraine Allen
Vern & Millie Ames
Paul & Helen Anderson
Keith Anderson & Elly Veon
Ralph & Mary Applegate
Jack & Frances Ashburn
Charles & Evalyn Attridge
Vernon & Jene Atwater
Sam & Lee Baglio
Eli & Rose Baldea
Cleo & Freddie Baughman
Donald & Vera Baumgardner
Robert & Olive Bergold
Charles & Isabelle Billman
John & Margaret Bloczynski
Robert T. Blum
Lloyd & Bobbie Boreen
Paul & Ann Bourquin
Wallace & Doris Brauks
Milt & Elaine Braveman
Edward & Sarah Breitschwerdt
F.A. & Opal Bristow
William & Nita Brown
Glen & Daisy Brydge, plus 2 guests
Ben & Mary Buckley
William & Loretta Burnell
Ralph & Marge Bush
Robert O. & "Liz" Campbell
Tom & Blanche Cannock
Sue & John Costello (Ames guests)
Louis & Anne De Santis
Grady & Edith Deatherage
Robert & Edith Dees
Alfred & Elsie Di Nenno
Joseph & Victoria Domino
Vincent & Jean Doran
John & Margie Dozier
Joe & Verna Edwards
John & Betty Feda
Clayton & Norma Gabel
Marvin Garrison
Chester & Jacquelyn Gavryck
Claude & Audrey Gibbs
Albert Glenn
Robert & Virginia Gradin
"Pete" Gray
Charles & Jennie Gregorski
Willis Griffis
Robert & Cynthia Gross
Ray & Norma Grzeskowiak
Anthony & Elizabeth Habiger
Milton & Kathryn Hansen
Ambers & Jean Hanson
Merle & Olivia Hartman
Robert & Lorraine Hartwick
Raymond & Margaret Hinchee
Jack Hood & son-in-law
Vincent & Helen Hosack
Wayne & LaVerne Howarter
Seymour & Claudia Isaacs
Kivett & Lucille Ivey
Gene & Helen James
Eddie & Ianthia Jones
William T. Jones
Dexter & Beulah Jordan
Henry & Ruth Jurgens
Raymond & Alice Kaiser
John & Joanne Kantorak
Richard & Virginia Kashishian
William & Eileen Kaufman
Jim & Mary Kenny
George & Margaret Kline
Edward Lawler & Brother Frank
Raymond & Mary Lester
Irving & Doris Levy
Kenneth & Martha Lewis
William & Billie Logan
Edward & "B" Lonergan
Miguel & Laura Lopez
Ralph Lundeen
John & Lavonne Lyons
Earl & Helen Maciel
John G. Mangan
Daniel & Gerry Marks
Joe & Kay Marks
James F. Martin
Walter & Ruby McAllister
Roderick & Edith McColl
Francis & Rita McCullough
Pat & Helen McKeon
James & Jeanne McMahon
Dean & Alison Mercuris
Raymond Moats
Charles & Dorothy Morgan
Joseph J. & Eileen Morrell
Frederick & Virginia Muente
William & Gwen Muntzer
Carl Nichols
Jack & Beatrice Odom
Robert & "Ginny" Pacholski
Raymond & Bula Palmer
Earl & Irene Parenteau
Art & Marge Paulmann
Ken & Kathleen Paxton
Gerry & Wanda Pine
Robert M. Platz
Richard E. Polak
Harry & Georgia Prillman
George & June Ritchie
Cleveland & Henrietta Romero
Harold & Gen. Rutka
Earl & Patricia Saeger
Frederick J. Scherr
Fred & Clara Schoch
Paul & Betty Schommer
Kal & Evelyn Schonthaler
Dana & June Schrupp
Loyal Severson
Jack & Marian Share
Paul & Pauline Shull
Robert & Betty Simpson
Ron & Martha Simpson
Frank & Alda Sivret
James & Jane Ann Smith
John Smith
Oren & Lois Smith
Pauline Smith
Bruce & Muggs Sothern
Alfred & Jean Steiner
Walter & Lois Sturdivan
Ray & Hannah Summa
Walter & Pauline Summers
Louis & Teresa Tamburro
Roy & Kate Tavasti
Roy & Valerie Thompson
Warren & Dolores Thrun
Sam Turnipseed
Lawrence Underwood
Oral & Marjorie Walker
Karl & Judith Wallace
Carl & Berdine Westman
Harold & Evelyn Williams
Samuel & Arlene Wolstencroft
Robert & Esther Wright
Benjamin & Edith Zeldes

BOARD MEETING

BOARD MEETING - 34th BOMB GP. ASSN.
10 SEPT. 1987 - 10 A.M.
VALLEY FORGE HILTON HOTEL

Present: Pres. Al DiNenno, Ed Lawler, Dana Schrupp, Doug Underwood, Ray Summa, Miguel Lopez, Walter McAllister, Vern Ames, Eli Baldea, George Ritchie, Sam Baglio, Harold Rutka & Gerald Pine.

The meeting was called to order by Pres. Al DiNenno. Minutes of '86 Board and general meetings were read and approved.

TOURS: Joan O'Leary explained the tours planned for Friday and Saturday and said that tickets will be available for pickup at the registration desk.

OLD BUSINESS:

1. The status of the "Book" was discussed. Mr. Thompson, the publisher's representative will be at the general meeting.

2. Harold Rutka reported on the Mendlesham Tour in May, '87. Ames moved, seconded by Ritchie, that Rutka be reimbursed for expenses of $100.00 from the Reunion Fund. Motion passed.

3. First past president, Grady Deatheridge and first unit contact, Carposis, will be presented with aircraft models at the Banquet.

NEW BUSINESS:

1. Baldea reported that he and Ray Summa are often contacted for information they are unable to provide. They should be kept up to date on activities being handled or planned by others in the organization. Ritchie moved, seconded by Baglio, that the editor of our newsletter be made an ex-officio member of the Board. Motion passed.

2. Discussion ensued regarding prices of reunions; what we get for the money, etc. Also regarding a site for 1990 reunion. A further discussion about mileage expended on behalf of the group's business. Baglio moved that we set aside $500.00 from the treasury for claims for mileage at rate of 12 cents per mile. Died for lack of a second.

3. Ames moved that anyone who has incurred exceptional expenses will be reimbursed by voucher, either to the Reunion Fund or General Fund, depending on where the effort is expended. This was seconded and passed.

4. The Newsletter costs 8.5 cents to mail. It costs 30 cents if not deliverable because of change of address or incorrect address. To re-mail a copy requires first-class postage, in some cases as much as 90 cents. It was decided that, hereafter, the newsletter will not be re-mailed. It is every member's duty to keep us posted on the lastest correct address.

5. It was mentioned that St. Mary's Church in Mendlesham does not have a "loo." It was suggested that we begin a fund to provide them with one. An auction at the next reunion was suggested as a means of raising the money. Ritchie offered his services as Auctioneer if we do. It was suggested we get more information on estimated cost of the loo. St. Mary's Church has established a Role of Honor of our departed.

6. Eli Baldea passed out cards received from the Holiday Inn at Virginia Beach for '88. Discussion followed regarding these return postcards which would show credit card numbers to anyone interested. It was thought that other arrangements must be made. Gerald Pine prompted everyone to watch the March and June issues of the newsletter for '88 reunion information.

7. Gerald Pine reported looking ahead to future reunions. In '89, we will meet in the near Southwest. In '90, we will meet in a West Central state. In '91, a Northeast Central state. The 1988 reunion will be at the Holiday Inn at Virginia Beach, VA. Sept. 22 - 25.

8. Question came up regarding how to pay for supplies for the hospitality room. Suggestions will be tried out at present reunion.

TREASURER'S REPORT (Updated):

Ray Summa:	
Bank Balance, 12/1/86	$9,424.33
Received to 10/1/87	8,420.06
Total	17,844.39
Paid Out	7,176.03
Current Balance 10/1/87	10,668.03
Current Life Membership Fund (Incl. Int.)	6,285.78
Memorial Fund:	
Current Balance	7,731.17
'87 Expenses:	
Paid out for 34th memorials in England	285.32
Flag Posts	16.73
Total '87 Expenses	302.05
Reunion Fund:	
Balance August '85	6,136.09
Balance December '86	7,981.57
Balance October 1, '87	8,060.00

MINUTES OF ANNUAL MEETING

34TH BOMB GROUP ASSOCIATION

Meeting was called to order by Pres. Al DiNenno. The Pledge of Allegiance was led by the President.

Minutes of the previous Board meeting and Annual meetings were read and approved.

COMMITTEE REPORTS:

Audit committee: (Howarter, Gross, Bush) reported "The books are in order." Moved and seconded to be accepted. Motion passed.

Reunion committee: (Gerald Pine) stated the next reunion is to be at Virginia Beach, VA. 22 - 25 Sept. '88, at the Holiday Inn. Explained registration costs, meals, lodgings, and extras. Given a big round of applause. He thanked his committee and all who worked for the reunion.

Book committee: (Walter McAllister) introduced Mark Thompson, the publisher's representative, who reported:

1. At present time we have 250 participants; would like to have 300 by October 15, 1987, our latest deadline.

2. Book should be out by April, 1988.

3. He made himself available at the registration desk for the remainder of the day for late participants.

34th Newsletter: (Eli Baldea, Editor) stated that addresses are the biggest problem, especially those who move during the year without informing us and those who have separate summer and winter addresses.

OLD BUSINESS: NONE!!!

NEW BUSINESS:

Nominating Committee (Bruce Sothern, Pete Gray, Dexter Jordan) offered the following slate of officers for the following year:

President - Ed Lawlor
Vice-President - George Ritchie
Recording Secretary - Vernon Ames
Director - Wally Brauks
Director - Kivett Ivey

Cont. on page 5

Cont. from page 4

Director - Cleveland Romero
Unit Contact - Ray Summa
(Past director Randall Martin remains on board to replace George Ritchie)

Motion was made and seconded to accept the nominating committee's slate. Motion was passed unanimously.

Bruce Sothern discussed retaining ex-officio members on the board. These to include the past president, the reunion chairman, the newsletter editor, and the unit contact. The group expressed their appreciation for his work.

It was suggested from the floor that in '89 or '90 we have our reunion in Seattle. We have offers from the Boeing Co. and other area persons. No action was taken.

AUCTION USA: Next year at Virginia Beach, each member is asked to bring something either representative of their area of the country or of their personal hobby. These will be auctioned off to raise funds for any additional memorials. George Ritchie has offered his services as auctioneer.

A big thank you was expressed to Eli Baldea for publishing the Roster and Newsletter with a good round of applause. We have over 1400 names listed. It was stated that not every name on the roster is a paid-up member but we continue to carry the addresses for everyone's information.

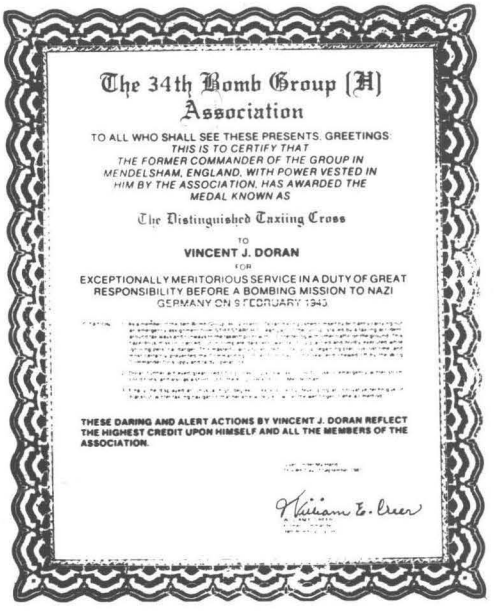
It was noted that Muente's crew had 100% of their members present for the Reunion.

Being there was no further business to be brought up, the meeting adjourned.

Respectfully submitted by,
Dana O. Schrupp, Secretary

SPECIAL NOTICE

Pix of Medal



The 34th Bomb Group (H)
Association

TO ALL WHO SHALL SEE THESE PRESENTS: GREETINGS:
THIS IS TO CERTIFY THAT
THE FORMER COMMANDER OF THE GROUP IN MENDELSHAM, ENGLAND, WITH POWER VESTED IN HIM BY THE ASSOCIATION, HAS AWARDED THE MEDAL KNOWN AS

The Distinguished Taxiing Cross

TO

VINCENT J. DORAN

FOR

EXCEPTIONALLY MERITORIOUS SERVICE IN A DUTY OF GREAT RESPONSIBILITY BEFORE A BOMBING MISSION TO NAZI GERMANY ON 9 FEBRUARY 1945

THESE DARING AND ALERT ACTIONS BY VINCENT J. DORAN REFLECT THE HIGHEST CREDIT UPON HIMSELF AND ALL THE MEMBERS OF THE ASSOCIATION.

William E. Creer

Pix of Commendation

At our annual banquet on Saturday, Sept. 12th, the "Distinguished Taxiing Cross" was presented to Vincent J. Doran in honor of his meritorious service on 9 February, 1945, as previously reported in this newsletter. The commendation and medal shown above were presented by Roy Tavasti in the absence of Bill Creer. The citation reads:

1. As a member of the 34th Bomb Group (H), Vincent J. Doran distinguished himself by brilliantly carrying out an emergency assignment from STIFFSTARCH to lead part of the Group, stalled by a taxiing accident, around taxiways and runways to the takeoff point without interferring with other traffic on the ground. This hazardous mission, carried out in complete darkness, was skillfully planned and boldly executed while ignoring personal danger. This masterful activity resulted in the Group regaining precious lost time, and most certainly prevented the Commanding Officer from having his rear end chewed off by the Wing Commander for sloppy and tardy operations.
2. Doran further achieved great credit for pioneering a new taxi route for use in emergency winter storm conditions, and also as a short cut to the King's Head Pub in Mendlesham.
3. Finally, he displayed an unusual high degree of excellence by developing an innovative technique of blackout, winter taxiing navigation that became widely known as the wet-finger-in-the-air method.

THESE DARING AND ALERT ACTIONS BY VINCENT J. DORAN REFLECT THE HIGHEST CREDIT UPON HIMSELF AND ALL THE MEMBERS OF THE ASSOCIATION.

Signed:
WILLIAM E. CREER
Former Commander
34th Bomb Group (H)

GOINS' ON

Board of Directors: Standing L To R: Baldea, Pine, Lopez, Rutka, Wright, Lawler, Summa, Baglio, McAllister. Sitting L to R: Ritchie, Ames, Schrupp & DiNenno

Grady Deatherage - Past President

Group on Historic Philadelphia Tour

Roy Tavasti presenting medal to Vince Doran

Fife & Drum Corps. group marching through Independence Square at noon

Pres. Al DiNenno passing the gavel to new President, Ed Lawler

Al & Elsie DiNenno receiving gifts

Sweet Adelines

FESTIVITIES

Sam & Lee Baglio and Al & Agnes Israelson

First time all together in 39 years: L to R: Keith Anderson, Fred Muente, J.C. Smith, Bob Pacholski, and Dexter Jordan

Warren & Tomi Thrun and Joe & Kay Marks

June & George Ritchie and Lucille and Kivett Ivey

Bill & Eileen Kaufman, Sarah Breitschwerdt and Ellie Veon

J.C. Smith, Bob Pacholski, Jane Ann Smith, Ginny Pacholski

Laura Lopez, Keith Anderson, Miguel Lopez and Marvin Garrison

Alice & Ray Kaiser and Ginny & Fred Muente

FESTIVITIES

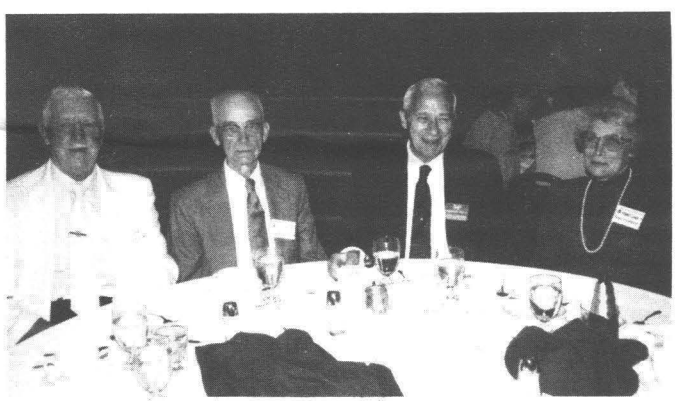
Earl & Irene Parenteau and Kris & Roderick McColl

Vern & Millie Ames and Freddie & Cleo Baughman

Berdine & Carl Westman and Clayton & Norma Gabel

Evalyn & Charles Attridge and Bobbie & Lloyd Boreen

Ray & Norma Grzeskowiak



John S. Smith, Sam Turnipseed and John & Marge Bloczynski

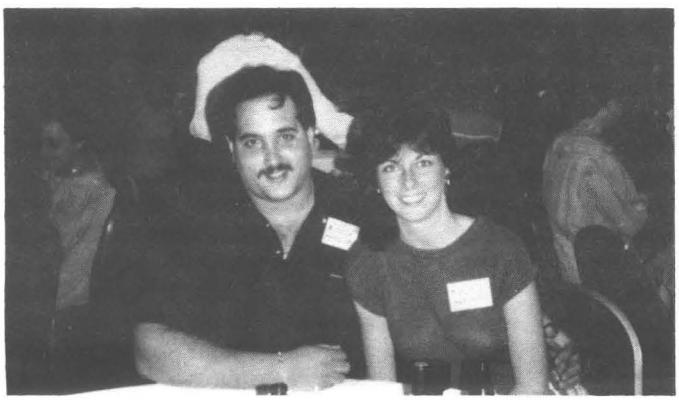
Eli Baldea, Pauline Smith, Walt & Ruby McAllister

Edith & Ben Zeldes

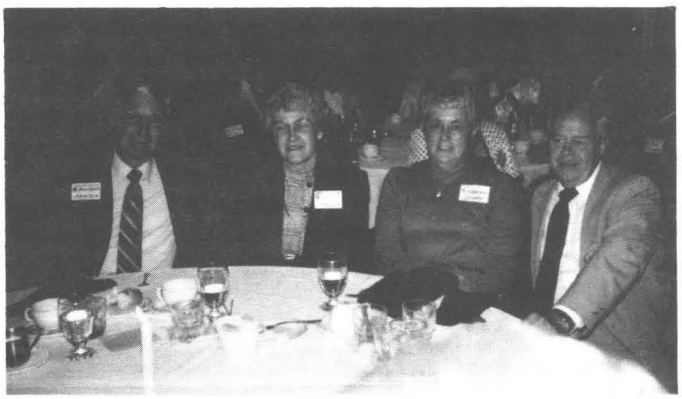
FESTIVITIES

Dex & Beulah Jordan and Virginia & Richard Kashishian

Rose Baldea & Joe Domino, Vicki Domino & Eli Baldea



Dean & Alison Mercuris



Ambler & Jean Hanson and Marian & Jack Share

Elaine & Milton Braveman and Paul & Ann Bourquin

Billie & William Logan

Don and Vera Baumgardner

Bob & Ginny Gradin and Beryl & Paul Anderson

FESTIVITIES

Bill & Nita Brown

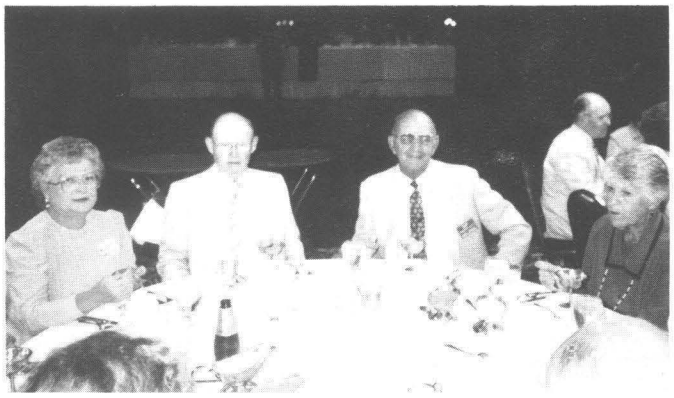
Kate and Roy Tavasti, Doug Underwood

Scott Middleton and Jack Hood

Bula & Ray Palmer, Blanche & Tom Cannock

Joe & Verna Edwards, Bob & Pauline Summers, Francis McCullough

Willis Griffis, John & Lavonne Lyons, Donald Allen



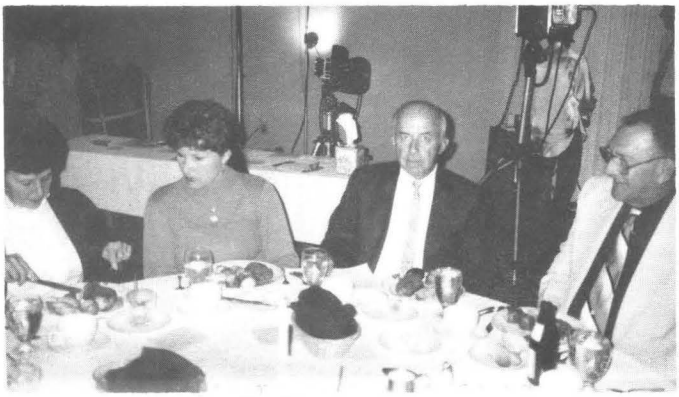
Mary & Ralph Applegate, and Earl & Helen Maciel

Raymond & Mary Ruth Lester and Joanne & John Kantorak

FESTIVITIES

Claude & Audrey Gibbs, and Orin & Lois Smith

Henrietta Romero, Oral & Marjorie Walker



Ianathia Jones, Claudia & Seymour Isaacs, Eddie Jones

Pauline & Paul Schull, and Grady & Edith Deatherage

Muggs & Bruce Sothern, and Frank & Alda Sivret

Cynthia & Bob Gross, and Helen & Pat McKeon

Jennie & Charles Gregorski, and Cleveland & Henrietta Romero

Laverne & Wayne Howarter, and Robert Campbell (seated)

FESTIVITIES

Doris & Wally Brauks, and Richard Polak

Milton & Kay Hanson and Evelyn & Harold Williams

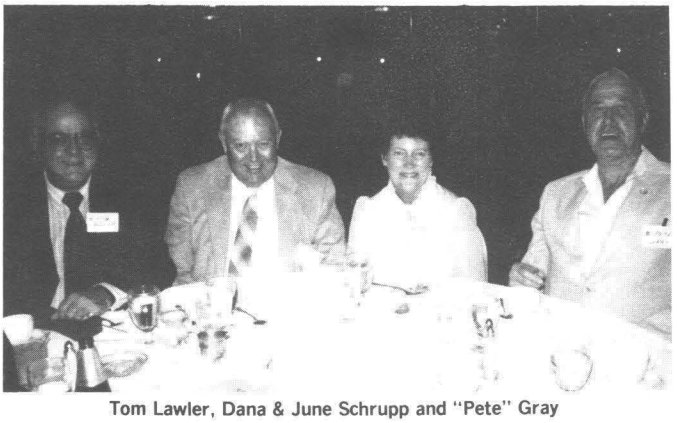
Mary & Ben Buckley, Lou & Anne De Santis, Ralph & Marge Bush

Judy Wallace, Charles & Isabelle Billman

John & Olive Bergold and Louis & Teresa Tamburro

Eddie Jones, Charles & Dorothy Morgan, Claude Gibbs

Paul & Betty Schommer



Tom Lawler, Dana & June Schrupp and "Pete" Gray

FESTIVITIES

Francis & Rita McCullough, and James & Mary Kenny

Edith Dees, Margie & John Dozier, Robert Dees

George & Margaret Kline, and Peggy & Sam Wolstencroft

Doris Levy, Ruth & Henry Jurgens, Irving Levy

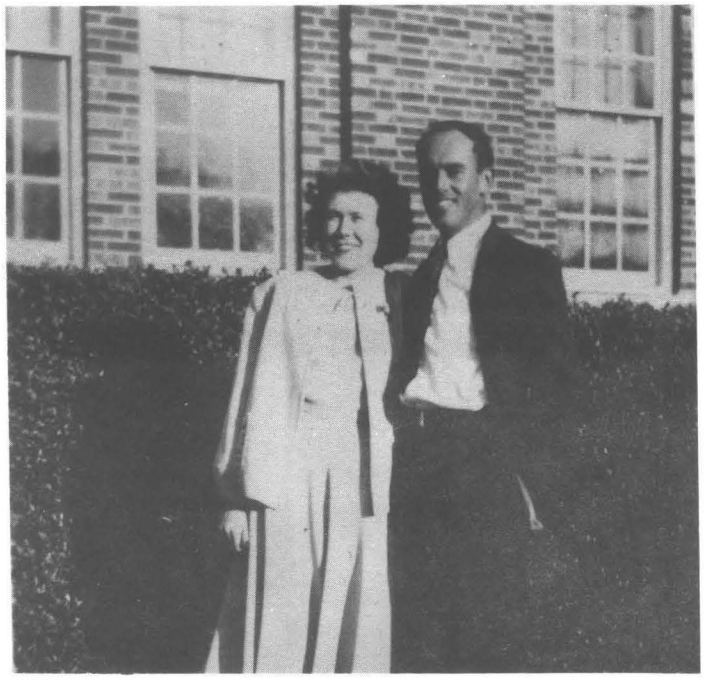
Robert Campbell, and Kenneth Lewis

Jack & Beatrice Odom, and Opal & F.A. Bristow

Roy & Valerie Thompson and Elizabeth & Anthony Habiger

Robert & Lorraine Hartwick and Vincent & Helen Hosack

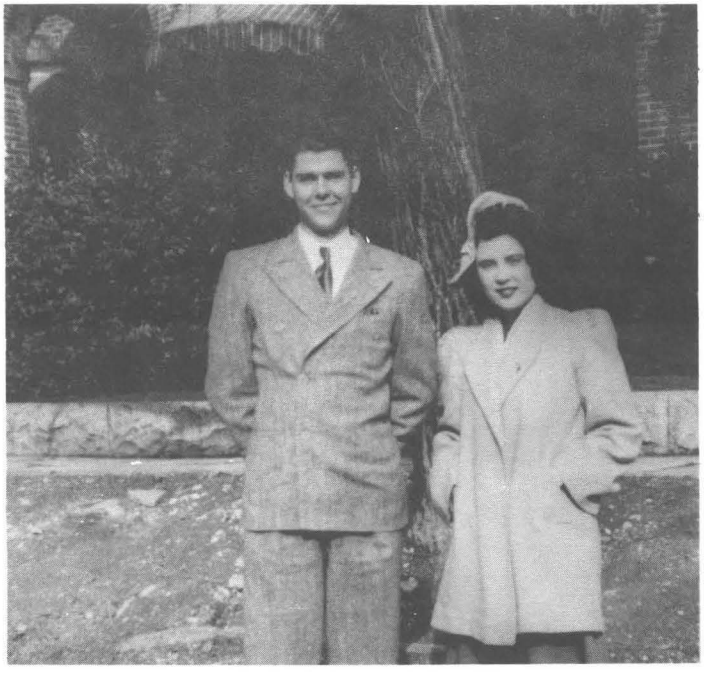
Dexter & Beulah Jordan



1948

1985

Lester & Mary Etta Brookshire



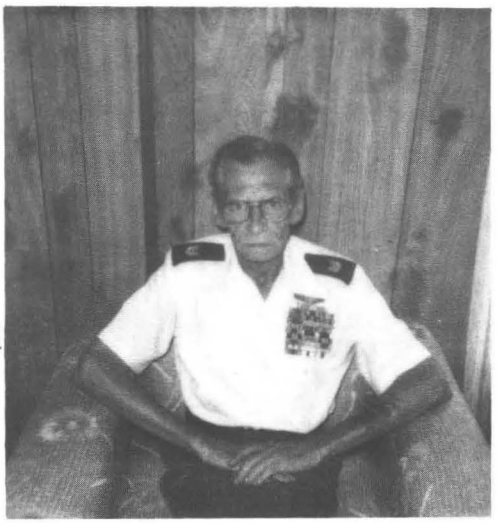
1941

1986

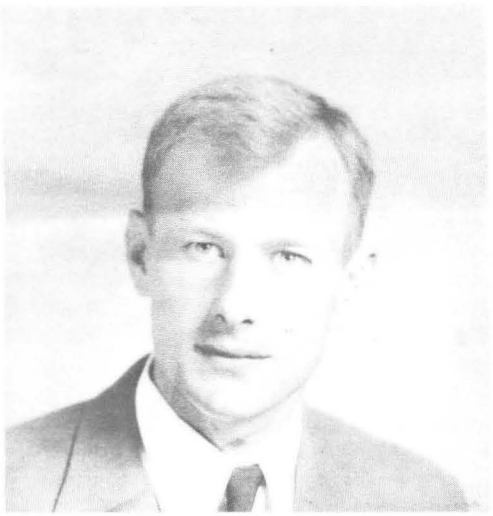
Then and Now

1952

Frankie L. Champion



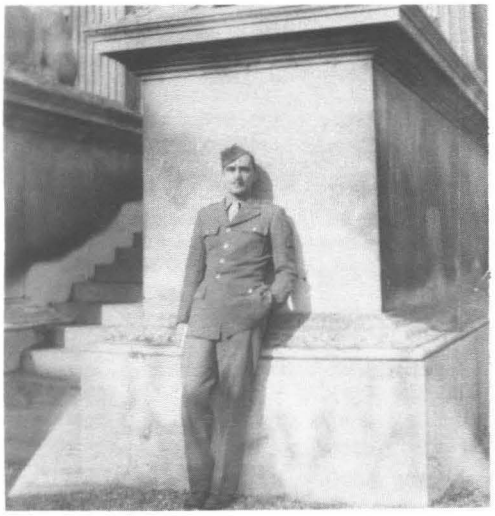
1987



1945

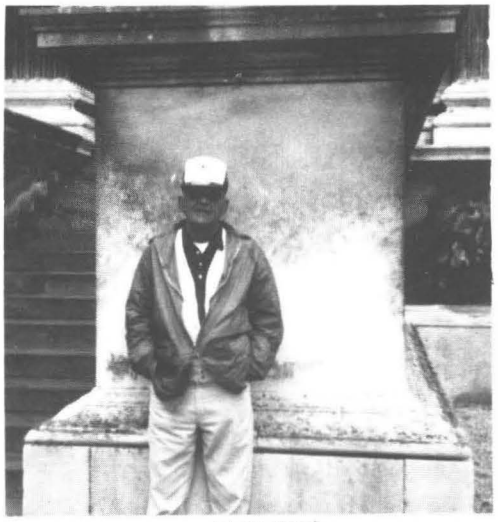
Norris Smith

1987



1945

Earl Maciel



1985

WILLIAM DORRANCE - Kailua, HI.

I was very sorry I couldn't attend the reunion but we were right in the middle of our permanent move from Ann Arbor to Hawaii. In fact, the movers came Sept. 8th and we moved on Sept. 9th. Keep up the good work!

* * *

"PETE" GRAY - Virginia Beach, VA.

I believe it was one of the best of all the reunions we've had. The Saturday night banquet was, as usual, the highlight of the whole trip. The food was excellent, Al DiNenno did a fine job as M.C., and the entertainment was perfect - enjoyed every moment of it! Roy Tavasti's presentation of the medal was excellent and, later on, did you see him on the dance floor?!. That chorus of beautiful gals - weren't they something? Whoever rounded them up deserves a pat on the back. It's been so long since I've heard singing like that, I could hardly believe what I was hearing. Their delightful voices, without any of the unnatural and noisy amplification so popular today, made for some mighty easy listening. All in all, it was a wonderful evening. Gerald Pine, Bob Wright, and Harold Rutka, along with all the others who spent so much time and effort putting it all together, deserve a vote of thanks. they did a fine job, as usual.

* * *

AVON D. SHAW - Lubbock, TX.

I had not seen nor heard from any of the crew from the time we returned to the States in 1945 until Vern Ames contacted me through the national V.A. about 2 years ago. Since he contacted me, he not only called me, but came by the house with his wife for a short visit.

I had a heart attack in April of this year and elected to have angioplasty surgery in lieu of open-heart and seem to be doing fairly well, with daily medication. I have not been in touch with Vern Ames since, so I'm sure he (or the others) don't know about it.

* * *

RAYMOND S. BROWN - San Antonio, TX.

Jean Bouliane and I were members of the crew of the B-24 "Shadrach." After having gone our separate ways for 42 years, we ended up in the same hospital at the same time in August. That was the Brooke Army Medical Center, Fort Sam Houston, San Antonio. Jean had a heart valve replaced and is doing fine back at home in Houston. I had an aortagram to confirm a suspected aneurism. I'll have the repair operation September 14th. If the plumbers do a good job, I'll be like new in 3 to 4 weeks and looking forward to next year's reunion.

RICHARD E. TURPIN - Asheville, NC.

I was reading page 12 of the last issue where "Lars" Larson said we went from Washington to Blythe. Well, we could have been split into more than one group leaving Washington, but I ended up in Caspar, Wyoming. Coldest damned place I have ever been; 30 below most of the time. An engine had to be covered with a heater under it. When it would start, all was moved to another engine. When all props were going, you had to shut down and re-fuel.

* * *

LOUIS J. TAMBURRO - East Hartford, CT.

It sure was great to be re-united with all the guys. Terry and I had a great time, and we surely expect to be in Virginia in 1988. It seems as if everyone had so many stories to tell, all very interesting, even though some were sad; but only a few.

* * *

IAN HAWKINS - England

Thank you for the 6 copies of the 34th B.G. newsletter which arrived safely. I've sent five to other friends of the 34th and kept one for myself for my 34th B.G. file.

With your permission, I would very much like to reproduce the excellent stories on pages 10 and 11 by James F. Martin and "Pete" Gray in the March, '88 edition of the "Framlingham Times." I thank you in anticipation.

* * *

TONY B. ARTUSO - Cumerland, RI.

Took Paul Buss 42 years to convince me, but he did a great selling job! Truly enjoy the newsletter and look forward to the day when we get to meet with each other in person.

* * *

CLEM DeROCCO - Huntington Beach, CA.

I distinctly remember the orders cut a Mitchell Field in late '40 or early '41 for Sqdn. assignments to the 34th and the train ride to Westover Field which seemed it was before April since there was a lot of snow on the ground.

Westover Field was still being built when we arrived. It seems as though one never knew if they were on the base or in Chicopee Falls.

We were pulling 25 hr. inspections on LB-30's (forerunner of the B-24) which were going to England. The group eventually got 5 or 7 PT-17's and these were used to get flying time for aircrew personnel.

* * *

LESTER E. BROOKSHIRE - Calhoun, GA.

For the mission when we knocked out the German's synthetic oil facilities, deep inside Germany, we got a presidential citation. Did anyone get a letter or was it just a group citation? I have wondered about it many times.

* * *

DEXTER JORDAN - Huntersville, NC.

Was glad to hear that you have located Charles Sakal. The only address he gave me was his sister's and I misplaced it. I am sending him a note encouraging him to come to our reunions.

* * *

HELEN NUSBAUM (Howard Marn's Sister) - Topeka, KS.

The newsletter is most interesting and, as in the past, I see that Howard gets it and we discuss it some. Howard is as well as can be expected and still in a nursing home.

* * *

PEGGY ROSE (Everett's wife) - Tacoma, WA.

I had cancer surgery at Madigan Army Medical and I could not have had better care anywhere. The doctors were wonderful!! Even Nancy Reagan couldn't have had better care. I'm on post-operative medication and will be for at least a year, and I will go to the tumor clinic periodically for blood tests and check-

Cont. on Page 17

NEWS FROM HERE AND THERE

FROM WALLY BRAUKS:

Congress has authorized the issuance of a medal for all former Prisoners-of-War who were captured since World War I and who served honorably. These should be available on or about January 1, 1988. An application for the medal will be available at all U.S. Post Offices and there will be a nationwide publicity campaign explaining the criteria for the medal and instructions for applying.

Secondly, a new law has added two new disabilities to the list of conditions which may be considered service-connected for former P.O.W.'s. They are: (1) organic residuals of frostbite, and (2) post-traumatic osteoarthritis. If any ex-P.O.W. feels they may suffer from either of these conditions, contact your VA Regional Office and request VA Form 21-526.

Thirdly, the VA has for many years offered a Protocol Examination for any former P.O.W. wishing one. There are two purposes for this medical exam; to determine what health problems you are experiencing and then help set up a treatment plan if you wish; and, secondly, to help determine if you have any service-connected disabilities for which you might be compensated. If interested, call or write to the Administrative P.O.W. Coordinator at the nearest VA Medical Center furnishing your name, address, and claim number, if you have one.

For further information on VA benefits or medical treatment, former P.O.W.s should call the nearest VA Regional Office or Medical Center. A national toll-free hotline has also been established to assist former prisoners-of-war. The number is 800-821-8139.

* * *

We hear that Bob Gross, a member of the Town Council, has donated to the West Hartford, CT. Public Library, a copy of the book "Mighty Eighth War Manual" by Roger Freeman. He donated the book so that young people will have a chance to find out what the Eighth Air Force was all about.

* * *

From Walter Sturdivan. we hear that he has now completed the book about his war experiences and association with the 34th Bomb Group from Blythe to Mendlesham. It is a limited edition, at present, and is available to men of the 34th if they are interested. The price is $12.00 postpaid. If interested write to: Walter Sturdivan, 5901 No. El Dorado, Stockton, CA. 95207

* * *

As mentioned in a previous issue, there will be a 50th ANNIVERSARY reunion of all B-24 Liberator units in Fort Worth, TX. May 17th to 21st, 1989. "A GATHERING OF LIBERATORS" will celebrate a "Happy Birthday" for the B-24's. Ray Summa has been asked to find out how many expect to be there from the 34th, so if you think you're going to attend, please let Ray know.

Notes From Our Friends

Cont. from page 16

ups for at least a year, but I can handle that. So far the medication has not bothered me so that is another plus.

I want to thank the wonderful people of the 34th BG Association for the wonderful card and many good wishes I received following the operation. All those prayers and good wishes DO help. With all those good thoughts, how could I not get well! I will be forever grateful to Wanda Pine for getting the card and for seeing that so many people signed it. I show the card to everyone, and now they understand why we look forward to and enjoy the 34th reunions so much.

* * *

VINCE DORAN - Anchorage, AK.

We had a wonderful time at the reunion reminiscing with old and new friends. The tours arranged by the Committee were worth the trip from Alaska by themselves. It was history we didn't know enough about.

The surprise humorous award that Bill Creer dreamed up was the highlight of the banquet for us. Roy Tavasti did a great job presenting it. It was an evening of good fun; I think everyone enjoyed it. I only wish Vivian and Bill could have been there.

KEITH ANDERSON - Ravenna, OH.

I wish to thank all of our friends of the 34th who have sent their best wishes for my continued good health. It is most heart-warming.

Don't Forget Your Dues..

Mail $7.50 to: Ray Summa
2910 Bittersweet Lane
Anderson, IN 46011

You Know You're Getting Old When...

Submitted by ARTHUR D. WILLIAMS, Willsboro, NY. and "PETE" GRAY, Virginia Beach, VA.

Everything hurts, and what doesn't hurt doesn't work.
The gleam in your eyes is from the sun hitting your bifocals.
Your little black book contains only names ending in M.D.
Your mind makes contracts your body can't meet.
You look forward to a dull evening.
You turn out the light for economic rather than romantic reason.
You sit in a rocking chair but can't get it going.
After painting the town red, you have to take a long rest before applying a second coat.
You burn the midnight oil after 9:00 p.m.
A fortune teller offers to read your face.
Your mind goes out more than you do.
Your pacemaker makes the garage door go up when you watch a pretty girl or handsome guy walk by.
You sink your teeth into a steak--and they stay there.
You finally reach the top of the ladder and find it leaning against the wrong wall.
You decide to procrastinate but then never get around to it.
Your knees buckle and your belt won't.
You regret all those mistakes resisting temptation.
You get winded playing chess.
You join a health club, then don't go.
You're still chasing women, but can't remember why.
Dialing long distance wears you out.

LIFE MEMBERS TO DATE (Total 63)

Vernon C. Ames
Keith Anderson
Samuel Baglio
Eli Baldea
Cleo J. Baughman
James C. Blair
John Blair
Lloyd W. Boreen
Homer Brown
Ralph Bush
Paul Buss
Robert B. Deloye
Richard Dunkel
Joseph Edwards
Carroll Forister
Marvin (Lefty) Gardner
Marvin Garrison
Chester Gavryck
Robert S. Gay
George Gerlach
Robert Gradin
William "Pete" Gray
Charles C. Gregorski
Jack Hood
Vincent Hosack
Wayne Howarter
Seymour W. Issacs
Marvin W. Jalving
Eugene James
Dexter Jordan
Warren J. Kiley
Edwin L. King
Jack A. Kinney
Emmet Klusmeyer
Ralph Livsey
Ken Lockwood
James F. Martin
Randall Martin
Walter McAllister
Robert A. Nendell
Juan Perez
Gabriel E. Pettinato
Arthur Poulos
Robert T. Priddy
Harold E. Province
Cleveland Romero
Everett M. Rose
John G. Rosequist
Dana Schrupp
Donald Shee
Robert Steiner
William Stevens
John P. Strona
Ray L. Summa
Roy Tavasti
Anthony Trutanich
Samuel Turnipseed
Ken Ulam
Douglass L. Underwood
Herbert Vick
Karl Wallace
Arthur D. Williams
Clyde Willis

Standing L to R: Don Rankin, John Dozier, Harold Fondren, C. Wrightsman & Cliff Lattin. Kneeling L to R: Vince Hosack, Robert Dees, Robert Aldrich, & Steve Walch

ROSE'S CORNER

Beulah Jordan, Ruby McAllister, Lee Baglio and Elly Veon enjoying a day at the Mall.

Did you know that we are all born with the ability to create happiness? It was very evident at our reunion again. Meeting our friends, rehashing old times, making new friends, etc., happiness was everywhere.

Eli and I, plus the members of our crew, were especially glad to welcome back Joe and Vic Domino and Pauline Smith. This was a first for Joe and Vic and Pauline has missed the last three with the 34th.

I asked that the above picture be inserted with my column because shopping is one of the joys we gals find in each city during reunion weekends. We were at the huge King of Prussia Mall, and I do mean HUGE!! There's Bloomingdale's, Macy's, and even John Wanamaker's. We walked through Bloomingdale's and actually got lost trying to find the exit!

I've been asked about recipes in my corner, so here goes for a super appetizer for your Christmas parties.

BEEF BALLS

1 lb. ground chuck
½ tsp. ground cloves
½ tsp. salt
½ tsp. pepper
¼ tsp. garlic powder

Sauce

½ cup catsup
2 Tbsp. Worchestershire sauce
12 oz. can of beer

Mix beef with cloves, salt, pepper and garlic powder. Form into balls the size of a walnut. Brown quickly in a little oil. Remove meat balls and drain well. Set aside. Mix together catsup, Worchestershire sauce and beer. Simmer for about 10-12 minutes. Place meatballs in sauce, cover, and simmer for 1½ hours. Serve on fancy toothpicks. Makes quite a few and very tasty.

* * *

As an added thought, you can judge your age by your attitude towards a vacation - is it time to play or a time to rest?

Until the next issue, have a happy, safe and blessed Christmas celebration and our best wishes for the coming year.

Love,
Rose

ADDRESS CHANGES

(Changes Underlined)

ALVORD, FAYNE, 139 So. Market, Shamokin, PA. 17872
APPLEGATE, ELMER H., 1224 River Hgts. Dr., Indianapolis, IN. 46240
BACSKAJI, JOSEPH, 114 E. Judson, Youngstown, OH. 44507
BRESH, PAUL E., 1340 S. Brandywine Circ. Ap. 4, Fort Myers, FL. 33919
BRYAN, STANTON K., 9816 Willow Brook Cir., Louisville, KY. 40223
CAROTHERS, HAROLD, 5724 Sunflower Ave., Milton, FL. 32570
DOZIER, JOHN F., 602 North Shore Dr., Boiling Spring Lakes, NC. 28461-9270
EBY, CHARLES E. JR., 222 Chad Place, Millville, DE. 19970
FRANGELLA, PATRICK, 2324 E. Dana Drive, Deltona, FL. 32738
GANGER, DALE, 66765 County Rd. 31, Goshen, IN. 46526-9340
GAY, ROBERT S., 158 Bayshore Drive, Moro Bay, CA. 93442
GOMBOS, WILLIAM, 50 Jackson Street, Saratoga Springs, NY. 12866
GRONOUSKI, JOHN A., 700 South First #203, Austin, TX. 78704-1655
HANSON, AMBERS E., Rt. 5, Box 55-B, Auburn, AL. 36830
HOWARD, PHILIP H., 10844 Harborside Drive, Largo, FL. 34643
HUDSON, HAWLEY, P.O. Box 914, Bonita Springs, FL. 33959
INGRAM, BILL, 2707 Woodlake Dr., Santa Rosa, CA 95405-8473
ISRAELSEN, ALLEN O., 15115 Interlachen Dr. #526, Silver Spring, MD. 20906-5641
JACKSON, WALTER G., 1030 S. 4th St. #F, Springfield, IL. 62702-3810
JONAS, FRANK, 32800 Hwy. 20, Space 11, Fort Bragg, CA. 95437
JORDAN, DEXTER, 11401 Asbury Chapel Rd., Huntersville, NC. 28078
KELHART, ROBERT E., 30 No. 13th Street, Allentown, PA. 18102-4340
LIPSCOMB, LINDSEY, 15 Woodstone, Houston, TX. 77024
LYONS, JOHN T., 9719 Mill Creek Dr., Eden Prairie, MN. 55344
MADION, HAROLD O., 25045 Woodbridge Triangle, Farmington, MI. 49018
McCOLL, RODRICK, 11 Natural Dr., P.O. Box 129, East Orleans, MA. 02643-0129
McLAUGHLIN, EDWIN G., 29 Greenhurst Ln., East Hartford, CT. 06118
METZ, CHARLES F., 7 Rodney Avenue, Islip Terrace, NY. 11752
MORTON, ROBERT, 738 Dellena Ln., Fort Myers, FL 33905-4024
NELSON, HENRY B., P.O. Box 1335, Estes Park, CO. 80517
NICHOLS, CARL, 1535 W. Wrenwood Lane, Fresno, CA. 93711
NORTHRUP, JOHN F., 4216 Clairmont Ave., Birmingham, AL. 35222-3724
ORAVEC, WILLIAM J., 339 Sawgrass Place, Casselbury, FL. 32707-5216
PANCAKE, CHARLES E., 801 Spring Street, Jeffersonville, IN. 47310
PETTINATO, DR. G.E., 267 Woodlawn Ave., Jersey City, NJ. 07305
SCHILDMAN, WILLIAM, 1403 Hardin, So. Jacksonville, IL. 62650
SCHINDLER, ERNESTINE (HOMER), 9002 29th Ave. Ct. S., Tacoma, Wa. 98409
SHINN, WILMER III, Rd. 3, Box 111A, Emlenton, Pa. 16373-9649
SMITH, DR. BIRNA, 1031 W. Lake Road, E. Lansing, MI. 48823
SPROUL, CLARENCE C., 309 S.E. 12th Ave., Pompano Beach, FL. 33060-7424
STOVAL, EARL B., 2642 Meridian St. N.#123, Oklahoma City, OK. 73107-1008
SWAM. RAYMOND. 14 So. Marina Plaza, Englewood, Fl. 34223
SWICK, GIDEON W. JR., 974 S. Denver Ave., Ft. Lupton, CO. 80621
TRUTANICH, ANTHONY A., 48 Hidden Valley Rd., Rolling Hills Est., CA. 90274
WHITEMAN, RICHARD E., Rd. #9, Box 877, Greensburg, PA. 15601
WILSON, TREVETT A., 13609 Del Webb Blvd., Sun City, AZ. 85351
WOLF, JOHN, 845 Knollwood Village, Southern Pines, NC. 28387
WOOLFORD, WILLIAM J., 16015 S.E. Oatfield Rd., Milwaukie, OR. 97267
YOUNG, JAMES C., 1400 Walnut St., Williamsport, PA. 17701

NEWLY FOUND

ARENS, ALVIN K., 9146 Hazelton, Redford Twp. MI. 48239
AULD, DR. WILLIAM T., 6539 Cumberland Place, Stockton, CA. 95209
BUGANSKI, SIGMUND, 9706 Chamberlin Rd., Twinsburg, OH. 44087
CAROTHERS, REX W., R.T.R. Box 5431, Corning, CA. 96021
DAVIS, KEN J., 2344 Fairmeadow, Billings, MT. 59012
DE ROCCO, CLEM, 10042 Meredith Dr., Huntington Beach, CA. 92646
DUNKEL, RICHARD, Rd. 5, Box 377, Sinking Springs, PA. 19608
FIER, REUBEN, 6803 Cherokee Dr., Baltimore, MD. 21209
JAHNKE, WESLEY, 3544 Sunset Beach Dr. NW., Olympia, WA. 98502
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Oakton, VA.

COTAR, HENRY F.
Austin, TX.

DEFIBAUGH, WILLIS R.
Grapevine, TX.

FESSLER, ELMER

FREEMAN, JESSE R. III
Lexington, SC.

GLOVER, CHARLES
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GOTOWKA, RICHARD S.
Dunkirk, NY.

GRAVES, JAMES G.

LONG, CHARLES W.
St. Petersburg, FL.

MASTENBROOK, JOHN (RED)
Painted Post, NY.

OSTROM, THOMAS J.
Whitehall, OH.

PRICE, RAY[illegible]RN
McDonough, GA.

REILLY, CHARLES J.
Enfield, CT.

SCHULTZ, RAYMOND
Cincinnati, OH.

SEVICK, PHILIP
Elizabeth, PA.

SIEGFRIED, RALPH
West Burlington, IA.

SPRINKLE, MAURICE
Indianapolis, IN.

TAWA, FRED
West Roxbury, MA.

WILSON, CURTIS L.
Kershaw, SC.

Standing L to R: Jack Raymond, Winfield Reynolds, Norris Smith, Richard Ruth. Kneeling L to R: Robert Chevalier, Fred Hampton, John Middleton, Rodney Parrott, Dexter Harris, John Young

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

LOU TAMBURRO - E. Hartford, CT.

My wife, Teresa (girlfriend at the time), had sent me a knitted scarf (brown) that she had made for "COLD" England. I never did get to wear it. I had put it into my locker for safe-keeping.

We flew our mission over France; got hit pretty good by the guys we were fighting (Germans); two engines were knocked out, and we came down over the Channel. We landed at an RAF base. I shot up double red flares, all I had. I mean to tell you, the runway was loaded with ambulances and fire equipment. As we taxied to a stop, the English were looking for injured. There were none. We were treated ROYALLY; the best of everything.

We were later picked up by a truck from our base. When we got back to the base, we found our barracks were ranshackled and my scarf was gone. At least no one was hurt.

* * *

VINCE DORAN - Anchorage, AK.

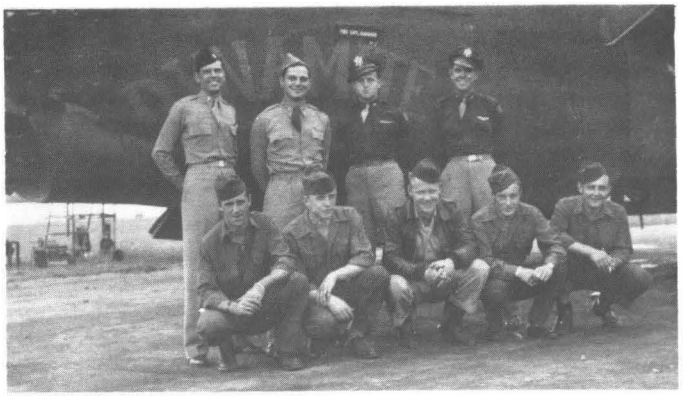
The two chaplains couldn't come to our briefings before bombing missions. Only flying crews and briefing officers were allowed in. They would stand out in the hall until we came out to pray us Godspeed, a sharp eye, safe landings, and things like that. Protestant Chaplain Eller and Catholic Father Scannell were kindly and sensitive men of God whom everybody loved. When we came out of the briefing room, they could instantly sense from our attitude and the amount of noise we made or did not make, whether we faced a pretty good day or a bad day. When it was going to be a bad day, I knew they felt awkward and helpless. They would pat us on the shoulder and murmur a word or two of encouragement or prayer. On the other hand, they couldn't have felt as bad as we did because we had to fly the mission. But we all appreciated their prayers and most of us added a few of our own.

I suppose the German flying units had their chaplains, too. Their aircrews would also be getting briefings, blessings, and praying for victory and safe flights. We were all praying to the same God.

When our bomber stream flew over Germany on the way to the targets with thousands of planes and thousands of tons of bombs, the Germans on the ground, military and civilian alike, must have been praying up a storm that God would have us pass them by, and bomb somebody else.

God must have had a lot of laughs listening to waves of fervent prayers wafting up to Him at the same time from all the Germans and all the Allies. How did He select whose prayers to answer that day? Eenie, Meenie, Minie, Moe?

* * *



The crew of the "Dynamite'n Dodo" (names not available)

REUNION 1988

Our 1988 reunion will be held September 22nd to 25th, 1988 at the Holiday Inn of Virginia Beach, 39th and Atlantic, Virginia Beach, VA. Several side trips and tours are being offered during our visit there. More information will be forthcoming in our March and June issues. It's not too early to start planning to join us. You'll have a ball. Watch for forthcoming information regarding this reunion. BE THERE!!

AUCTION U.S.A. (Slated for Virginia Beach, 1988)

At their meeting in King of Prussia, the board of directors approved the suggestion that we hold another AUCTION U.S.A. at the next reunion, possibly to help the St. Mary's parish with their loo problem. George Ritchie was assigned the project. Here is George's message:

Eli, I'd like some space in your next issue to announce that there will be an AUCTION U.S.A. and to explain to the membership just how they may cooperate. To make it successful, all members are asked to select a gift to be auctioned that night. This gift should represent the giver in some special way. It may be a craft, a collectible item, an antique or WWII Memorabilia or possibly a product grown or produced by you or your neighbors. (Example: Wine from Calif. or New York, maple syrup from New England, auto accessory from Detroit, a small tool or appliance from the industrial south, a smoked salmon from the northwest, etc.)

Those attending the reunion are asked to bring their donations and keep them in their own possession until an hour or so before the auction. If possible, there should be a 3" x 5" index card with the gift telling us something about the gift and the donor. Those not attending can mail or UPS the gifts to: George J. Ritchie, 107 Rock Creek, Country Club Point, Swansboro, NC. 28584. Remember, if you have a family member or close personal friend that could donate a prize, don't hesitate to ask them. Any donor gets a receipt if desired.

All members can rest assured that disbursement of the money raised will be governed by vote of the complete membership. The board has been approached with several projects that could use money but no definite decision will be made until our 1988 meeting. AUCTION U.S.A. will produce the funds, then we will decide a most worthy cause. Please be generous and remember to ask a friend, or 2 or 3, to donate as well. THANK YOU!!

GEORGE RITCHIE

34TH B.G. HISTORY BOOK (An update)

As you all know, at our reunion at Colorado Springs in 1986, it was decided that the 34th should have its own history book. A committee consisting of Walter McAllister as chairman, and Eli Baldea, Chester Gavryck, George Ritchie, Ray Summa and Doug Underwood was appointed to oversee the project.

Walt has been working very diligently with the publishers on getting this project going. Unfortunately, responses have been slow and necessitated a final plea at this year's reunion to get material in. Keep in mind that many books of this type take up to five years to complete. We have been shooting more towards 18 months.

Things are now progressing towards completion. Material is being sorted out and organized for a lay-out that the committee might review and advise further. We are now looking towards late January for a review by the committee after which, Lord willing, the publishers can set up to make the run.

However, the committee is very unhappy with the poor response in orders for the book. At latest count, 213 have ordered the standard edition and 23 the leather-bound edition. Considering that we have almost 1,400 names on our roster, it seems a small percentage have taken the time to send in their orders. We know that more of you would like a copy but have just let things slide as far as ordering. Come on, gang, let's get those orders in! From what the committee has seen so far, you will enjoy and appreciate the effort.

If you have mis-laid or lost your order blank, just write to:

TURNER PUBLISHING COMPANY
34th Bomb Group
P.O. Box 3101
Paducah, KY. 42002-3101

Enclose a note stating how many copies you wish and your check or money order in the amount of $45.00 per standard edition or $79.00 per leather-bound edition. Also include $5.00 per book for postage, handling, and mailer. If you wish a name embossed on the cover, add $5.00 per book.

From WENSEY MARSH:

As Christmas time was coming and the geese were getting fat,

I walked across the officer's mess and saluted the bars to my hat.

He seemed to sense my shirt was extra full
To demand a tug to give the coat a closer pull.

The Mess Captain's near discovery made me want to pray,
As if he understood, obligingly, he turned away.

I always hoped he really knew my stuffed shirt contained a yardbird's prize;

One to share, stuffed pork chops and apple pies.
P.S. I always suspicioned he really knew.

MYSTERY SOLVED

by PATRICK FRANGELLA - Deltona, FL.

My cousin, Sgt. Arthur Stancati of the 7th Sqdn. had always been a distinct and pleasant memory in my childhood's mind. He was the soda jerk who always had a grin and an ice cream for me, etc. I can recall, too, that I was at home when the "blue" telegram came. I still remember the family faces; and I remember his remains coming back to the States in 1950; but what had actually happened on June 6, 1944 was always shrouded in some mystery. There had been a letter explaining the event to my aunt and uncle, but I had never seen it and through the intervening years, and my own tour in the Marines and Viet Nam, I have wondered.

There then followed a series of events which were seemingly unrelated. In June, 1982, I joined the Air Force Museum Foundation. In December, 1983, my mother died and, in going through her personal effects, I found a box my cousin had sent with the return address of the 34th Bomb Group. In March, 1985, while going through some old Air Force Museum newsletters, I came across Ray Summa's address and telephone number. This started an odyssey that was to end in Dorset, England, in February, 1986.

I called Ray in June, 1985 and he looked up my cousin's record with the 34th. He told us about Skip Duncan (the co-pilot's son) who had called 3 or 4 weeks earlier. I don't know the odds of two separate individuals living in Texas (my previous address) calling about members of the same crew after 41 years, but it must be small. Also, per Ray's suggestion, I called Bob Gross, the navigator. To say the least, he was surprised to get a second call about his old plane and crew. He called back several days later and we subsequently talked a number of times. I also spoke to Skip Duncan several times. We three agreed to meet in Dallas in September prior to the Wichita reunion. Bob, Skip, and myself determined, as best we could, that my cousin's B-24, the "Misery Agent," had gone down at Corfe Castle in Dorset.

In the meanwhile, I had asked friends in England to research some material on the 34th and they forwarded information from an English publication about the group at Mendlesham. Another English friend diligently researched libraries and made numerous calls on my behalf trying to get information about the crash site. We both became familiar with bits of little-known history about Bomber Command and the Eighth Air Force. She also travelled to Corfe Castle on Nov. 17th, 1985 with several friends to possibly locate someone who might remember the crash.

It turned out that Corfe Castle is directly across from Caen and was a radar site and, therefore, frequently a target of the Luftwaffe. Several older women in Corfe recalled "planes falling like rain." My friend also placed a Remembrance Cross at the local parish church, "St. Edward the Martyr," but nobody recalled the American B-24 crashing on June 6th, 1944.

The three of us with my English friends, continued to research but obtained little specific information about the "Misery Agent." I was scheduled to leave for England on January 31st, 1986, but, with the Challenger disaster, I was delayed.

And so now "the story of the day we found the crash site."

On a bitterly cold day, Monday, February 10th, 1986, I travelled from Brighton to Corfe Castle arriving at about 9:00 A.M. I felt so close to something, yet very frustrated at not having any further real information about the "Agent." We stopped at the National Trust Office, adjacent to Corfe Castle. They had no additional information of value. Being near frozen, we asked for a coffee shop and were directed down one of the two streets in Corfe. The shop was closed. A tall elderly gentleman was walking past and he directed us to the local pub. I spent another hour trying to figure out what to do.

We decided to go back to one of the older women previously visited in November. Her husband was at home and I explained the entire story again. He was ex-British Army; a Mr. Holland of Garth Cottage Corfe Castle, and he was very kind and started making telephone calls around Corfe. After about the eighth or ninth call, he located someone who seemed to recall the crash. The voice at the other end said he would meet us in an hour in the town square. Imagine our surprise when it turned out be the gentleman who had directed us to the pub!! (He was Mr. Reg. Sbiller of 86 West Street, Corfe Castle, Dorset).

Mr. Sbiller turned out to have been a bailiff for the local Squire's estate. As such he knew of all crashes that occurred. He regaled us with a story about chasing after a Heinkel III up and down the dells in order to capture the German pilot. In any event, we were onto something. He took us to the squire's lands. The current squire stopped what he was doing and told us that an American bomber had indeed crashed in the "Olde Woode." The "Woode" dates from the Doomsday Book (1000 AD). He immediately took us there and stated that, in fact, "parts of the plane were still about." I can't exactly say what I felt at that moment. Was it really possible that it was the "Agent" after almost 42 years?

Reg pointed out the slash marks on the trees; a crater was still there, fairly large and filled with snow and frozen water. It had not been filled in, as was the case of most crash sites. We scratched through the frozen earth and started locating debris. There were gears from a pump, leather lacing, part of a parachute harness, exploded .50 calibre casings, and a piece of fuselage about 1 ft. x 3 ft. I managed to bring it all back and took photographs of the site.

Reg then took us up to the squire's brother, a Mr. Timothy Hamilton-Fletcher. I started to explain but Tim immediately said "Oh yes, the American Liberator." I had been skeptical up to that point but it seemed I had actualy located the crash site of the "Agent" and recovered part of the aircraft. In fact, the farm house kitchen and a barn had served as a temporary morgue. I also got the following information concerning the "Agent."

Crash Time: 0955 GMT, 6th June, 1944; A/C No.: 128838

From an English Auxiliary Coast Guard report comes the following: "The aircraft came in low below the barrage balloons in Poole Harbour, (below 800 ft.) heading south and losing altitude." The Coast Guard thought the plane had crashed on one of the islands in the harbour. It may have been that they intended to ditch into the water as several inflated life jackets were recovered. Tim (ex-RAF) speculates that the aircraft didn't lose sufficient airspeed and ballooned into the wood on the squire's land where it crashed, exploded, and burned. There were six bodies recovered and brought to the farm house. This means that three, including my cousin, survived the crash. He died June 8, 1944. Air Force records list 10 killed, but only nine flew the mission.

So, in the course of six hours, from the time of sitting in the Corfe Castle pub til that afternoon, a lifelong quest had been fulfilled.

MEMORIES

DARK JOURNEY

by WALTER L. McALLISTER - Orlando, FL.

Who said "Getting there is half the fun???" In our case, just getting there seemed like half the war.

We left Lincoln, NE. on a nice sunny day in early April, 1944, headed for West Palm Beach, FL., where we would pick up new orders for an unknown destination. We were flying a brand-new B-24 with only 100 hours on it, and had gone to Lincoln for the first major inspection and for addition of the latest modifications that had been approved since our plane had started down the factory assembly line. Our flight from Blythe had gone smoothly, with the new plane performing perfectly, and the crew were all healthy and ready to go to war. At Lincoln we had been provided the usual yummy box-lunches and a two-and-a-half or three gallon thermos jug of hot coffee, and some of our resourceful crew had "borrowed" enough mess hall coffee mugs for everybody.

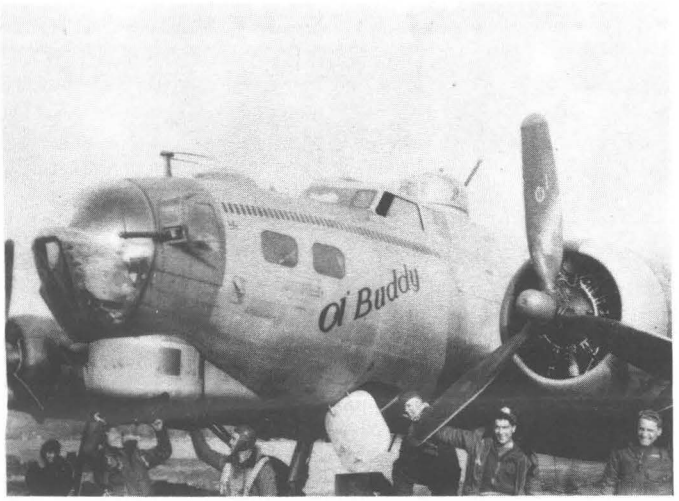
At our assigned cruising altitude of 9 or 10 thousand ft., our co-pilot, Richard L. Whited, flight engineer, Robert C. Smith, and I were quite comfortable on the flight deck with the bright sunshine flooding in through the large plexiglass canopy overhead, but the rest of the airplane got uncomfortably cold as time went by. As usual, Eli Baldea was busy navigating at his desk down in the nose, and Jack Kinney was busy sleeping, as bombadiers would want to do when there was no target in sight. One by one the remaining crew members, who had been idling the time away by reading or playing cards, moved in to join Jack in the passage-way beneath the flight deck, between the work stations in the nose section and the bomb bay. By the time nose-gunner Joseph F. Domino, tail-gunner William C. Coon, waist-gunner Otto R. Graff, radio operator/waist-gunner Reedy A. Sears and ground crew chief Raymond A. Englehart had come in, each wrapped in his fur-lined flying suit, the place was jam-packed like the proverbial can of sardines; in this case. quite fortunately.

We working types up on the flight deck decided it was time to have lunch. The coffee jug had no spigot so we had to remove the wide mouth screw top in order to pour coffee. With the plane flying on the latest gadget, the new-fangled marvelous Bendix A-5 electronic auto-pilot, we settled in comfortably; Dick and I with our safety belts open to allow for expansion room, our feet propped up on the cross bar above the rudder pedals, Bob Smith cross-legged on the floor, coffee jug between us, each of us with a sandwich in one hand and a mug of steaming hot coffee in the other - - who could ask for anything more?

We got it - in spades!!! The gryo in that magnificient new A-5 spilled, apparently sensing a voltage drop. The auto-pilot, as it was designed to do, chased the gyro. Like a great whale sounding, that B-24 tossed its tail straight up and went screaming earthward. This violent maneuver slammed the three of us tight up against the overhead canopy and the downward velocity of the plane pinned us there like helpless rag dolls. I had wondered why there were so many emergency release buttons installed for that A-5; on the control wheels, on both sides of the pedestal, on the auto-pilot unit itself, and all totally out of reach at that crucial moment! In a rainstorm of hot coffee, both Dick and I were pushing off with arms and shoulders from the canopy, trying desperately to reach one of those elusive little red buttons with a finger or toe. Bob was trying to shove me down within reach of the controls. By this time the '24 had gained so much excessive speed in the full-power dive that the elevator trim tabs, trimmed for level flight, were fighting furiously against the auto-pilot; the tabs trying to bring the nose back up to level and the auto-pilot holding the nose down. I finally got down far enough to kick the throttles back to near nothing, got a hand on the wheel, found the emergency release, and everybody and everything came crashing down as the nose started up like a fighter plane zooming up into a loop. Dick and I both knew that the wings would probably snap off from structural failure in the excessive centrifugal forces if it came up too fast. We both shoved hard to hold the wheel forward until I could get enough trim tab rolled in to help.

By now, most of our altitude was lost and it suddenly became

Cont. on Page 24



"Ol' Buddy" in April, 1945

OL' BUDDY FLIES AGAIN

During the war, "Pete" Gray was crew chief for the B-17, "Ol' Buddy" flown by the crew of Randall Martin. Although the average life of a B-17 in combat over Germany was about 15 missions, "Ol' Buddy" flew 79 missions, 1200 combat hours, and no crew members hurt. It was a pretty lucky plane.

After the war, "Pete" helped care for a sickly preschooler named Tim Daniel, the son of neighbors in Virginia Beach. "In those days, he was very ill," says his mother, who now lives in Suffolk, VA. "Pete" became a devoted friend of young Tim.

In June, "Pete" visited the Daniel family in Suffolk. He and Tim, now Capt. Tim Daniel, aged 27 and assigned to the 353rd Tactical Fighter Squadron, went through "Pete's" weathered scrapbook. Tim was impressed, both with the pictures as well as "Pete's" pride. In August, he was able to do something about it.

In a letter to "Pete", he said, "The pride you displayed while showing me your WWII photos inspired me to name my jet after your bomber. I hope you feel proud that "Ol' Buddy" flies again. Indeed, "Ol' Buddy II" is an A-10 Thunderbolt II at Myrtle Beach Air Force Base. In his reply, "Pete" said, "You tell that crew chief of yours that he had better take good care of the second "Ol' Buddy". It's got quite a reputation to live up to."

Address Correction Requested

HDQ.

34th Bomb. Group

34th Bomb Group Assn.
c/o Eli Baldea
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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Cont. from Page 23

a matter of judgment between how fast we could "safely" allow the nose to come up and how fast we "had to" get it up to keep the pine trees from coming through the windshield! I think Eli had been strapped in and was O.K. The other guys were so tightly packed in the best place in the airplane, and so fully padded with all those heavy flying suits, that they couldn't get hurt. Everything that could get loose was by now some place else in the plane. Ray Englehart's carbine had taken a flight of its own and had a hard landing. Fully one-third of its length was outside the bottom rear hatch, which it had speared like a knife through a piece of bread. When we landed at West Palm Beach, one of the ramp service men remarked that he had seen many gun placements in war planes, but never one installed in a fixed vertical position!

After a "very" thorough inspection of the entire aircraft, a complete reloading and tie-down of all our equipment, and a night's sleep, we spent an interesting four days with stops in Trinidad, Belem and Natal, Brazil.

TO BE CONTINUED

Standing L to R: Lou Tamburro, Bill Jones, Jack Borders, Art Massey, Al Russo. Kneeling L to R: John Northrup, Louis Bowen, John Rosequist

" Psssst ! Navy ! I would a word with you ! "

VOLUME XI NUMBER 1 MARCH, 1988

MENDLESHAM MEMORIES

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OBSERVATIONS

Spring is coming — Spring is coming!!! At least we hope so! Bear in mind that this is being written in early February for delivery to the printers by mid-month. Our winter in the Chicago area has been, for the most part, not too bad to date. But it is still winter and we can hardly wait for those signs of spring to show. Next year, Lord willing, Rose and I will spend our winter in Florida. Then our only winter worries will be for our children and grandchildren up north.

We've recently had correspondence from ground crew personnel complaining that our newsletter puts too much stress on flying personnel and not enough on the ground-pounders. I want you all to know that I print anything of interest that is received, regardless of the writer's past specialties. Please note, in this issue, the poem, "The Forgotten Man" and some of the "Memories" or "Notes From Our Friends." It is true, however, that most of the mail we get is from flying personnel, so we use what we have access to. Come on, you ground-pounders; if you want to be heard from, you'll have to write.

On to other matters. Please forgive us for errors in the newsletter. In the last issue, captions under pictures of Grady Deatherage and of Roy Tavasti with Vince Doran were crossed up. We try to proofread all of the copy and think we do a reasonable job. However, the proof copies of the issue do not have the pictures with their captions included. Each picture, with its caption taped on the back, is the responsibility of the printer, and sometimes, as we all do, they goof. Oh well, I think everybody knew what was intended.

Also please note that this issue is sadly lacking in photographic art. Unfortunately, we have just about run out of pictures. Come on, guys, we need photos. Keep in mind that, to be usable, they must be relatively clearly defined. I prefer to print, also, only pictures with identifications, if possible. You will note that, in this issue, we have had to use some with no indication of who we're looking at. In addition, I'm asking the spouses to dig up pictures for our "Then And Now" section. I've had good comment on this section, but we need input to keep it going. I'm trying but, without your help, it is very difficult.

We should all start thinking about our reunion at Virginia Beach, VA. in September. In our next issue, you will fine a reservation card from the Holiday Inn of Virginia Beach On The Ocean. You will note that they ask for a credit card number. If you use a credit card, in lieu of cash or a check, please be attentive to the following: DO NOT USE THE CARD AS A POSTCARD WITH YOUR NAME AND CREDIT CARD NO. CLEARLY DISPLAYED FOR EVERYONE TO SEE!!! If you use a credit card for your reservation, insert it into an envelope addressed to the hotel shown. This way your card is protected from prying eyes. Also, you will notice that you have a choice of room types, subject to availability. The sooner your reservation is sent, the more sure you are of getting the accommodations you ask for. So get moving on this. Keep in mind that should your plans change, you can still cancel up to 72 hours prior to arrival time. I will repeat this paragraph in the June issue.

Also please note that we are going to have an auction at the reunion to raise funds for a worthy cause. If you are planning to attend, bring something with you which is either representative of your home territory, is hand made, or is an item which would be of interest to a group of people such as ours. George Ritchie, our vice-president, has accepted the responsibility of being our auctioneer and those of you who were at Nashville will remember what a good job he does. Those not attending can send their donations for the auction to: George Ritchie, 107 Rock Creek CC Point, Swansboro, NC 28584. All donations will be appreciated.

Rose and I wish to take this opportunity to wish you all a Happy Easter season and, as usual, we're looking forward to meeting with old friends and making new friends at Virginia Beach.

Respectfully,
Eli Baldea, Editor

PRESIDENTS MESSAGE

To all members and friends:

Here we are in the New Year. Hope it is a good healthy year for all. I'd especially like to give my very best wishes for good health and happiness to two wonderful couples; Mr. and Mrs. Bill Creer, married 50 years, which is wonderful; and Mr. and Mrs. Carroll Forister, married 40 years and just retired, another great achievement.

Please recall what I said in the last issue. Think about your sons and daughters as associate members. My children have joined and have been to a few reunions. They enjoyed meeting the good people of the unit. These young people can keep the 34th B.G. Assn. going on.

Plans for Virginia Beach are great. I've heard from Gerry Pine and Harold Rutka about the progress. They deserve many thanks for their time and efforts. "Thanks, Guys!" I hope it will be a good turnout.

Must also extend thanks to Eli and Rose Baldea for their work in putting out our newsletter. This takes a lot of time and effort. Also, I can't forget to thank Ray and Hannah Summa for their devotion to the 34th all these years. It was very hard on them at times.

I've received a few letters and have answered them. Please, if you come up with anything that will make a good, strong, well-run 34th, write to either the president or anyone on the board. All suggestions will be considered.

Let's all attend our reunion at Virginia Beach. An anonymous donor has given us some added incentive. Somebody's going to win their room cost, dinner, and a tour, if any, for two people at our reunion in 1989. Let's show our appreciaton to this donor by making this our largest reunion yet! Start planning now!

"Take care of yourself. Good health is everyone's major source of wealth. Without it, happiness is almost impossible. Resolve to be cheerful and helpful. People will repay in kind." This is a quote I've recently read.

ED LAWLER, President

Ken Lockwood of Cordell, OK. with memorial he donated for all members of the armed forces buried in the local cemetery.

THE FORGOTTEN MAN

(author unknown)

Courtesy of: 96th Bomb Group (H) Memorial Assn.

Through the history of world aviation
Many names have come to the fore
Great deeds of the past in our memory will last
As they're joined by more and more.

When man first started his labor
In his quest to conquer the sky
He was designer, mechanic, and pilot,
And he built a machine that would fly.

The pilot was everyone's hero.
He was brave, he was bold, he was grand,
As he stood by his battered old bi-plane
With his goggles and helmet in hand.

To be sure, these pilots all earned it,
To fly then you had to have guts.
And they blazed their names in the Hall of Fame
On wings with bailing wire struts.

But for each of our flying heroes
There were thousands of little renown.
And these were the men who worked on the planes
But kept their feet on the ground.

We all know the name of Lindbergh,
And we've read of his flight into fame.
But think, if you can, of his maintenace man,
Can you remember his name?

And think of our wartime heroes,
Gabreski, Jabara and Scott.
Can you tell me the names of their crew chiefs?
A thousand to one you cannot.

Now, pilots are highly trained people
And wings are not easily won.
But without the work of the maintenance man
Our pilots would march with a gun.

So when you see the mighty jet aircraft
As they mark their path through the air,
The grease stained man with the wrench in his hand
Is the man who put them there.

Don't Forget To Send Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

We are getting closer

VIRGINIA BEACH
Sept. 22nd-25th, 1988

From the Hangar of Ray L. Summa

Dear members of the 34th B.G.

First we want to thank all of you who've sent Christmas greetings which we've gone thru several times before putting them away. Secondly, thanks to those who've sent in their '88 dues. Also those who sent stamped self-addressed envelopes. Hannah was saved from "writer's cramp" by them. Still there are many of you who have not sent in your dues yet. Our newsletter and postage take a big bite out of our finances. At present time we have 77 life members.

We hope you have not suffered from the bad weather in parts of the U.S. We have had mild weather so far in central Indiana. But who knows what tomorrow may bring.

Sylvia and Carroll Forrister were here in January. When Carroll returned from service they lived not too far from us, but we didn't know it then. Small world, isn't it? Anyway, Carroll and I hashed over our service days with the 34th in England. Sylvia is an English girl and those who know her know how much fun she is. Carroll is interested in woodworking, so out to my shop in the garage we went. Of course, Hannah says all I do is make a lot of sawdust. It was good to see them both and we hope they will be back soon.

I have received many interesting letters from our members, some of which you'll find in this issue. Keep them coming, guys. Your letters keep our newsletter interesting. One I received from David Hicks, son of Stanley Hicks. Stan was a pilot in the 7th Sqdn. who passed away a few years ago. David would like for anyone who knew his dad to write him. His address is: David Hicks, 6130 So. Louisville, Tulsa, OK. 74136.

Via the grapevine we hear that Fr. Douglas Culver, who organized and played the piano with the "Jive Bombers" at Mendlesham, on and off base, has cut a new album. The other "Jive Bombers" I've found are: Lou Cohen, W. Hartford, CT.; Lou DeSantis, Syracuse, NY.; Hyman Frankenstein, Flushing, L.I.; and Paul Teare of Milford, DE. Can anyone tell me who the rest of them were? Wouldn't it be great for them to get together at one of our reunions? Work on this, some of you who knew them real well.

James Harkless, crew chief in the 18th, was a vocalist with the band that played at the Red Cross Club for Saturday dances. Not long after we returned from the reunion, my asst. crew chief, Robert Burgner, called me and said that Jim had passed away in August. Jim lived not too far away in Decatur, Ind. and we corresponded over a period of years.

But, I'm getting ahead of myself, as usual. This fall we took a trip out west. We stayed a few days in Las Vegas. Gambled a little but never came out on top. We did enjoy being with Bill and Viv Creer on their 50th Wedding Anniversary. Viv must have been a child bride as she never shows her age. But, as I say, "Age is just a number." We had all kinds of weather while we were there, including two earthquakes. Hannah had white knuckles flying back home as we hit bad weather over Kansas.

This man, name unknown, shot down the first and only Buzz-Bomb ever downed by a heavy bomber. He was in the 7th Sqdn. on Lt. Swenson's crew. Can you identify him?

In January, we asked Joe and Verna Edwards to take our place in Ft. Worth, TX. at a meeting regarding the 50th Anniversary Celebration of the B-24 which will take place in May, 1989. All you B-24 men should mark this on your calendar and try to be there. We will keep you informed. We plan to be there along with several others who've said they are going. I sure appreciate Joe and Verna helping out.

Other than a few short jaunts, we have been home since Thanksgiving. But watch out when spring appears. We plan to be in No. Carolina around June. Maybe we will see some of you on that trip.

In the last issue I had forgotten to thank Ian and Mary Hawkins for their help in setting up the Mendlesham trip last May. A special thanks to Mary for driving her car and leading the bus to various places so they could keep on schedule and not get lost. We appreciate all you two do for the 34th B.G. And a big "Thank you" to you, also, Ron Blake.

The reunion at Virginia Beach is coming up soon. Let's make this another big one. Come early and play golf, sight see, walk in the surf, etc. Langley Field is nearby, where the 34th B.G. was formed and activated as the first B-17 bomb group in the U.S. Williamsburg, VA.,, the restored city, is not too far away, and just north of the city is the Williamsburg Pottery and import place, which you gals will enjoy. There is also the Navy Base at Norfolk even though we're not Navy. If you plan to drive a motor home and camp, there are camping places nearby. Call the Chamber of Commerce or your travel club. Come on, folks, be there! Gerry Pine tells me we move across the Mississippi next year.

The 8th A.F. is having their reunion next October at Des Moines, IA. We will also have a mini-reunion of the 34th. Several had said they are going.

We have had several of our members under the weather lately. Henry Jurgens had a hip replacement in December, and he'll be ready for a Polka at Virginia Beach. Pete Gray has also been ill and in the hospital. Had a letter from Wally Jackson who spent a month in the hospital. He is now out and at a new address which is listed in this issue.

Maybe when spring comes along and the plants start popping thru the ground, we will all feel better. Until that time "THINK SPRING." as of now, the best to you all.

Hannah & Ray Summa

REUNION 1988

(A Reunion Reminder)

In the past, the spring issue of Mendlesham Memories has contained the reservation forms for the annual reunion. This year, all reservation and registration forms will be included in the June issue of the newsletter.

The committee felt that with a June delivery of the forms, the chance of misplacement or loss would be reduced. We're not saying that the only mail you'll receive in June will be these forms. What we're referring to is, you will not get them confused with Uncle Sam's tax reports so that we'd end up with the I.R.S. as 34th members. Bob Wright will welcome the mid-summer rush of your requests from June 'till early September.

It has been rumored that Pete Gray has made arrangements for several hundred yards of Red Carpet. I guess he's protecting we non-residents from sand in our shoes from the beach. Pete is always very thoughtful of his 34th members.

Every room in the hotel overlooks the ocean. For those of us that are land-locked, it will be a definite and interesting change of scenery. Good menus have been planned. We have ample space for dining — meeting — and general reunion activities.

We, of the Reunion Committee, have prepared a good time for the membership and urge all that can to attend the 34th Bomb Group Reunion from 22 Sept. to 25 Sept., 1988 at the Holiday Inn on Oceanfront and 39th Street in Virginia Beach, VA.

Your Reunion Committee,
Gerald Pine, Ch.
Bob Wright
Harold Rutka

A group on pass in London. Do you know them?

AUCTION U.S.A. Virginia Beach September, 1988

I want to renew my plea to all the membership to help us out with our auction at Virginia Beach in September. To make it successful, all members are asked to select a gift to be auctioned off that night. This gift should represent the giver in some special way. It may be a craft, a collectible item, an antique or WWII memorabilia or possibly a product grown or produced by you or your neighbors. (Example: wine from California or New York, maple syrup from New England, auto accessories from Detroit, a small tool or appliance from the industrial south, a smoked salmon from the northwest, etc.)

Those attending the reunion are asked to bring their donations and keep them in their own possession until an hour or so before the auction. If possible, there should be a 3" x 5" index card with the gift telling us something about the gift and the donor. Those not attending can mail or UPS the gifts to: George Ritchie, 107 Rock Creek, CC Point, Swansboro, NC. 28584. Remember, if you have a family member or close personal friend that could donate a prize, don't hesitate to ask them. Any donor gets a receipt if desired.

George Ritchie

REFLECTIONS OF A WAC IN A RUINED CHURCHYARD

"Somewhere in England"

When you went away, my heart went with you...

And when, months later, the words "missing in action" blurred and jumbled and grouped again before my eyes, I felt I would never see your face again, never hear your voice, never feel the touch of your hand....and the long, lonely aisle of years stretching out ahead of me seemed more than I could bear.

Yet I know that what you were fighting for...the things you were willing to give your life for...were worth your sacrifice and mine. To keep on living I had to become a part of something bigger than myself. I had to know that I was carrying on your fight...fighting in my way for everything that means so much to you...

And so I enlisted, too.

Now, here in the hush of this sacred place...seeing how bomb-shattered arches still bravely pattern the English sky and ruined spires lift Heavenward, a still undaunted cry of hope and faith....I know that someday I'll find you. Somehow, sometime, some place, I'll meet you again face to face.

Some day, when peace at last has come, we'll all go home together with what we're fighting for securely won. Home to the America we've always known...where there is liberty for all...and for all of us the opportunity to make our lives what we want them to be...where we are free to build an even better land, where our children and their children can live in endless peace and security.

That's why we went to war...that's what we believe is worth fighting for. I pray they'll keep it that way until we come back.

SAM BAGLIO - Exeter, PA.

I'm sure you could tell by my conduct at King of Prussia that I enjoyed every minute of our reunion. I can't think of anything I didn't like. I even got along with everyone on the B.O.D. Not an argument! I would tell anybody, that fantastic group we refer to as the "THE 34TH" is the greatest. I'm looking forward to "REUNION '88".

* * *

CLAYTON B. GABEL - Canton, OH.

My wife and I greatly enjoyed the reunion. It was the first I had seen Parenteau and Westman since 1944. You may not know it but our crew was the first of the 34th to arrive in Mendlesham. We had Major Boyd (later Lt. Col.) on board. He was the C.O. of the 18th Sqdn. and he was determined to beat the Group Commander, Col. Wackowicz. We arrived two days ahead of the Col.

* * *

RUTH (HENRY) JURGENS - Smyrna, DE.

The reunion was fun. We are looking forward to the next one. Henry enjoyed dancing on one leg and should do better on two. He is having the second hip replaced December 16th.

* * *

RALPH APPLEGATE - South Bend, IN.

1987 was a bad year for me. On Sept. 28th I had a second triple by-pass operation. My first one was in Dec. 1975. I believe I went longer than Ray did after his first one. In April I had a prostate, and in July I had a hernia operation. I could tell at the reunion that I didn't feel good and Mary had to do the driving.

I sure miss seeing any of my medics at these reunions. A lot of them live in the southeast USA and I really expected several to be at King of Prussia. I'd sure like to know what they've been doing since England.

* * *

ELSIE LYKINS - Lexington, IN.

My husband, Harry Lykins, passed away Oct. 22, 1987. He was 75 years old. He had a light heart attack and a stroke. I would still like to receive the newsletter. We did enjoy it so much.

* * *

LES THOMPSON - Granite City, IL.

In one of the 34th newsletters there was an article on Cleo J. Baughman. Among the planes he ferried was the "Homesick Angel." Before we were assigned to "Tempest Turner" we flew a ship named "Homesick Angel." What a beauty! When we came back from a three day pass there was a B-17 scattered all over the field. It was the "Homesick Angel" that had gone in from a near miss with another plane. I would like to know more about this.

* * *

JOHN FOWLER - Brooklyn, NY.

I am astounded by the turn of events that a chance remark may possibly rekindle friendships with those I served proudly with — The 18th Bomb Sqdn., 34th Bomb Group, 8th A.F. Often I wondered if such an outfit as the 34th Bomb Group Assn. existed. I never saw any mention of it until the chance meeting with Ed Lawler at the Knights of Columbus Club in Brooklyn, NY.

I definitely will attend the next reunion in Sept. of '88 and look forward in anticipation of meeting some of the people with whom I flew in combat. Looking down the roster, I do not recognize any name of the crewmen I went over with. There must be many more still not accounted for.

* * *

MAX R. ELLIS - Centerville, IA.

Sorry I couldn't attend the '87 reunion. I have the '88 marked down on my calendar and hope I can make it. Know you all had a great time. I was stationed at Langley Field for a time, so I would enjoy a trip to Virginia.

* * *

BILL BROWN - Stone Mountain, GA.

Nita and I sure enjoyed the 34th B.G. reunion in King of Prussia. It was great seeing old friends like Al Steiner, Sam Turnipseed, Paul Anderson, Harold Williams, Bob Gradin and others. Hope to see some more of the fellows at Virginia Beach who were not at the '87 reunion.

* * *

JACK WHITING - Charleston, WV.

I am sorry that I missed the PA. meeting, but I had a slight health problem. Now all I have to do is lose about 150 lbs. which I am now trying to do. By the way, how do you like boiled grass with an air highball as a chaser? I now watch the birds feed with envy. But, come hell or high water, I am going to attend the Virginia Beach meeting next year. After looking at the last issue of the newsletter, I am convinced that all of our group must have been drafted late in life, for ole Father Time has sure worked on a batch of you folks. Of course, I am the exception.

* * *

JEAN FESSLER - Beverly Hills, FL.

Thank you for the copy of "Mendlesham Memories." It is one I always enjoy reading. I would like to thank the membership of the 34th B.G. Assn. for including my late husband's, Elmer Fessler, name on your taps list. He really was so happy knowing and talking to all the men from the group. Aviation was his great love and he enjoyed talking about it and helping fellows get in touch with their own units.

* * *

MARGE (JOHN) BLOCZYNSKI - Marshfield, WI.

We had such a great time in King of Prussia and were so glad we could be there. It's so wonderful just seeing all the people again. We feel we've known you all our lives and have become such an important part of it.

* * *

SAM TURNIPSEED - Aliceville, AL.

We especially appreciate what all you active workers are doing for the group. I can certainly vouch for it being a lot of work as well as pleasure — like political rallies or other seminars. I feel everything went well at King of Prussia and am looking forward to next year at Virginia Beach. I can drive there and visit some of the family along the way.

* * *

BOB DEES - Torrance, CA.

You fellows sure did a great job in putting on the reunion. It was a real pleasure to be there. Hope that we can make the next one!

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Notes From Our Friends

Continued from page 5

* * *

LLOYD ELLIOTT - Oklahoma City, OK.

We are sorry to have missed the last two reunions, but we've had a conflict in that our antique car "Glidden Tour" is at the same time each year. We'll be at Virginia Beach in 1988 though. Also count us in for the Fort Worth, Texas get-together in May.

* * *

MRS. CHARLES DAVIS (Stanley Hicks' sister)

Stanley was my brother. He died of a heart attack on Feb. 17, 1983 in Denton, Texas. He was 59 years old. Stanley's wife's address, at present, is: Mary Ann Hicks, 1908 Southridge, Denton, TX. 76201.

* * *

LESTER BROOKSHIRE - Calhoun, GA.

This old Georgia boy has been snowed and iced in a week! First time I can remember! Around 8 to 10 inches of snow with about an inch of ice on top and bottom. The snow wrecked a lot of tin-roof buildings on farms around GA. Some had thousands of chickens in the cold. The road grader came by my house for the first time in my life. Our neighbors brought in a few supplies that we ran out of.

* * *

BILL CHEEK - Lakeland, FL.

Betty and I had planned to be with you fellows at King of Prussia. As time drew closer, we began to lean towards a trip to New England instead. In October we went to Maine and Vermont for 3 weeks. The foliage was unbelievable.

We will be giving some thought to the meeting at Virginia Beach in September. If some of my crew would show up, we might go. I got tired of trying to jack them up, but who knows. I might try again.

* * *

RUBY (WALT) McALLISTER - Orlando, FL.

Had a great trip and lots of fun attending the reunion at King of Prussia, a quaint and lovely place to visit. Went on a good tour of Philadelphia and saw all the great historical spots. The bus ride was fun as well. We thoroughly enjoyed being with good old friends and meeting new ones.

Don't know what I've done to deserve the "honor," but I was chosen for Federal Grand Jury for 18 months. I just wish it were Mac instead of me! Have to serve two to three days per month, maybe more. Sure will change my life style — no more freedom to go as we want and when.

Work on the upcoming 34th B.G. history book has taken up much of Mac's time this year, with a lot of researching, soliciting photos and written material from around the country, sorting and organizing same, writing, "editing," and rewriting, cussing the stupid typewriter, retyping, etc., etc.

* * *

LYLE GRADEN - Sunnyside, WA.

Sorry we haven't been able to attend some of the functions but Betty had a heart attack in Sept. '86 which left her with brain damage. She is about 75% recovered, but still has motivation problems in that she still cannot write or drive and a few other things, but I thank God I still have her.

As an idea for the future, how about planning a 34th reunion in the Northwest at either Pendleton, OR. or Spokane, WA. where the 34th was for a while. Spokane would be ideal as there is an Air Force base, Fairchild AFB (formerly Geiger) and I am sure some of our people, such as Gen. LeBailey, could arrange some kind of tours of whatever. - Just a thought!

MARY (HANK) LAMBERT - Spotsylvania, VA.

Hank is still struggling with the after-effects of the stroke he had two years ago. However, we are both grateful for the progress he has made and are optimistic about the future. He walks a limited distance with a walker and, with the aid of a wheelchair, is able to travel, go shopping and attend social functions.

Since Hank has managed to stay out of the hospital this year (another thing to be grateful for), I have had to forego my favorite pastime of knocking out walls and other decorating mischief that I might practice when the cat's away.

* * *

DON MARBLE - Port Aransas, TX.

I read the newsletter as soon as it is received each time and recognize the work you fellows put into it for the group. Well done!!

Heard from Wayne Weeks (pilot in 18th Sqdn.) that he had to have surgery on his bladder on Nov. 5th due to cancer. We had made plans to meet at his winter home on Pine Island, FL. while I was there in November. He called later to say that he seems to be doing O.K.

* * *

BOB SUMMERS - Browns Mills, NJ.

Just wanted to tell you what a great time we had at the reunion. We were made to feel right at home, just like friends of old, not strangers. Just can't tell you how it made us feel. Then, to find Frank McCullough after all these years, well that really made the whole reunion. Forty-two years flashed by - just like old times. Then, to top it off, he lives in Allentown, PA., just about two hours away.

* * *

DEBORAH WATSON (Jim Kelly's daughter)

Daddy (Jim) left the week before he died to go fishing in Port Lovaca, TX. He took the trip for fun. The doctor called me on a Sunday and I took the first plane out. I got there at 3:00 P.M. Monday and he died by 3:00 P.M. Tuesday, June 30, 1987. He had a staff infection which went into liver failure. It was the saddest thing I have ever been through in my entire 33 years. Daddy and I were very close. They say it gets easier with time, but I can't say that yet. I sure do miss him!

* * *

KERMIT HANSON - Crosby, ND.

I didn't get anything together for the new 34th BG history book. I guess I didn't know what to put in there. I'm going to try to get to a reunion. It looks like a fun time. I'm still ranching "Cattle & Groin" so the reunions have been at the busy time of the year, but maybe I'll retire in a year or so.

Gosh, it's so nice of you folks in the "Know How" to put out a newsletter like this. It's just great!

* * *

ROBERT SAXEN - Holstein, IA.

We are looking forward to the reunion in Virginia Beach. I sure hope we will see some of my crew. We are planning on making the circle. We have relatives in Wabash, IN., Lexington, KY., Virginia and Florida. Maybe we will stop and get reacquainted on the way.

* * *

TERRY (CECIL) COHEN - Margaretville, NY.

Cecil's coronary by-pass surgery held over until October 9th — some complication with a tumor (benign) on the thymus gland, a collapsed lung, and paralysed vocal cords which had him mute for five weeks (believe that?). His voice is 2/3 restored and he's recuperating well.

We're "shaking down" in the new house. We love it but Cecil is frustrated with his inability to do what needs to be done. Perhaps by spring. It's been a wild year!

Continued on page 7

Notes From Our Friends

Continued from page 6

* * *

KARL WALLACE - Placida, FL.

We had a wonderful time at the reunion, thanks to all the effort put forth by Gerry, Harold, Bob and all the rest of you working guys. Many thanks to everyone for what you do for us. Judy and I look forward to seeing everyone in Virgina Beach in September. I wish we could get some more of the old gang out to the reunions. I see Ralph Brune's and Dick Whiteman's names on the roster, but it would be even better to see them in person. Maybe this coming fall!

* * *

WARREN THRUN - Westfield Center, OH.

Philadelphia was our first reunion and we hope to continue to make more. We will be spending our winter in Tucson, Ariz., leaving the day after Christmas.

* * *

HELEN (BEN) DeHAAN - Grand Forks, ND.

Ben enjoys the newsletter. It is a shame we can't make the reunions as we enjoyed the one in Nashville so much. He has not had a seizure in a long time, so maybe in the future we will be able to attend a reunion.

* * *

ED LONERGAN - Ft. Lauderdale, FL.

Received a call from "B.B." Latz that her father, William F. Latz, passed away Jan. 3rd, 1988. He was a pilot in the 391st Sqdn. Vince Doran and Ralph Casey were on his crew, along with others I can't remember now.

It took us a long time to locate Bill. Vince finally found him through the Fordham University Alumni Assn. I don't believe he had a chance to reply to the 34th literature he was sent. In April or May of 1987 he advised me that he had cancer. On our way to Florida in December, I was lucky enough to contact him in Atlanta and saw him for a few hours. He was in good spirits, but obviously seriously hampered in motor skills because of the sickness. It was a great visit and I'm really glad I called. His daughter later told me it was the best spirits he'd had since surgery in April. He asked that I give his best regards to everyone he knew.

BILL DEMPSEY - Boise, ID.

I may be old, senile, and forgetful, but, being a NAVIGATOR, I'm still not lost!!!

Can you identify this group?

MARVIN SYVERSON - Wanamingo, MN.

I enjoy the Mendlesham Memories. I was a ground pounder and I hear very little of them. Also, the reunions are made up mostly of flying personnel. I wish there could be more emphasis placed on ground personnel to attend the reunions.

* * *

GEORGE WEDDELL - Sacramento, CA.

Sure appreciate all the work and effort you fellows have expended over the years in getting the group organized and communicating. It enabled me to run down Robert Davis, another former pilot of the 7th Sqdn. who lived almost within walking distance of my home. Our crew has been having reunions about every 3 to 5 years since 1966.

* * *

FRED SIMMONS - Ashville, NC.

We're hoping to be able to make the reunion at Virginia Beach next September if health stays good and nothing unforeseen happens before that. From reading the newsletter we gather the group really had a great time at King of Prussia. Sure wish I could have made it!

* * *

RALPH MURPHY - Port Richey, FL.

Just a note to say that we were very sorry to have missed the '87 reunion and seeing you all. Receiving the December newsletter helped a lot. All those pictures were a treat. It gives us great pleasure to know how well, alive, and moving our organization is. I am forever thankful to all those who have made things click!

We're loving it here in Florida, even if it was 34 degrees this morning. Before the day is over it'll be 70. We are starting to dream of Virginia Beach in September and would like to be on hand in Ft. Worth in '89.

* * *

BILL FULTON - Chelmsford, MA.

We spent part of last winter near Phoenix, AZ. and took a trip to Blythe for a look-see. It sure has changed for the better. Not much left of the buildings that we could remember. I had a good chat with a U.S. Customs officer who was also ex-8th A.F. Louise had worked at the Blythe hospital during our stay there and had planned to meet with some nurse friends who had driven over from the Palm Springs area, so we all had a good visit.

* * *

DUDLEY CASLER - Mesa, AZ.

Didn't make the 34th reunion, but did make the 8th A.F. reunion at Pittsburgh. We stayed with Bev. Johnson and had a good time. I'm keeping busy and am now the V.P. for Arizona Federation, N.A.R.F.E.

* * *

LOU WEST - San Diego, CA.

I was saddened to learn that I am the last of my crew to survive. My health has been bad for 4 years now due to a coronary by-pass that went sour. I had to retire before I intended.

I hadn't known there was a 34th B.G. Assn. until I heard from you. I'm grateful for the information and I'm pleased to join.

* * *

EUGENE HINTZ - Sealy, TX.

It was with great joy and emotion that I received the phone call from Gordon Churchia. To be sure, there will be many happy hours spent writing and talking from here on in. We've decided to work together locating the other crew members.

* * *

Continued on page 8

Notes From Our Friends

Continued from page 7

CARL STEMEN - Bremen, OH.

I was happy to learn that Rex Carothers, my ball-turret gunner, has been located. I had not been able to find him. Lee Tandy, our navigator, wrote me that Rex had been to visit him.

* * *

STEVE KOPACZ - Blairstown, NJ.

What a surprise to see my former crew member, Rex Carothers, listed in the newly-found column, after believing he was deceased these last few years. Can you recall when Charles Davis was presumed dead and we found out that it was his father. Did the same thing happen in Rex's case?

* * *

MRS. W.S. BARCLAY (Joe Safety's sister)

Our local postmaster referred your inquiry about Joe Safety to me. Joe was my brother and he passed away in 1977. He had a heart attack while playing golf and I still miss him a lot. He was most productive and successful after the war, and I'm certain he would be proud to be a member of your Group, if that were possible.

* * *

CLARENCE SQUIRES - Cainsville, MO.

Have been having eye problems the last three months and have had laser surgery on my right eye 3 times, but still not seeing right. I've fallen several times this summer but haven't hurt myself very seriously. I'm not reading very much these days. About all I'm good for is eating and sleeping.

* * *

GUILFORD (POP) SPENCE - Zephyrhills, FL.

We're sorry we just can't make the reunions. This is the first year in the last five that Mom has not been hopsitalized although she has to go to her doctor regularly. I'm still going to the V.A. hospital in Tampa (outpatient) every 3 months.

* * *

HARRY McMILLION - Norfolk, VA.

Carrie's surgery kept us from the reunion last September. With the reunion for '88 being in Virginia Beach, we should make it if we enjoy good health.

* * *

JOHN HOPPER - Bend, OR.

Hadn't heard a thing from anybody since the war and "Whamo," Ray called and, two days later, Earl Zesch did too. What a surprise, and did it ever bring back the memories. Right now I can't make any promises about the '88 reunion. Cattle have a way of tying you down. I've been threatening to sell the whole works for the past ten years, but haven't made it yet. Sure have been thinking about it, though.

* * *

WARREN KILEY - San Diego, CA.

We didn't make the '87 reunion but intend to remain in touch and might make the next one.

* * *

WILLARD STELLING - Ottawa, IL.

We appreciate all the effort and hard work you guys are putting into the Association to keep it alive and active. Best wishes for the new year to everybody.

* * *

JOSEPH E. HUGHES - Carmichaels, PA.

I was pleasantly surprised to receive the literature on the 34th B.G. Assn. which I did not know existed. I shall certainly contact all the crew members whose addresses and phone numbers you've furnished. I'm not sure what I'll say, but I'm sure I'll think of something.

Giles Avriett crew at Blythe with old Lincoln they bought which had belonged to Harold Lloyd. They would ride around the base with white scarves streaming from their necks. Top: Fred Scherr; Standing L. to R.: Jim Freidel, Ken Lewis, John Soler & Gene Holmes. Kneeling L. to R.: Ray Kaiser & Giles Avriett.

FRED MUENTE - Wauwatosa, WI.

If I may, I would like to clarify the statement in the report regarding our crew....7th Squadron; Capt. J.C. Smith was the pilot and Dex Jordan was the crew chief. Our entire crew was not at the reunion, but I did want to emphasize that our originial 10-member crew are all members of the assn. and, of course, living all over the beautiful United States. Hopefully we can all get together this year at Virginia Beach.

* * *

WALLY FELKER - Orlando, FL.

On our last trip with the 34th back to England in 1985, we were seated among the Mendlesham ladies of the British Legion during the dinner at Ipswich where we honored those ladies for their care and attention over the years to our 34th B.G. Memorial. We were fortunate to meet Mrs. Vera Peters, one of those fine ladies who have continued to remember the 34th over the ensuing 45 years. We have kept up a "Christmas Card" correspondence with her since.

In her Christmas missive of 1987, Mrs. Peters said, "The memorial looks very nice now, especially in good weather. The rose bushes bloomed and looked lovely. The lawn and laurel bushes are established and, of course, we still do our monthly flower arrangements."

Just thought our members might be interested in an updated status report on the care of our 34th B.G. Memorial at Mendlesham. Those thoughtful ladies of the British Legion are certainly the "GREATEST!"

* * *

HENRY TOBIASON - Remer, MN.

We look forward to getting our Mendlesham Memories. It's read from cover to cover as soon as it arrives in the mail. I hope the rest of the Group enjoy it as much as we do.

I'm sorry I can't help you with any stories for the paper. I was not there for very long. Flew the first mission when we went operational in May and the last one in August. Our crew was one of the first sent home. We were only at Mendlesham a little over four months. I have only been to four reunions. The main reason is not many of our crew come. Maybe that will change.

Continued on page 9

Notes From Our Friends

Continued from page 8

CHARLES METZ — New Port Richey, FL.

While in Long Island for Christmas, the phone rang and it turned out to be a chap named Geo. Rohrbaugh who had received the December issue and noted that my "new" address was nearby. Apparently he just wanted to "fly around the hangar" for awhile, and we did just that for the next 40 minutes or so. So you see how you are bringing people together all around the country.

* * *

FRED BERGLUND - Englewood, FL.

Made the trip to Mendlesham with the main difficulty getting passports. Got ours the day the reunion was to start as they were held up in Englewood, FL. post office 11 days. I left that evening and arrived a day late. Took the lite rail-tube thru London, thence lite rail to Ipswich. Really enjoyed the nice group of 34th "fellow travelers." Remember in WWII, a "fellow traveler" was a Communist, or a suspected one at least.

The memorial service at Maddingly was the most impressive I've ever seen. The church service in Mendlesham was also very memorable. They gave us a guided tour of the upstairs armory with all the battle axes, etc. (No pun). Really enjoyed the Air Force Museum at Hendon. The Sunderland Flying Boat was so big it looked like the Spruce Goose fuselage. Don't see how it could get airborne.

* * *

LINDSEY LIPSCOMB - Marbella, Spain

Received the latest 34th B.G. "Letter" and enjoyed it as usual. It was forwarded to me from Houston. Expect to return to Houston in April. Hope to meet you and others and see some old friends at Virginia Beach in September.

* * *

AL KONTE - Willowick, OH.

I thoroughly enjoy reading "Mendlesham Memories" from beginning to end! It evokes a lot of memories for me as I'm sure it does for all our comrades-in-arms who were in the Great 34th. Please keep up the good job. I look forward to the next issue of "MM."

* * *

GEORGE H. KLINE - Burnt Hills, NY.

This year's reunion at Virginia Beach will provide those who attend with excitement and memories. Once again we will be in the cradle of history, both the revolutionary and civil wars. A visit to nearby Williamsburg, Jamestown, and Yorktown is a must. Much of our country's history was developed in this area. Then there is the harbor cruise in Norfolk. The Humpton roads is a major naval and shipping area. Langley Field, where I started my Air Force stint, is a major research area as well as quarters for our secret service.

A trip over the Chesapeake Bay bridge-tunnel complex is exciting. If you do cross the bridge-tunnel, go further and visit Chintoque and Asscoteaque to see the islands and the 40 miles of wild national seashore beach. Also the wild life area where you can see the wild ponies of Chincoteaque, as well as the water fowl and deer. Then you can cross the Chesapeake bridge and visit the Naval Academy. The bridge is breathtaking and the Naval Academy is well worth the visit. From there, roads will take you to Washington or Richmond.

* * *

IMOGENE (CARL) FRYSINGER - Cable, OH.

Thanks, Ray, for all the trouble you've gone to for Carl. It has brought him a whole new world of pleasure and something to look forward to. We will surely go to the reunion at Virginia Beach after we have more information.

* * *

ROSE'S CORNER

When we Americans say that it's "raining cats and dogs" our British friends call it "beastly weather." How true this is for a few weeks here on the southern tip of Lake Michigan. We can't complain too much because we get the changes of the four seasons in all their beauty, and I heartily recommend living here in Indiana.

Now that winter is here, baking is one of my favorite things to do. I hope that you all will try to duplicate the recipes in our issues. Several of the 34'ers "better halves" have sent in recipes and notes for which I thank you all. Keep them coming! Here's one from Florence Kiley of San Diego, Calif. who says, "Remember during World War II when baking became a challenge because of rationing?" She goes on to say, "I'm enclosing a recipe for a chocolate cake we often made during those times. It's still a family favorite and the best recipe for chocolate cake I've ever tried."

So here's a treat for your chocoholics. I'm one and I loved this one! So easy to put together.

WWII HUNDRED DOLLAR CAKE

2 C. Cake flour (All purpose is okay)
1 C. Granulated sugar
2 tsp. Baking soda
1 tsp. Salt
½ C. Cocoa (Hershey's unsweetended)

Sift and stir the above in a bowl. Then add:

1 C. Mayonnaise (NOT Miracle Whip)
1 C. Cold water

Blend well. Pour batter into 2 greased 8" layer cake pans or one 9" square pan. Bake in 350 deg. preheated oven for about 30 min. for the 8" pans or 35 min. for the 9" square. (Watch for the slight pulling away from the sides of the pan, then it's done.) Then cool and frost with your favorite icing.

NOTE: 1½ times this recipe fills a 9x13 pan. Adjust baking time. (No eggs, honestly!)

Thank you, Florence! I'd like to print as many recipes as possible, even though space is limited. Please send as many as you like and perhaps we shall have enough to create a 34'ers Cookbook! Let's hear from you!!

Love,
Rose

34th B.G. B17 7th Sqd. on a mission over enemy territory.

NEWS FROM HERE AND THERE

From the NATIONAL AIR-RACING GROUP periodical for April, 1987 we have culled the following:

Marvin Lee (Lefty) Gardner, 65 years young, is still flying. But now, instead of the B-24's, which he hated, or the B-17's, he is flying the relatively rare Lockheed Lightning P-38 in air races. His aircraft, "White Lighnin" is an L model last used by the Air Force Training Command. There are only four other flyable P-38's in the U.S. Another one is being assembled from parts by the Confederate Air Force in San Marcos, TX.

He says he hated the B-24 so much that he refused to fly it until he was threatened with being busted to Buck Private on permanent KP duty. He then flew 20 missions in it before the 34th changed over to B-17's, which he was more comfortable with.

All in all, over the years, Lefty has flown in about 50 different types of planes. Nowadays, using four 650 HP Stearmans, his company, Gardner Flyers, Inc., make their living spraying brush. In the "off' season" he flys Borate Bombers for the U.S. Forest Service.

We have only one question to ask. "Hey, Lefty, what do you do with your spare time?"

* * *

A friend if Ian Hawkins has asked that we try to help him out if possible. He is collecting USAAF memorabilia and photos in a large album. He is looking for representative aircraft of the Group with unit identification (tail identification) alongside. If anybody wishes to send him pictures, the address is:

Herbert Watson
19 Windermere Road
Hucknall, Nottinghamshire
NG15 GNF
England

* * *

Harold Rutka has had some requests at the last reunion for information on the blue vests and name tags. The vests are Royal Blue and are available in small, medium, large and extra large sizes. The price is $18.00 each. The permanent name tags are $3.75 each. Delivery can be made either at the next reunion or mailed to your homes. If interested, write:

Harold Rutka
11 E. Artavia Street
Duluth, Minnesota 55811

* * *

From Darrell Bulis we learn that on Nov. 21, 1987, in Oneonta, NY. Dr. Byron E. Sheesley was feted with a surprise reception and dinner party in honor of his retirement, attended by over 300 of his friends, co-workers, family and three of his 34th BG crew members.

After the introductions and speeches, the M.C. asked him if he could remember what "The Giant Is On The Beach" meant. Or, how about "Stiff Starch?" He replied that he did not. While this was taking place, his three crew members, Frank Forde with his wife, Josephine; Edwin King with his wife, Mary; and Darrell Bulis walked up behind him. He had no idea that they were there. You should have seen the whooping, hollering, and shoulder blade pounding that went on. We had not seen each other in 43 years. Until last September we all thought Bryon had passed away.

* * *

Again we are printing a reminder to all of the planned "REUNION '89" in Fort Worth, Texas, honoring the 50th anniversary of the B-24 Liberator. "A GATHERING OF THE LIBERATORS" will be held May 17th to 21st, 1989. All B-24 veterans, their families, groups/units, and those who built this aircraft have been invited to attend. Reunion registrations are expected to be sent out in June, 1988. Keep an eye on this column in future issues for more information as we receive it.

* * *

I'm very pleased to provide you with information about a project I believe all of the 34th BG members are going to be interested in, a total restoration of a B-24J Liberator. When completed in time for the May 1989 festivities, this will be the only totally restored, regularly flying B-24 in the world!

WE NEED YOUR HELP! - Without it, this B-24J WILL NOT FLY AGAIN! If every B-24 crewman would just send $10.00, we could get it done. For larger contributions, we need WWII oxygen bottles at $40.00, radios at $50.00, ammo boxes at $100.00, overhaul of an instrument at $100.00, overhaul of a propeller at $1,500.00, Dedicated Crew Positions at $5,000.00 where your position will be named after you, or an engine overhaul at $15,000.00, plus lots more.

PLEASE — If you really want to see a B-24J flying again, call or send you tax-deductible contribution to:

The Collings Foundation
River Hill Farm
Stow, Mass. 01775
(617) 568-8924

* * *

We hear by the grapevine that Irwin Pochter has just retired as Chairman, Executive Committee, of the Frank B. Hall & Co. and will continue in his business and management consulting practice. Good Luck, Irwin.

* * *

From Lynn Beedle, an associate member of our group, we hear that at last year's dedication of the Memphis Belle Memorial he produced a film on the event. It includes flyovers by seven B-17s in formation, the symbolic bombing of the Memorial grounds with rose petals led in by weaving P-51s. The tapes, whether VHS or BETA, last an hour and were professionally produced in a television studio complete with narration and Glenn Miller's music. Although he has been selling the tapes nationwide for $39.95, he is offering "B-17s Over Memphis" to members of the 34th at a cost of $29.95, with all mailing costs included. If you're interested, write to: Lynn S. Beedle, P.O. Box 3343, Bethlehem, PA. 18017.

* * *

We hear from Vince Doran that Bill Creer was very pleased with our award presentation at the last reunion. His thoughts on the subject, passed on to you here, are, "We should strive to recognize activities that may have humor, but, above all, made a positive contribution to the Group's well-being during our stay in England. One performance that should have been recognized and was not, comes to mind. In the spring of 1945 we frequently conducted operations under conditions of poor visibility. As you may recall, to assist pilots in lining up for the runway approach, we would send Jeeps some 1,500 ft. out from the end of the runway firing flares. One day we wrecked a B-17 equipped with a radar bombing system. Someone, I believe from the 4th Sqdn., salvaged essential parts from the plane, turned the fuselage bottom side up, provided power, then used the HS radar and communications system to guide planes to the runway for landing. This was the beginning of the GCA system to the best of my knowledge. I regret I do not have names and more specifics. This was a significant contribution using the resources at hand. Admittedly, there are not too many incidents of this magnitude, but we certainly had innovations of food, service, maintenance, and the gunnery areas."

We are asking for letters from all who remember the above incident, or who can recall other worthy activities. If we work fast, there would still be time to prepare an award for the reunion at Virginia Beach.

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

FROM WILLIAM "PETE" GRAY — Virginia Beach, VA.

The time was late January of 1945. The place was the 34th B.G. Airbase at Mendlesham, Suffolk, England, about 70 miles northeast of London. It was about 2:00 A.M. and I was up on a stand with my head inside the No. 2 engine when I heard someone call my name. "Over here," I answered, knowing he couldn't see me in the darkness. "They told me I'd find you around here someplace," came a rich New England voice from out of the gloom. "What's the matter? Is something wrong?" "No," I answered, "just some trash in the fuel line, but it's O.K. now."

I couldn't see his face in the black-out, but he sure did talk funny. From his accent I could tell he was one of those Yankees from up around Connecticut or, maybe, Massachusetts. "I'm supposed to fly this plane this morning," he went on, "so thought I'd come down and see if it was ready." Now, we'd been alerted for a mission several hours before, but takeoff wasn't until about 8:00 A.M., so what was he doing down here at 2:00 A.M.?

Just then a thought began to stir around in my mind. "Are you the pilot?", I asked. "Yes," he replied. "How many missions you got so far, Lieutenant?" "Well," he hesitated for a moment, "this will be my first one." (Just as I had figured.) "Lieutenant," I asked, "where you from?" "I'm from By-ston," he answered. "Oh, you mean Boston," I said, "that little town up in Massachusetts." Knew that had got to him as there was no answer for a moment. "Well, Lieutenant," I went on, "I'll tell you one thing — you ain't flying this here airplane this morning." "But Colonel Creer said —." "I don't care what Colonel Creer said," I snapped back, "he ain't got nuthin to do with whether this plane flies or not — that's my job.!" (Down on the flight line we found it was always best to let them know — right from the start — who was in charge. Things always worked better once that was settled.) "Well, how come I can't fly it?" he wanted to know. "Because, Lieutenant," I told him, "I just don't let nobody fly this airplane who comes from north of Delaware."

For almost a minute he din't say a word so I figured he was beginning to catch on to what I was doing. "Sergeant," he finally came out with, "where are you from?" "I'm from Virginia," I told him proudly. "I thought so," he responded, disgustedly. "Tell you what, Lieutenant," I said as I fastened the cowling back in place, "you help me run up this engine so I can check it out and I just might reconsider." He seemed agreeable so I moved the stand out of the way of the propellers and we climbed inside the cockpit. I took the copilot's seat as the engine instruments were on that side. When I turned the lights on I got my first real look at this Yankee from By-ston. He was a tall one — about 6 feet 4 or 5 inches — and as skinny as a bean pole.

"Good Gawd, Lietuenant," I told him, "you look like you haven't eaten a square meal in a month of Sundays. You been eating too much codfish and beans — you can't put on any weight eating that stuff!" "Well," he snapped back, "it sure as hell beats ham hocks and collard greens." That did it — right then and there the Civil War started up again!

And that's how I first met Lt. Randall Martin who went on to fly over 30 combat missions in Ol' Buddy. And I think he knew all the time what I was doing!

* * * * *

A CRITIQUE ON COMPREHENSIVE COMMUNICATIONS
(or What Happens When You Don't Listen)

FROM ART WILLIAMS — Willsboro, NY.

The Colonel issued the following directive to his Executive Officers:

OPERATION HALLEY'S COMET

"Tomorrow evening at approximately 2000 hours, Halley's Comet will be visible in this area, an event which occurs only once every 75 years. Have the men fall out in the battalion area in fatigues. I will explain this rare phenomenon to them. In case of rain, we will not be able to see anything, so assemble the men in the theater and I will show them films of it."

Executive Officer to Company Commander:

By order of the Colonel, tomorrow at 2000 hours, Halley's Comet will appear above the battalion area. If it rains, fall the men out in fatigues, then march to the theater where this rare phenomonen will take place. This is something which occurs only once every 75 years."

Company Commander to Lietenant:

"By order of the Colonel in fatigues, at 2000 hours tomorrow evening the phenomenal Halley's Comet will appear in the theater. In case of rain, assemble in the battalion area, where the Colonel will give another order — something which occurs once every 75 years."

Lieutenant to Sergeant:

Tomorrow at 2000 hours, the Colonel will appear in the theater with Halley's Comet, something which happens every 75 years. If it rains, the Colonel will order the comet into the battalion area."

Sergeant to Squad:

"When it rains tomorrow at 2000 hours, the phenomenal 75-year-old General Halley, accompanied by the Colonel, will drive his comet through the battalion area in fatigues."

"Jive Bombers" - Photo taken V.E. Day, 1945

50TH ANNIVERSARY B-24 LIBERATOR REUNION

Fort Worth, TX May 1989

MAJOR EVENTS

WED 17 May — REGISTRATION DAY

0930 UNIT REUNION PLANNERS' "WELCOMING IN-BRIEF" (Conv/Ctr - Small Thtr)

1300 ALL REGISTRATIONS OPEN. (Ft Worth Conv/Ctr - LOBBY)

+ SHUTTLE BUSING BEGINS (*)
+ B-24 'BIRTHDAY' SHOWCASE DAY (Conv/Ctr - Main ARENA Hall)
+ LIBERATOR LEGEND HALL/PX/PUB

2100 REGISTRATIONS CLOSED TODAY.

THUR 18 May — REGISTRATIONS & 'FREE TIME' DAY LIB GP EVENTS

0900 until 2200 REGISTRATIONS OPEN. (Ft Worth Conv/Ctr - LOBBY)

+ SHUTTLE BUSING (*)
+ B-24 'BIRTHDAY' SHOWCASE OF MUSEUM-CLASS DISPLAYS (C/Ctr)
+ GROUP HOSPITALITY ROOMS OPEN (Declared Reunion Gps Hotels)
+ SIGHTSEEING TOURS SERVICES (Avail Tour Desks/Hotel/C/Ctr)
+ REUNION GP "FREE" TIME PLANS

1800 'SUNDANCE SQUARE' B-24 ATTENDEES STREET FESTIVAL WELCOME! (Food/Fun & Music!)

FRI 19 May — REGISTRATIONS & INDIVIDUAL LIB GP EVENTS

0900 until 2100 REGISTRATIONS OPEN. (Ft Worth Conv/Ctr - LOBBY)

+ SHUTTLE BUSING (*)
+ B-24 SHOWCASE DISPLAYS AND SPECIAL ATTRACTIONS (C/Ctr)
+ "FREE" TIME ACTIVITIES

1330 SPECIAL 'WELCOMING' SHOW. (Conv/Ctr in B-24 Theater)

+ WELCOMING 'MIXER' HOUR (Meet 'n GREET-Reunion Htls)

1930 SYMPOSIUM: 'THE B-24 AT WAR'. (Large Thtr - Conv/Ctr - ADV & On-Site Ticket sales).

SAT 20 May — B-24 LIBERATOR VETERANS 'SPECIAL DAY'

1100 until 1200 DEDICATED BUSING LOADINGS* AND DEPARTURES (All Hotels to Air Base)

+ 'OPEN HOUSE'- SPECIAL GROUND AND AIR SHOW WITH WWII B-24 STATIC DISPLAYS. CARSWELL
+ Food & Beverage cash stands on-site.

1545 LAST BUSES DEPART BASE.

+ Conv/Ctr SHOWCASE OPEN/9-4pm

+ INDIVIDUAL GROUP RDZ DINNERS (per Gp Plans)

SUN 21 May — MEMORIAL COMMEMORATION & GALA ANNIVERSARY EVE

(*) (DEDICATED BUSING - BOTH EVENTS)

1030 MEMORIAL & GROUP HONORS CEREMONY & FLY-OVER. (Conv/Ctr area-Terraced Park)

1130 ANNIVERSARY GOLF TOURNAMENT. (Z. Boaz GC - See Flyer info)

1900 GALA ANNIVERSARY RECOGNITIONS BANQUET & GLENN MILLER ERA TRIBUTE SHOW EVE...begins (Conv/Ctr - MAIN BANQUET HALL)

2245 BUSES BEGIN DEPARTURES FOR HOTELS.

MON 22 May — 'FREE TIME' & INDIVIDUAL LIB GROUP ACTIVITIES

1200 PLANNED REUNION HOTELS' CHECK-OUT TIME (unless prior arrangements differ).

* * * * * * * * * * * * *

A

VERY HAPPY 50TH ANNIVERSARY BIRTHDAY WISH TO ALL!

...AND A VERY SAFE, PLEASANT JOURNEY HOME.

50th Anniversary, B-24 Liberator Reunion . . .

Joe and Verna Edwards filled in for Ray and Hannah Summa at the meeting held regarding the '89 celebration of the 50th anniversary of the B-24 to be held in Fort Worth, TX. May 17th to 22nd, 1989. Here is a short note from them:
Mission Accomplished!

We had beautiful weather going and coming — temps. in the 50-60's with 25-30K winds. The Worthington Hotel is luxurious and our accomodations were beautiful. Bob Vickers came up to us as soon as we arrived and greeted us both warmly by name. We gave him Ray's regards and regrets. What a dynamic guy he is, and the reunion he is planning is even more dynamic. It is going to be the most comprehensive and thrilling reunion since WWII; truly a once in a lifetime event!

Joe and Verna filled in with six pages of the goings on at the meeting which have been passed on to Ray for his records. Joe concludes that he was highly impressed and that our Board of Directors should give it serious consideration for our '89 reunion.

Sidney Brown - 1944

ADDRESS CHANGES

(Changes Underlined)

BERG, DARRAL, P.O. Box 12802, New Brighton, MN. 55112
BOLDUC, OLIVER, 65 Bolduc Lane, Chaplin, CT. 06235
BOUTY, ED., 16025 Maple Street, Spaulding, MI. 49886
BREAUX, LEONARD, 16410 Brookville, Dr., Houston, TX. 77059
BROOKSHIRE, LESTER, 401 Newton Rd., N.E., Calhoun, GA. 30701
CASLER, DUDLEY F., 111 S. Greenfield Rd. #77, Mesa, AZ. 85206
DIETERLE, MARCUS, P.O. Box 271, Forest Hill, MD. 21050-0271
DUEITT, WILLIAM E., R.R. 4, Box 148A, Dawson, GA. 31742
DWYER, JOHN R., 143 La Villa Way, Ft. Pierce, FL. 34951
FRIEDEL, JAMES, 7718 Valley Falls Rd., Spartanburg, SC. 29303
GRIFFIS, WILLIS, 90 Commonwealth Ct., Apt. 2, Vernon Hills, IL. 60061
HILDEBRAND, THOMAS H., 1516 Swiftwood Drive, Powhaton, VA. 23139
HOHNSTREITER, JOHN I., 424 McClung, Pass Christian, MS. 39571
HUBERT, Douglas, 9081 Seward Park Ave. S. #123, Seattle, WA. 98118-6043
JACKSON, WALTER, 905 No. 7th Street, Springfield, IL. 62702
JONES, WYATT S., 2015 Common Chase Ct., Norcross, GA. 30071
JORDAHL, JOSEPH, Rt. 2, Box 10, Twin Valley, MN. 56584
JURGENS, HENRY, 166 Brick Store Landing Rd., Smyrna, DE. 19977
KINTZEL, GUY, 3890 Broad Road, York, PA. 17402
LAMAR, HORACE, 8750 Dove Hill, Olive Branch, MS. 38654-5939
LAMBERT, HENRY, 6828 Massaponax Ch. Rd., Spotsylvania, VA. 22553
LARSON, LOWELL A. 328 Cahuenga Dr., Oxnard, CA. 93035-4405
LUHRSEN, AUGUST, 47870 Silver Spur Trail, Palm Desert, CA. 92260
MANN, DONALD, 905 - 2nd Ave. So. #B, Great Falls, MT. 59405-2265
MASON, IRVIN L. 11767 No. 81st St., Scottsdale, AZ. 85260-5657
MONGEON, OMER, 3003 W. Broadway #90, Tucson, AZ. 85745
MORTON, ROBERT, 418 E. Prospect St., Girard, OH. 44420-2636
MURPHY, RALPH, 7421 Mayfield Road, Port Richey, FL. 34668
NORTON, MRS. GUY (GRACE), 4241 Amy Drive, Mesquite, TX. 75150
O'HARA, CHARLES, 1333C Shady Pine Way, Tarpon Springs, FL. 34689
PARENTEAU, EARL, 18 Grove Street, Worcester, MA. 01501
REED, JAMES R., 2913 Pueblo Court So., College Station, TX. 77840-7709
RODDY, DOUGLAS, 2194-L Johnson Ferry Rd., Atlanta, GA. 30319
RUSSELL, MERLE, P.O. Box 994, Granby, CO. 80446
SALVESON, LEON E., P.O. Box 1816, Roseburg, OR. 97470
SKINNER, F.R., 42 St. Theresa Lane, Bridgeton, MO. 63044
STAMPON, PETER, 9 Florence Road, Gray, ME. 04039
SWICK, JR, GIDEON W., P.O. Box 127, Fort Lupton, CO. 80621
THUMMEL, GRANT, 200 Greenbridge Dr. #113, Lake Oswego, Or. 97035
WACKER, CHARLES P., 5800 Forest Hills Blvd., #C112, Columbus, OH. 43229-2957

TAPS

(Since last issue)

FRANKLIN, FLOYD
Princeton, ID.

HAMMER, HYMAN
New York, NY.

HARKLESS, JAMES
Decatur, IN.

HICKS, STANLEY R.
Denton, TX.

KELLEY, JIM
Colorado City, TX.

KLEINERTZ, WAYNE F.
LaCrosse, WI.

LATZ, WILLIAM F.
Atlanta, Ga.

LYKINS, HARRY R.
Lexington, IN.

NAREHOOD, CHARLES
Snow Shoe, Pa.

SAFETY, JOE

34th B.G. History Book Progress Report

The publisher reports that much of the materials gathered have been assembled and typed up to reflect proposed final form, awaiting the upcoming committee review. Layout is progressing as in-house writers and editors complete the various sections.

A few more orders for books have been received.

I have just received 91 typed pages of the early history section of the Group (not the Association) for review and corrections and comment on the handling of that portion. Some chronological rework is necessary, and a few additions or expansions are in order for more clarity for the readers not familiar with terminology, abbreviations, procedures, etc. in use at that time. All such revisions and committee review are necessary before typesetting can be done.

The sections with feature stories, maps, action and crew photos, biographies, etc. should be rather large.

Layout for committee review is anticipated for late February.

W.L. McAllister

P.S. For those of you who have not yet ordered your copy and have lost the order blank, just write to:

TURNER PUBLISHING COMPANY
34th Bomb Group
P.O. Box 3101
Paducah, KY. 42002-3101

LIFE MEMBERS TO DATE

(Total 77)

LAST NAME	FIRST NAME
Ames	Vernon C.
Anderson	Keith
Attridge	Charles A.
Baglio	Samuel
Baldea	Eli
Baughman	Cleo J.
Blair	James C.
Blair	John
Boreen	Lloyd W.
Brown	Homer
Bush	Ralph
Buss	Paul
Camp	John R.
Coles	Ira Jr.
Cutting	Richard
Deloye	Robert B.
Dunkel	Richard
Edwards	Joseph
Felker	Walter J.
Forister	Carroll
Gardner	Marvin (Lefty)
Garrison	Marvin
Gavryck	Chester
Gay	Robert S.
Gerlach	George
Gradin	Robert
Gray	William "Pete"
Gregorski	Charles C.
Hanson	Kermit E.
Hintz	Eugene
Hood	Jack
Hosack	Vincent
Howarter	Wayne
Humphrey	Clyde
Hyler	Robert D.
Issacs	Seymour W.
Jalving	Marvin W.
James	Eugene
Jordan	Dexter
Kiley	Warren J.
King	Edwin L.
Kinney	Jack A.
Kintzel	Guy
Klusmeyer	Emmet
Lawler	Edward J.
Lipscomb	Lindsey L.
Livsey	Ralph
Lockwood	Ken
Martin	James F.
Martin	Randall
McAllister	Walter
Nendell	Robert A.
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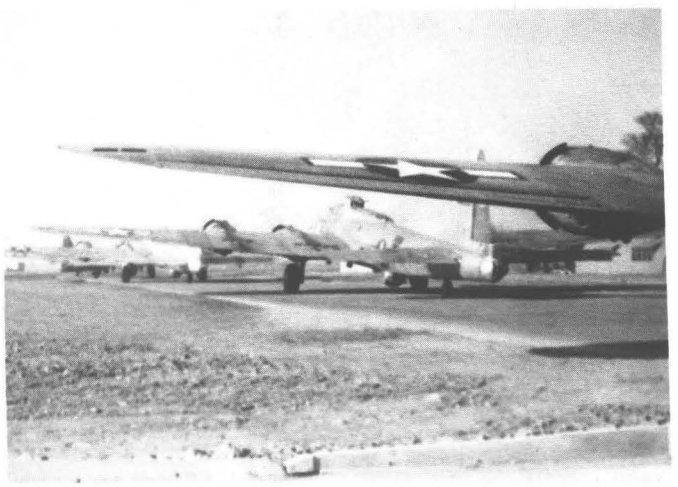

Aircraft lining-up for take-off on a mission?

THE RAVING

By: William S. Robins...(With apologies to Edgar Allan Poe)

Once upon a mission dreary....When of combat I'd grown weary,
I had flown a thousand hours....And was sure to fly some more.
When suddenly there came a knocking....Sounded like some ack-ack popping.
Popping like the very devil....Just beneath my bomb bay door.

It is some Jerry, quickly thought I....Wishing to improve his score.
I will use evasive tactics....Even if he does get sore.
Turning then I saw before me....Blacker now than e're before,
Ack-ack bursting close and heavy....Guess I'd better turn some more.

Opening wide I swung the bomb door....And to my surprise and horror,
Flashing fast and bright beneath me....Were some ninety guns or more.
And above the shrapnel shreiking....I remembered then the briefing,
When they told us with much speaking....That there were only three or four.

Leveling then I made a bomb run....Which was not a very long one.
For the varsity was on duty....And I'd seen their work before.
Then an engine coughed and clattered....And the glass around me splattered.
And I knew they had my number....Just my number, nothing more.

Then at last the bombs were toggled....And alone, away I hobbled.
With some fifty-seven inches....And a feathered number four.
While outside like ducks migrating....Was a drove of M.E.'s waiting.
Waiting all with itching fingers....Just to even up the score.

I had lost my upper turrett....And alone, defenseless, worried.
I was indeed the saddest creature....Mortal woman ever bore.
And each bright and beaming tracer....Coming nearer, ever nearer.
Made my spirit sink within me....Just my spirit, nothing more.

Then at last, to my elation....I caught up with my formation.
And the M.E.'s turned and left me....By the tens and by the score.
But my wings were torn and tattered....And my nerves completely shattered.
And as far as I'm concerned....The war is o'er, forevermore.

Now I've found the joy of living....And my secret I am giving,
To the rest of those among you....Who might care to live some more.
For my sinus starts to seeping....Every time they mention briefing.
No more flying, no more combat....No more missions....NEVERMORE!!!

NEWLY FOUND

BALDEA, DAVID E.
201 Fordwick Lane
Valparaiso, IN. 46383

BALDEA, MICHAEL J.
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FOWLER, JOHN
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TABLEMAN, GLEN A.
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Houston, TX. 77079

VANKIRK, CHARLES R.
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Tigard, OR. 97224

WEST, LOUIS
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San Diego, CA. 92105

WHITAKER, FRED
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Bartlesville, OK. 74006

ZIVNEY, RODNEY P.
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San Francisco, CA. 94111

DARK JOURNEY

(Continued from last issue)

By WALTER L. McALLISTER

We taxied out for take-off at Natal somewhere around midnight in order to arrive in Dakar, Africa during daylight hours, but had to shut down the engines and hold in the run-up spot by the runway for more than an hour to wait for a very large and very intense tropical storm to pass. Finally the tower called us to start up again. After the checkout we were cleared for takeoff without landing lights on the "browned-out" field. As we reached about 110 mph with the nose wheel coming off the ground, a tiny hole opened in the solid overcast and allowed a thin shaft of moonlight onto the runway ahead of us. HOUSE OF HORRORS again!!!

Another bomber was just entering the runway a very short distance in front of us, crossing on a taxiway from the filled parking area on our right to the vacant area on the left. Straight ahead and we would cut him in half! I kicked hard left rudder, slammed on left brake, yanked left throttles all the way back, yelled for "landing lights on" — all at the same time — and prayed. With take-off power still on the right engines, the right wing tip lifted a little, helping that B-24 make what was probably the most drastic change of direction in history without ending in a total disaster. As it did so I pulled mixture controls to full-off and called for "ignition switches off." I was sure that, at the very least, part of the right wing would be torn off; but as our now lifeless bird scrunched down into the deep mud of that rain-drenched field and went plowing its way toward the control tower, I realized that we hadn't hit anything!! Seemingly impossible — but true, only God knows how — maybe that right wing tip had lifted just enough to go over the nose of the other plane; but we had not hit a thing, yet! "The Control Tower!" We came to a slithering halt before we got there, for which we were very thankful. All the guys up in the tower were thankful for that to, but the brigadier general up there wasn't happy about the whole mess. He came storming down and ordered the MP's to "go get that S-O-B taxiing that other airplane and bring him to me!!!" We later heard from a following crew that the culprit was shipped back to the states the next day to meet his fate. His excuse for taxiing across the runway without tower clearance was that he didn't think anybody could have gotten out for take-off that quickly after the storm went by, and he wanted to get away from all those parked airplanes while he gave his engines a test run-up.

Now back to the base of the tower. The crew got out, people congregated about; everybody looked at the airplane, and the base maintenance crew brought hoses and buckets and washed the mud off. After a big inspection with all the available vehicle headlights, portable lights and flashlights, it was declared that no damage to the airplane could be found. We had obviously completed the skidding 35 to 40 degree left turn right at the intersection and all on the paved surface, or we most certainly would have wrecked or damaged the landing gear against

(Continued on Page 16)

DARK JOURNEY

(Continued from Page 15)

the edge of the taxiway when we crossed it. Plunging immediately into the mud probably saved us from a complete ground loop. Nowadays the plane would undergo a far more extensive inspection and a local flight test, and the crew would probably be hauled off to the hospital for physical exams before proceeding. It was war-time and things were very different then. The airplane was judged to be OK, we declared ourselves to be OK, and the "wheels" asked us what we wanted to do. The concensus was "Let's go!" Somebody reminded us that now it would be getting close to darkness when we landed. It was still "Let's go." We had the tanks topped off to replace the fuel already used in two run-ups and the aborted take-off and went out again.

Some thirteen hours later, as near to the point of total darkness as you could get and still make out the runway outlines, we touched down in Dakar, and were greeted with a terrifying continuous clatter and vibration, the likes of which none of us had ever experienced. I thought "She's finally falling apart." They had neglected to brief us in Natal that we would be landing on a "PSP" strip; pierced steel planking — long sheets of corrugated steel with a lot of holes punched out to reduce the weight and anchored together to form a makeshift runway. After the events of the past few days, I think we all almost suffered group heart failure. We got through the mandatory enroute debriefing, grabbed something to eat, went to our mosquito-net canopied cots and collapsed.

We stayed a couple of nights in Dakar waiting our turn to move on in the stream of bombers headed for England. Weather was delaying some along the line stations ahead. Early on the third night, I believe, we were alerted to prepare for departure to Marrakech, Morocco; again a middle of the night take-off to allow a daylight landing. Things were well blacked out except for blue lights or subdued lighting absolutely necessary to night activites on the ramp area, such as preflight inspection, aircrew loading, etc. Out there one of the 7 or 8 foot tall Senegalese security guards could walk up on you in his size 20 bare feet and tap you on the shoulder before you had a clue that he was even in the area.

Dick and I went in to get our route and destination briefing, check the weather and make our flight plan; Eli went to navigator's briefing; Bob Smith, our aerial engineer whose title denoted that, when airborne, he was the flight crew chief, went with Ray Englehart, ground crew chief, to perform the preflight inspection of the entire airplane and the engine run-up.

Just as the rest of us were about ready to go out to the airplane, one of the operations officers came to me and said there would be a delay, and that we were to wait inside for further instructions. When I pressed him for more information, all he would say was "It's a problem with the airplane and I've got to get some more people out to help, and we don't want a bunch of crew people milling around in the way." After an hour of this, I caught this same ops officer and demanded to know what was wrong with our plane. He again evaded the point of the question and would only say that "things were progressing and we should soon get further word." We were getting anxious to be on the way before our available daylight would be lost on the other end.

Time dragged on. Finally he showed up again. This time he took me into a separate office and explained why we had been kept in the dark: "You can thank your lucky stars that your two crew chiefs are so thorough in their preflight inspections. They found a piece of wire way up in the corner of a wheel well and knew it didn't belong there. And we can all be thankful that they had sense enough not to try to get it out; otherwise we would have one awful mess out there! Instead they called for our maintenance chief and our own security people who looked it over and they got the bomb disposal specialist out. After a couple of inspection plates were removed, they could see a hand grenade taped up in there!! The wire your guys spotted was anchored so as to pull the grenade pin when you retracted the landing gear!!! We have had four crashes just after take-off recently, and until now we hadn't been able to figure out why. Going down in all those big trees tears them up so badly that it's just about impossible to find anything useful. And we didn't want to come in here and scare the hell out of everybody in the place when we still didn't know what we had here. Now, you can elect NOT to go tonight, or we'll get our people in along with yours and go over everything we've done, and then you can decide. You were just about first in line tonight, so you'll still have a couple of hours of daylight when you get there if you decide to go."

Their people gave us a detailed run-down on how they had removed every inspection plate in the whole airplane and examined it with a fine toothed comb, had unloaded everything in it so as to minutely examine the load items themselves and to look into every nook and cranny where anything bigger than a toothpick could be stuffed. They were real sure that the saboteur could not have removed pieces or panels that would require re-riveting because the noise would have attracted attention. Security of course did not at the time know if someone had managed to sneak through their U.S. and native guards, or had been successful in bribing a guard, or if one of the guards might be an infiltrated enemy agent. All the maintenance men were U.S. military. They assured us that they would "damn-well find out" the answers. They must have for we heard of no more such incidents from following crews or other sources.

Bob and Ray said that they had followed every step of the way and agreed that they couldn't think of anything else that could possibly be done. We decided that maybe the best way to prevent another try at us was to get out of there immediately. Talk about one tense bunch of guys on take-off!! When it came time for gear up, Dick looked at me as if to say, "Are you sure?" Finally I nodded, mostly because we couldn't afford to burn up the extra fuel flying with the gear down. I don't think anybody breathed from the start of the roll until several minutes after

B24 "Jerks Beserks" taxing out for takeoff.

Continued on page 17

PROFILE OF A SENIOR CITIZEN

by: R.D. "Crash" Williams

From LAUREN COTTON - Palm Bay, FL.

A senior citizen is one who was here before the pill and the population explosion. We were here before television, penicillin, polio shots, antibiotics and frisbees. Before frozen food, nylon, dacron, Xerox, radar, flourescent lights, credit cards, and ball point pens. For us, time sharing meant togetherness, not computers; a chip meant a piece of wood, hardware meant hard ware, software wasn't a word. Coeds never wore slacks. We were before pantyhose and drip dry clothes, before ice-makers and dishwashers, clothes dryers, freezers, and electric blankets. Before men wore long hair and earrings and women wore tuxedoes.

We were before Carter, Reagan, Rev. Bakker, Ann Landers, plastic, the 40 hour week, and the minimum wage. We got married first and then lived together. How quaint can we be?

Closets were for clothes, not coming out of, bunnies were small rabbits, and rabbits were not Volkswagons. We were before cup-sizing for bras. Girls wore high collars and thought cleavage was something butchers did. We were before Bataan, Rudolph the Red-nosed Reindeer, and Snoopy...before DDT, vitamin pills, disposable diapers, jeeps, pizza, Cheerios, instant coffee, decaffinated anything and MacDonalds who?

We thought fast food was what you ate during Lent...we were before Boy George, Elvis, Anne Murray, Dr. Ruth, and Chiquita Banana; before FM radios, tape recorders, electric typewriters, word processors, Muzak, electronic music and disco dancing.

In our day cigarette smoking was fashionable and cigars were a sign of success. Grass was for mowing; Coke was a refreshing drink, and pot was something you cooked in. If we had to explain the NBA, WHL, & NFL, we'd have said: "Alphabet Soup."

We are now part of today's SENIOR CITIZENS...a hardy bunch when you think of how our world has changed...and of the adjustments we have had to make. So, hang in there gang and we will overcome....MAYBE!

Standing L. to R.: L. Layton, G. Simpson, P. Shull, S. Brown, ????. Kneeling L. to R.: J. Burton, ? Babcock?

DARK JOURNEY

Continued from page 16

we announced "Gear up and locked!" Then the blue drained away and people started looking alive again. If we'd had a gallon of scotch handy, I think we might have killed it right there.

There was not much talking for a long time, but I'm sure that a lot of thankful prayers were being offered. I don't suppose we ever thanked Ray and Bob enough for being so damned good at their jobs. The contemplation of our fate if they hadn't been was so mind-numbing and morbid that I don't think any of us talked about it much again.

Sometime after all this I learned that several of the crew, including Joe Domino, Otto Graff, and Bob and Ray had gone to the plane to try to get some sleep there because their barracks had been insufferably hot, dirty, and filled with mosquitoes. One or more had been awakened by noises under or around the plane, and all had gotten out to investigate. By the time they hit the ground nobody was to be seen, and, at that point, nothing seemed amiss. After Ray and Bob spotted the strange wire and the grenade had been found, they realized that they may actually have been awakened by the saboteur finishing his work.

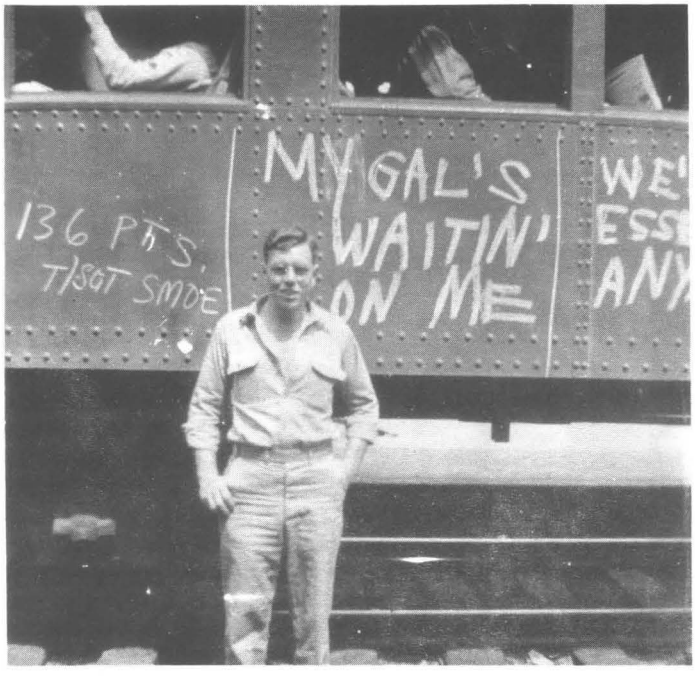
TO BE CONTINUED

* * * * *

Paul Shull - 1944

Then and Now

Bill Kaufman



1944

1987

Karl Wallace

1944

1987

34th B.G. B17 and ground mechanic taken at Mendlesham, England. Do you know him?

BLYTH, CALIFORNIA

By: Anonymous

Out on the wind-swept desert
Blythe is the name of the spot
Fighting the terrible dust storms
In the land that God forgot.
Out in the sand with the airplanes,
Breathing the hot, dry dust,
Doing the work of slavemen
With our motto, "Do it or bust."

Out with the cactus and greasewood,
Out where the boys get blue,
Out in the wind-swept desert,
A thousand miles from you.
We are the boys of the Air Corps,
Earning our meager pay,
Guarding the folks with millions
For a dollar sixty a day.

No one cares if we're living.
No one gives a damn.
Back home we're soon forgotten,
For we're loaned to Uncle Sam.
All night the wind keeps howling.
It's all that we can stand.
Hell, Folks, we're not convicts.
We're the defenders of our land.

For the duration we must stand it.
Much of our lives we will miss.
So, don't let the draft board get you,
And be damned sure you don't enlist.
For we're the boys of the Air Corps,
And we have plenty of gas,
For some day we'll catch old Hitler.
And shove "Blythe" right up his A--.

THE STRAGGLER

(Author - Unknown)

I saw a Fort knocked out of its group,
Afire and in despair,
With Nazi fighters surrounding her,
As it flew alone back there.

The Messerschmitts came barreling through,
Throwing a hail of lead
At the crippled Fort that wouldn't quit,
Though two of its engines were dead.

But a couple of props kept straining away
And her guns were blazing, too,
As she stayed in the air in that hell back there
And fought, like the Fortresses do.

Four times a fighter belched fire and smoke.
Four times a fighter went down,
As the Fortess kept on winging home
And the nerve of the crew stayed sound.

But time after time the fighters came
And attacked the lagging plane.
I knew she couldn't last for long
And my heart was touched with pain.

Her gunners fought a bitter fight,
But now the guns were still,
And a fighter, seeing the time was ripe,
Came in to make the kill.

A stream of lead ripped into a tank
And the Fort exploded in two,
And somewhere the angels prepared a place
For a weary Fortess crew.

Group at Blythe. Recognize anyone?

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

From LES THOMPSON - Granite City, IL.

We flew the mission to Lenz, Austria. I recall several things about this mission. There were some German aircraft on the field. We were in the cockpit of one of these planes, checking controls, instruments, etc. when a sgt. came by in a Jeep. He told us that they had not yet checked these planes out for booby-traps. Needless to say, we left them in a big hurry.

As we checked those poor souls, the French slave laborers, onto our plane, you could see the distrust on their faces. One little man was clutching a loaf of brown bread to his chest. He kept looking around as if he expected someone to steal it from him. They were all very quiet and we got the impression that they weren't sure they were really free. They spoke only French and we spoke only English, so we couldn't make them understand we were flying them home. As we approached Paris, we could see the Eiffel Tower and felt we should give them a thrill. After urging them to look out of the windows, we flew around the tower. As they saw this there was an instant shout of Viva-La-France heard all over the plane. They knew then that they were home. Until we landed there was constant chatter among them. After landing and checking them off the plane, they were all smiles and each one had to shake hands with everyone on the crew. This was a great thrill!!

* * *

From DARREL W. BULIS - Early, TX.

One of the problems in wartime England was traveling on the trains; slow and crowded, and it took 6 hours to go from London to Ipswich. The only way you could expect to get a seat was to get there early and, when the train came, grab a seat and hold onto it or stand up all the way.

Six of us had arrived at Victoria Station about 2 hours early and boarded the train when it came in. It filled to standing-room only and none of that to spare. As the train pulled out an English Army Major (3 pips on his shoulder boards) came into our compartment and told one of the men to get up as he wanted to sit there. As ranking man, I took up the quarrel and asked the major by what right he could take the seat. He said that he was tired and wanted to avoid standing all the way to Ipswich. I asked if he would do such a thing if we were British. He replied that, if we had been, he wouldn't have to ask. I told him that if he was one of our officers he wouldn't try such a thing, and we would not allow it.

He became very angry and left the compartment, but stayed by the door until the conductor came by. He then slammed the door open and entered with the conductor. The conductor was told to throw us out of the compartment. I told the conductor that he would need a lot more help to do that. The conductor told the major that he could nothing and left.

A short time later, the conductor returned with an American Captain, one of ours, who asked us what happened. When we told him he gave us his name and outfit and took our names, then left. When we arrived at Ipswich and had boarded the truck for the ride to Mendlesham the major showed up with two U.S. MP's. They ordered us off the truck. The same U.S. captain was on the same truck and he told us to stay put and he would handle it. He told the MP's that he was our officer and that he knew all about the matter. He said that he would deal with the major and, if they wanted us, it would have to go through channels. We never heard anymore about it!

* * *

From VINCE DORAN - Anchorage, AK.

I longed to take a tub bath in a nice, clean, warm bathroom; something I hadn't had an opportunity to do in several months. The family I had become acquainted with in London had such a bathroom, and I wrangled an invitation to use it. It was everything I had dreamed of, except the water was only lukewarm, and the room was ice cold. I was grateful anyway, and I realized they had gone out of their way to be accomodating and hospitable.

It wasn't until later that I learned that the fuel ration for such homes was limited to 200 pounds of coke a quarter. This was for everything: cooking, heating, laundry and wash water. Can you imagine trying to exist on such little fuel? Under normal conditions this amount should have lasted only a week in winter. The good people had been too polite to explain wartime shortages. Also I found out the fuel supply was so critical in the U.K. that winter, that often there wasn't any coke at all to buy. They didn't dare use all they had because there might not be any available at the start of the next quarter.

A couple of days after I got back to Mendlesham, I received a small package in the mail. It was my bar of Ivory soap that I had forgotten and left in their bathroom. With it was a note that said, "If this soap means as much to you as it would to us, then you have been without soap since you left us." They were short of that, too. I was so embarrassed that I could hardly face them again. I tried to make up for it by periodically taking them some food that I was able to obtain one way or another.

* * *

VOLUME XI NUMBER 2 JUNE, 1988

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34TH BOMB GROUP H

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OBSERVATIONS

GREETINGS!

Here we are at the beginning of summer. The trees are green, brids are singing, my garden is growing, and the fish are practically jumping into the boat. What more could I ask for?

Rose and I spent the last two weeks of April traveling. First to Paducah, KY. with Walt & Ruby McAllister and Ray & Hannah Summa, reviewing the 34th Bomb Group History Book. (See photo) Not the whole committee showed, but that's life. We feel the book is going to be great! I hope you all feel the same way when you get it. From Paducah, Rose and I went down to Orlando, FL. to close on the condo we just bought. Beginning next winter, you won't hear me griping about the cold and snow because we're going to spend our winters in Florida. We've looked forward to this for a long, long time and we have finally done it.

I'm going to repeat myself regarding the reservation cards for the reunion at Virginia Beach. If you plan to use a credit card for your reservation guarantee, make sure to enclose it in an envelope so your card number is hidden from prying eyes. You'll find this same message in the Reunion Committee's report, but it bears repeating.

On the same note, I have just received the reservation forms from the Sheraton Pierremont Hotel and Towers in Shreveport, LA. for our 1989 reunion and, you guessed it, again it's a card. We'll have to do the same thing next year. Oh well, again, that's life!

I am now in my third year of editing this newsletter. Because I've not been experienced in this sort of activity, it's been a real challenge. However, let me say that, other than the time when I'm pulling out my hair for lack of material, I've very much enjoyed it. It also forces me to learn what my computer will do, and THAT'S really a challenge. I also enjoy the fact that, because my name appears in every issue, I get to meet people that, otherwise, I might miss. People watching is one of my favorite pastimes. When Rose and I go shopping at a mall, I sit in the center of the mall and watch people of all sizes and shapes, and of all ages, while she's out spending my hard-earned money. Well, if it makes her happy, I'm happy, but happier because I don't have to tag along behind her. And, even better, quite often, some gorgeous, well-shaped, young woman comes into view, and I give her a good going over with the eyes. Hey!! I can look, can't I?

Back to the reunion. the reservation cards for the hotel and reunion registration forms are included in this issue. You will note that several room selections are available. The sooner your reservation is sent in, the more likely you are to get your first choice of accomodations. Don't hesitate! Send in your reservations and registrations NOW!! We're hoping this will be the best and biggest reunion yet. I guarantee that, with a little effort on your part, you'll have a ball!

Rose and I want to thank those of you who have sent in all the kind remarks regarding our efforts. We do try to make this the best unit newsletter in the country. Without your help we can't do it. So keep those cards, letters and photographs coming. Let me also say that if you have an item of interest, a photograph, or whatever, for the newsletter, send it directly to me, not to Ray Summa. He has enough to take care of, what with the membership lists, treasury, etc. When he gets it, he has to forward it to me, anyway. My address is plainly shown on the mailing side of this, and every, issue.

Thanks, again, for all the generous compliments about our efforts. Rose and I want to wish you all a happy, healthy summer, and we're looking forward to seeing ALL of you at the reunion.

Eli Baldea
Editor

Standing L to R: A. Hanlon, H. Roosa, J. McMahon, R. Holden
Kneeling L to R: F. Cain, W. Watts, I. McElyea, F. Sampson, R. Rice &
H. Murray

PRESIDENT'S MESSAGE

To all members and friends:

Hope all had a Happy Easter of Passover. It sure flies by rapidly. Here we are just a few months away from our next reunion.. Hope to see more of our members and their guests there. Let's make this the biggest turnout yet, see our old buddies and have a great time together.. Hitch a ride, walk, run, come by boat, train, airplane or car, but get there!! Don't forget, someone is going to win a free room, banquet and tour for two at the 1989 reunion.

I've received a phone call and, later, a letter from Ken Lockwood (flight engineer) about having one of our newsletters devoted to the ground people. Will have it done only if Eli receives enough letters from ground personnel. (Eds. Note: I mentioned this in the last issue.) There are plenty of stories to be told from specialists in maintenance of engines, hydraulics, sheet metal, instruments, cooks, drivers, supply, medical, firemen, grounds keepers; you name them. Without them there would never have been a B-24 or B-17 in the air. The long hours of work (how did you guys do it?) to have the aircraft ready for the next day. As a flight engineer, I spent many hours out on the flight line watching and talking to the maintenance crews. You people did a better job in those days than they can do today in getting a plane ready for flight; engine change, sheetmetal work, instruments, hydraulics, etc. How about the way some parts, etc. were obtained. Write your stories. The flyboys will never know unless you tell them how you did the job so well. WRITE!!!

Hope to see you all alt Virginia Beach in September. Good health to all.

ED LAWLER
President

Officers baseball team at Blythe CA.

Enlisted Men's team at Blythe, CA. P.S. They won, 23 to 10.

VIRGINIA BEACH
Sept. 22nd-25th, 1988

From the Hangar of Ray L. Summa

Fellow members of the 34th B.G.:

I was just reminded by the editor of our newsletter, Eli Baldea, that it was time to get my column ready and here it is, only April. He was wanting to get this to you by June.

Hannah and I spent a delightful two and a half days at Paducah, KY. with Walt and Ruby McAllister and Eli and Rose Baldea, proof-reading the new 34th B.G. Book. Walt has spent a lot of time on this book and we owe him a vote of thanks. I learned what the chain of commands were while there. Decisions are made by the Colonel, passed on to the Lt. Colonel, and passed on to, guess who? Ask Eli and Walt. Hannah and I were to go fishing at KY. Lake, so we did not linger long after the work was finished. But, upon arriving at the lake, we found the wind was up and cold and, as I had not brought my own boat, we did not like to venture out in a small boat in rough waters. We started back for home, through IL., stopping at a couple of cities to try to find some 34th B.G. men. Our luck was not too good, but we did get some leads to follow.

There have been quite a few on our sick list these last few months. Have you sent cards to them? I can list a few of them here. Fr. Fred Brooks is now in a nursing home. He has been ill these past couple of years. Harold Parrish of the 18th Sqdn. is also in a nursing home at Carbondale, IL. "Pete" Gray says he holding his own at the present time. Also talked to Mary Lambert, Hank's wife, and she says Hank is also holding his own. I'm sure these men and their wives can use a lot of cheering up, so why not sit down and write to them? Their addresses are in the roster.

On April 26th, Dick Fuelling and his wife, Dr. Isabella Fuelling, visited us. We really enjoyed seeing them. Dick and I talked of the days we were together in the 34th B.G. Hannah and Dr. Isabella were both nurses and had a lot to talk about.

We will be going to Atlantic Beach, N.C. about June 8th, by way of Richmond, VA. We hope to be at the Meadowbrook Family Restaurant on Walmsey Blvd., owned by Ginny and Junius Cobb, on Friday nite, June 10th. Junius was one of my Mechanic-Welders turned restaurant owner and cook after the war. How about some of you from around the Richmond area meeting us there? We're hoping to see any of you that would like to come. Are you ready for us, Ginny and Jun?

From 11-18th, we'll be staying at the John Yancey's Motor Hotel on Salter Pass, Atlantic Beach, fishing and walking the beach. On the 18th we will be at the Hampton Inn, just off I77 at Charlotte, N.C., for a meeting with some of our 34th people. Dex and Beulah Jordan are setting up a place for us to eat. If you live in the area, why not come and join us, even if it's only for the banquet? Dex's address is in the roster and his phone no. is (704) 875-2266. We had a great time last year.

During the war, the 34th was a close-knit outfit and accomplished whatever was asked of them. I can't understand why that same cooperation is not apparent today. The new 34th Book, which was voted on at Colorado Springs, has not received the response it should have. Also, many of you are life members of the 8th AFHS and have not become life members of the 34th B.G. Assn. Furthermore, many of you are paid-up members of the 8th AFHS and have not kept your dues up to date with the 34th. Four months have gone by and you're still delinquent. How come?

There will be a mini reunion at the 8th AFHS reunion. Oct. 12-15th at Des Moines, IA. We plan to be there to greet you. Also, don't forget the 50th Anniversary reunion at Ft. Worth, TX., May 17-22nd, 1989. All you B-24 men start planning to spend four wonderful fun-packed days along with 10,000 or more men who flew, served on, maintained or built the most historical and legendary B-24. Over 100 organizations, both fraternal and military, from the U.S. Air Force, the U.S. Navy, the U.S. Coast Guard, plus the RAF, RCAF, RAAF, RNZAF, and the Indiana A.F. and whoever else used the more then twenty versions of the world's most versatile aircraft in any theater of war, are joining in the common cause to celebrate this event.

The 34th B.G. will be headquartered at the Ramada Inn North, where several rooms have been set aside for us. There will be something for everyone to enjoy, be they from the days of WWII, Korea, or Viet Nam, or wherever they served. You'll hear more about this from the Anniversary Committee chairman, Bob Vickers, who has planned many 8th AFHS reunions. Let me know if you plan to be there.

Don't forget, the annual reunion of the 34th B.G. will be held at Shreveport, LA. in September, 1989. You'll hear more about this in future issues from Gerry Pine.

We sure enjoy your letters. They let us know we are doing something right or wrong. Keep them coming. Also, we've had calls about the pictures that were unidentified in the last issue. Many of the men were named.

If you should wish to become members of the 8th AFHS, send me a check, made out to the 34th B.G., for the $10.00 annual dues, and I will send it in for you. The 34th does get a rebate when it is done this way.

RAY SUMMA
Corresponding Secretary
Treasurer &
Union Contact

Don't Forget To Send Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

REUNION 1988

THE REUNION COMMITTEE REPORT

MISSION: REUNION
TARGET: HOLIDAY INN, OCEANFRONT & 39TH STREET
COUNTRY: VIRGINIA BEACH, VIRGINIA
DATES: 22 SEPTEMBER — 25 SEPTEMBER

Arrive on Thursday, 22 Sept., sign in with the hotel, and register with the 34th Bomb Group. After getting settled in your room you are all set to join in on all the reunion activities. The reunion committee realizes the inconvenience of the Holiday Inn's registration card for the hotel reservations. It would be best to place the card in an envelope to protect your credit card number. If you send in a personal check you would have to use an envelope anyway. While you're at the 34th registration desk, do not forget to stop at the 34th P.X. Ray and Hannah Summa most generally are there to dispense with 34th Bomb Group paraphernalia. This is only place you may purchase authentic articles pertaining to our group.

All officers and board of directors members should check in one day early, or on 21 September.

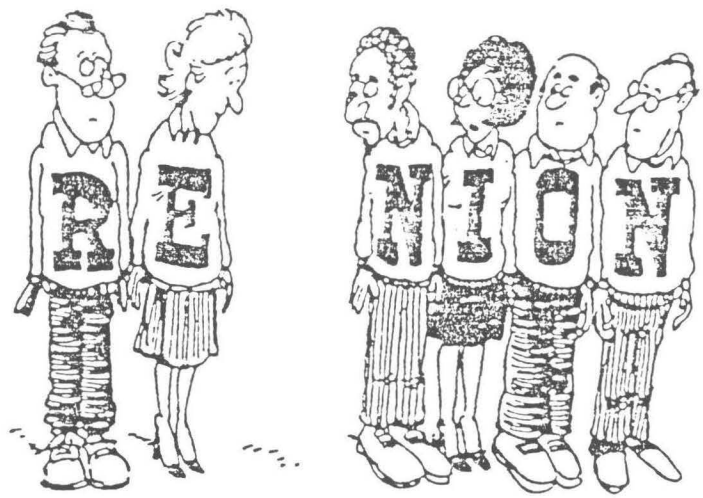
Friday 23 Sept. will start off with a hearty breakfast, then we will board buses for a visit to historic Williamsburg. You ladies had better start saving your butter and egg money, because we go from Williamsburg to the famous "POTTERY." The Pottery is a combination of shops where everything from glassware to hardware can be purchased. There is a pottery there, also. When we return to the hotel, there is time set aside to visit the hospitality room where you can meet people, talk, meet friends, and, in general, enjoy a period of attitude adjustment before the evening meal. After chow, Vice President George Ritchie will conduct one of his famous auctions. The sale consists of items each of us will bring and contribute from our area. Something that is native to our environment may be a total curiosity to someone from a different locality. Apples, peaches, cheese, clothing, an oil well, an old partly used gold mine, or anything that George can get a bid on to raise a few shillings for the operating expenses of the 34th Bomb Group. George knows how to keep everything rolling which contributes to a lively evening.

Saturday 24 Sept. Directly after breakfast, the annual business meeting will be held in the same room and at the same tables we just finished using for breakfast. The catering service will clear the tables leaving the coffee service. President Ed Lawler will conduct the meeting. After the final rap of the gavel, every one will be free to do what they wish up to banquet time. President Lawler has a program planned to entertain the troops. Don't forget to sign up a member of the family or a friend as an associate member. They too can join in on our fun.

Sunday 25 Sept. Breakfast, check out time, and we'll see you in Shreveport, LA. in 1989.

The Reunion Committee,
Harold Rutka
Robert Wright
Gerald Pine

Editor's Note: Please don't forget that an anonymous donor has pledged a "DOOR PRIZE" for some lucky attendee. A drawing will be held at the banquet and the winner will receive attendance at our 1989 reunion free of charge. This includes room, dinners and a tour, if there be one, for two people. Let's show this donor our appreciation and make every effort to be at Virginia Beach in September.



Enlisted Personnel-Group Hdqtrs. 34th Bomb Group, Blythe, CA.

Notes From Our Friends

LOU TAMBURRO - Palm Harbor, FL.

Terry and I enjoyed ourselves at the reunion, and we are looking forward to September, but with four weddings this year, we just don't know. Weddings in April, June, September and October, and all in Connecticut. (BOY!!!)

As you can see, we are now living in Florida; leasing a place for 7 months; looking to buy something; will let you know our permanent address. But, we're here in Palm Harbor for a short while.

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BONITA LOCKWOOD - Long Beach, CA.

Yes, I did attend the reunion in Houston and really enjoyed being with my father (Ken) and sharing that part of his life. He and I had fun dancing, etc.

I teach school here in Long Beach, working with the handicapped children. I teach them physical education. It's a lot of fun. Recently, I've applied to teach as a professor at San Diego State Univ. I'm waiting to see if I made the final 3. I taught at Northwestern State Univ. in Louisiana — about 40 miles from Shreveport where you'll be having the fall '89 reunion.

I'm happy to join the 34th B.G. Assn. as an associate member.

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CHARLES VAN KIRK - San Juan Capistrano, CA.

I received the roster and the Mendlesham Memories and appreciate it. Thanks to Ray, I got to talk to Bob Simpson for about ½ hour last week. I also got a nice letter from Toby Tobiason. It's been a long time without contact with these two. This is great and I also plan to make the reunion in September.

* * * * *

SAM WOLSTENCROFT - Westerly, RI.

The weather has not been at all stable this year. Cold, damp and snow and rain, all at the same time. We have a couple of days in the 50's, then it gets down to 10 or more below zero.

My wife is still working and expects to retire in July, so we'll be set for the reunion and will be able to travel a little more. Hope to see everyone at the reunion.

* * * * *

JOHN BOYSON - Great Falls, MT.

Greetings from the Big Sky country. We are both just fine. I'm looking forward to retirement April 1. Maybe we will be able to get away and attend the next reunion and, also, the 50th Anniversary of the B-24 at Fort Worth in '89.

* * * * *

JACK BLACKHAM - El Paso, TX.

I bought a Norden Bombsight at an estate sale in El Paso. I have it on my coffee table. I guess that shows you the shape I'm in.

BOB INGROUILLE - Kenosha, WI

I received Ray's note asking if I could contact a few of the 34th men that lived in our area. I did contact a Bob Laskey and was told that Donald Lasky died about 30 years ago. Ralph Sawtell was killed about two years ago on a motorcycle. Eugene Tanking is now living in Poughkeepsie, NY. Maybe somebody in that area can look him up.

I'm sending along a clipping from the Stars & Stripes paper about an event that happened to our crew just after D-Day. Walt made it sound so easy but, in reality, we did sweat a little. (Editor's note: See "Memories")

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Continued on page 6

L to R: Mark Thompson, Walt McAllister, Ray Summa & Eli Baldea.

34th B.G. History Book Progress Report

The long awaited committee review took place during the week of April 18, in Paducah, Kentucky. Representing the 34th were Walter McAllister, Eli Baldea, and Ray Summa, who was appointed ex officio member of the committee due to his extensive storehouse of written materials, photographs, and knowledge of our history. (See photo)

Mark Thompson of Turner Publishing Co. went through the page layouts of the entire book as proposed by them, and then made the changes and additions as requested by the committee members, if they were at all feasible.

We are sorry to say the book will be smaller than we had originally anticipated. As explained by the Publisher's representative in the briefing/proposal at Colorado Springs, and stated in the publishing agreement, the size was to be dependent on the number of prepaid sales. To quote the agreement "The more books sold the more pages the history will contain. Example: a large 'coffee table' 9" by 12" book with 1000 copies sold would equal 280 pages, 1500 copies sold — 380 pages, etc."

Less than 300 prepaid copies were ordered by members of the Association. Considering the small response, Turner Publishing has been generous to us. The bottom line as always is the $$$, and they have literally donated some pages to us to help us get in more of the material that we considered essential to the success of the book.

My final look at the "blue line" prepublication copy should come around the end of May, with actual publication by end of June.

W.L. McAllister

Notes From Our Friends

Continued from page 5

BILL DEMPSEY - Boise, ID.

Regarding the December '87 Mendlesham Memories, which I "perused" twice, I feel that I must "bring up" a sentence in paragraph 3 of Ray's "From the Hangar" column. The paragraph is obviously "biased". Having been in the service from '42 to '77, I can assure you that no true "Navigator" (notice that Navigator should always be capitalized!) has ever been lost. I logged over 9,500 hours of "Navigation Time". I flew everything from B-17's to F-111's (and anything in between that carried a Navigator). I can produce (upon request) "statistics" that will prove that, back in the Cadet days, the "most intelligent" were turned into Navigators!! The rest were made pilots (notice the small "p"). Most pilots qualified if they knew "Right or Left" and "Up or Down". (However, my experience shows that they respond better to "Gee and Haw".)

Now, I'm certainly not trying to start a "War", but I do feel that a slight retraction is due. Perhaps in the future, Ray could refer to the person who got him lost as the "co-pilot". After all, she sat in the right seat and, I presume, read the "Check List". In conclusion, if Ray would "publish" the cost of his toll to get back on the turnpike, I'm sure that all Navigators would be happy to contribute to the fund!

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FLOYD MERKLEY - American Fork, UT.

I received a letter from a Russell Zorn who had been an official U.S. Army Air Force photographer whose primary duty was photographing battle damaged and crashed aircraft of the 8th Air Force, 3rd Air Division. Now he and a British Aviation historian are compiling a book using these photos and gathering information as to cause, injuries, fatalities, property damage, etc.

He requested I record my personal account of events when aircraft B-24-42-52738 was shot down and crashed into the Air Inspectors office building on the evening of 7 June, 1944. I believe this was the incident, from the diary of George Ritchie, that was mentioned in the Dec. '85 issue of MM. I was in the building at the time and have written my personal account of that night and mailed it to Mr. Zorn. If anyone else is interested, I could mail a copy to them.

I've had shoulder surgery recently and haven't felt like doing anything but moan and complain. Things will get better.

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GUILFORD (POP) SPENCE - Zephyrhills, FL.

AFter my discharge from the Army in 1945, I joined our local American Legion post along with some other WW2 vets. The WW2 boys were outvoted by the WW1 boys, who kept telling us about the big shooting war they were in.

After writing to the 8th AF. Assn. in 1980, I was put in contact with the 34th BG Assn. Mom and I had a chance to attend the reunion at Orlando, FL. which is only about an hour's drive from Zephyrhills, where we had retired. We met quite a few of the men I served with and their wives. Due to circumstances beyond out control, health-wise and other, it is doubtful that we will ever be able to attend another reunion.

We receive the 34th newsletter and read every word in it with tears in our eyes because we do know that, after all these years, I now belong to my outfit, the same as the boys of WW1. Thank God that I do belong to the 34th BG Assn.

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WILLIAM (DOC) ALSTON - Tulsa, OK.

I hope someone can help me with my failing memory. Which squadron did Dr. Birna Smith work with?

Dorabel Crook relaxing with friend at Modern Motor Haven in Blythe, 1944

MOLLY (JESSE) GARDNER - Bagley, IA.

Just want to say thanks for Ray's efforts and for those who make the newsletter great reading. Jesse and I thoroughly enjoy keeping in touch this way. We have enjoyed many nice letters from ex-GI's we used to know. Since I was originally from Debenham, Suffolk, the newsletter makes me feel closer to home. The base was five miles from Debenham. That's now a nice little town, with many new homes amidst the 14th century homes.

Folks still love the memories of the war days, the things that happened, and the friends that were made. We were there last October. The weather was great. My son went for his first visit, and he asked the country folk in pubs what they thought of the Yanks. He got many nice things said about the Yanks. He also got some good stories.

The country looked in good shape; best I have ever felt about England, but, still, there's never the feeling of freedom there that we have here. They still live pretty much on schedule (pronounced SHEDULE). I lost mine long ago, as we tend to be very busy people here in the states.

Out of six GI's who attended our wedding in Debenham in 1945, we have now found four, thanks to the roster and interested folk. Thanks to all.

* * * * *

FRED A. JACKSON - St. Ignace, MI.

Yes, I am the Fred Jackson who was on the original crew with Jack Whiting. As I recall, Hartley was pilot, Dunn was co-pilot, Whiting was bombadier, Patterson-navigator, Bernardo-nose gunner, Beckwith-tail gunner, Billeck-radio operator, and I was armor. I can't remember who was engineer or waist gunner. Maybe all the snow and ice up here has begun to get through my bald head and frozen some of the gray cells, but that's about all I can recall. Then, too, it has been a long time and it seems most of my papers have disappeared somewhere along the line.

* * * * *

JIM BAILEY - Sewlicky, PA.

My wife and I took a trip to Florida several weeks ago. On the way we stopped in Athens, TN. to see Lee Harkleroad, my tail gunner. We had not seen each other since Jan., 1945. It was an emotional meeting. Talked for hours about our missions.

He has a nice home and a very lovely wife, Helen. Two sons have graduated from U. of Tenn. as did Lee. Hope this is the first of more meetings now that the ice is broken.

Continued on page 7

Notes From Our Friends

Continued from page 6

BOB DEES - Torrance, CA.

We sure enjoyed the '87 reunion and hope we can make it again this year. It was good to see everyone and renew friendships with the guys.

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HENRY GEHLE - Littleton, CO.

It is difficult to have the time to go to the various reunions of the 34th. I did enjoy the time in Colorado Springs. Of course, that was close to home. Some time in the future I shall make the time to attend and be more active. In the meantime, consider me a life member and there will be no more foul-ups on dues.

* * * * *

FRANK "MIKE" MICHALOWSKI - Aurora, CO.

I'm glad you found me. I was in the Ordinance, a bomb jock. We used to load them and you dropped them. I married a girl from Ft. Wayne, IN. and we're still together after 44 years and still happy. When Korea started I went back in. Saw a lot more of the world and retired in 1968 with 22 years' service. Once I look through all my junk, I'll try to get a few more names for you.

* * * * *

FRANCIS B. YATES - Guilford, CT.

About the March issue of MM ... glad to see Sidney Brown's picture. A couple of years ago I looked all over Connecticut for him. On page 19, I know four of the men, but can recall only two of the names. In the rear row, the first two people are Baltrikonis and Morris Otto. The others I can't remember.

I do some Space A traveling with the USAF. I have been to many places around the globe via Space A. I usually fly out of Pease AFB, NH. or Dover AFB, DE. Once at Dover I stopped in at the hangar where some ANG and Reservists are restoring the B-17, "Shoo-Shoo-Baby". This aircraft was found rotting away in a field in France a few years ago. Somebody had enough "pull" to have it brought back to the U.S. in a C-5 and provide hangar space to work on it. It should be completely restored in a few more months and will be flown out to Wright/Pat to be on static display in the museum.

Mendlesham Memories

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor: Eli Baldea
1595 Sunnyslope Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

PAUL ANDERSON - Mesa, AZ.

We came down to our "winter trailer" here in Mesa after the first of the year. Have really enjoyed the swimming and all the other activities here in the park.

Bob and Ginny Gradin came down the first of Feb. and rented a condo near us. Bob had a heart attack on the 9th and was in the hospital awhile. They've left to go back to Superior, WI. where he is to have a by-pass operation. We haven't heard whether he's had it yet or not. And then my mother had to have emergency surgery for cancer, so I flew to Iowa the middle of February for a week.

As of now, we don't think we will be able to make the Virginia Beach reunion. Beryl's high school class is having their 50th reunion in Ottumwa in October. And, since we want to spend as much time as possible with my mother who lives in Ottumwa, we thought we would go to the class reunion and then to the 8th AF reunion in Des Moines, which is only about 85 miles from Otumwa.

* * * * *

CHARLES A. BILLMAN - Tonawanda, NY

Just a short note to let you know we are back home in Tonawanda. We had a great winter in Phoenix. It did have a sad note, though. Our first flight engineer, Melvin Backens, passed away - heart problems following by-pass surgery in September. I've misplaced the exact date, but I believe it was during February.

* * * * *

CLEVELAND ROMERO - Lafayette, LA.

We wish to express thanks for the great job you guys are doing. We really do enjoy the reunions and are looking forward to the next one in Virginia Beach. We're planning to leave early and do some sight-seeing enroute. Hope to see everyone there.

* * * * *

T.M. WAARVICK - Tigard, OR.

Yes, we would be interested in attending the Virginia Beach reunion and look forward to more details. I read where Bob Vickers is involved in the B-24 reunion planning at Fort Worth. I wonder if he's the same buddy I trained with in B-24's at Gowen Field in '44?

* * * * *

HARRIETT S. (BERNARD) WERNER - Skokie, IL.

With much sadness I am writing to let you know that Bernard passed away on March 7, 1988. He had been part of the 34th Bomb Group and flew as a top turret gunner on "Generator Jenny."

* * * * *

JOAN (JEROME) MURPHY - Oakdale, CA.

Jerry passed away quite suddenly March 7, 1987. We had had a serious auto accident the year before and he never fully recovered.

Jerry had been teaching high school since 1952 until he retired in '78. He kept busy doing some substitute teaching, raising a second family and real estate. He was a marvelous man. We have 22 grandchildren who simply adored him. The last year has been quite empty for all of us.

* * * * *

ROBERT KORF - San Bernardino, CA.

The March issue of "MM" lit a fire in my memory due to the picture of the Avriett/Soler crew showing the old 7-passenger Lincoln. Johnny Soler and I bought the Lincoln in an estate sale from the Harold Lloyd vehicles. It had side curtains and they leaked like a sieve. We made many trips into Los Angeles and elsewhere. We paid $120.00 for it. Imagine what it would be worth today!

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Continued on page 8

Notes From Our Friends

Continued from page 7

BILL KELLY - West Monroe, LA.

Please accept my most sincere apologies for being late with my dues. Now you know why Midge calls me by my Mexican nickname, "Senor Retardo."

* * * * *

GEORGE KLINE - Burnt Hills, NY.

We were waiting at an intersection at Schenectady Airport when someone came up behind us, blew his horn and pointed at our car. When the light changed I went through and pulled over to the side. We got out of the car to see what's wrong. He pointed to the 34th license plate on my car and said "I'm from the 34th, too." It was Bill Gombos. He's moved from California to Saratoga Springs, about 14 miles from us. That is the first time I had been stopped by "one of the gang." So it does pay to advertise.

* * * * *

GEORGE JOHNSON - San Luis Obispo, CA.

I sure enjoy the newsletters and realize all the work you must put into it. We haven't been to any reunions so far, but Col Tavasti is on me. Maybe he will coax me into going.

* * * * *

JAMES K. ALEXANDER - Jonesville, LA.

Since heart surgery I have trouble writing. Am trying to teach myself to write with my left hand since my right hand is nervous.

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JOHN GUSTAFSON - Portland, OR.

Enjoy reading "MM" with the latest on the 34th B.G. Assn. I hope that by now you've heard from Bob Reeves. I've sent him the information. He was mainly responsible for naming our B-17G, "Rapid City Spook". I hope to make the reunion in September.

* * * * *

KEN HUMPHREYS - Fort Worth, TX.

Sure enjoyed the latest Mendlesham Memories from cover to cover. Bob Woodrich and I both live near Carswell AFB. We were stationed there together in the early '60's and flew on B-52's. Both looking forward to seeing the 34th in our hometown next year.

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Standing L to R: R. Nendel, V. Ames, L. Bess, & R. Bichowsky.
Kneeling L to R: J. Bosak, A. Shaw, H. Masse, J. Baron, J. Dooley & D. Agee.

MARY (HARRY) LAMBERT - Troy, MI.

Received the newsletter. Thank you very much. It makes me feel good, and close to Harry and all of you. Keep it coming. I'm sending $5.00 to help defray the cost of sending it to me. This will make me feel as though I'd be doing what Harry would want. Maybe we widows could send $5.00 a year so we can get the news. Hey, that's not a bad idea, eh?

I would like to hear from some of those that remember Harry or myself when I was with him at Blythe.

* * * * *

BOB HASSETT - Houma, LA.

I was sure surprised when I turned to page 7 of the March issue. There, big as life, were four members of my crew. I forget the last name of our "Mickey Operator." His first name is Frank. Anyhow, in the picture from left to right are: Frank ?, Ken Potter, Ken Mitchell, and Cliff Jones.

* * * * *

JOHN P. TERRY - Glendale, CA.

An ad in the local paper was seeking people from the 2nd Air Divn. I responded and was told that the 34th wasn't in the 2AD, a surprise to me. Some of us had served ONLY in the 2AD. I realize the number of months the 34th flew B-17's was greater than with B-24's. Did the 34th get moved (organizationally)?

* * * * *

STEVE KIMMEL (Our Printer) - Hebron, IN.

I really enjoy being a part of the composition of the newsletter. I think it's really neat that you have so many people who want to keep in touch and help each other out through Mendlesham Memories.

FOLLOW-UP UPDATE

JOSEPH J. MORRELL - Johnson City, NY.

In the March issue of MM, you had a picture of a B-17, #156, with a ground crew man standing by it. That soldier was Willard S. (Sody) Soderlund from Norway, MI. He died some time ago. He and I and Lloyd Sphar were the three ground crew men on this plane which was given to us in place of "Set-em-up." Sody was a good soldier, a good mechanic, and a real nice guy to be around. I hope this cleared up the name of that soldier in the picture.

* * * * *

CLEO BAUGHMAN - Stockton, KS.

In response to the note from Les Thompson in the last issue, the "Homesick Angel" was the plane my crew and I picked up as a war weary in Vinlo (?) Holland. This aircraft was not a 34th B.G. plane, but was the first to fly over northwest Germany. This is surely a different aircraft than the one referred to by Mr. Thompson, as we did not ferry any planes back to England until the war was pretty well over. Hope this clarifies things a bit. (Editor's note) See photo of the "Homesick Angel" elsewhere in this issue.

* * * * *

JACK BLACKHAM - El Paso, TX.

In the March newsletter is a picture of a gunner by a top turret on a B-24, with a caption saying he shot down a V1 Buzz Bomb. There was a Buzz Bomb shot down by the 34th returning from a mission sometime in August, 1944. I was on the mission and my recollection of the event was that it was shot down by a left waist gunner in the 4th Bomb Sqdn. I knew his name but I don't remember it now. I do remember seeing a V1 Buzz Bomb painted on the side of a B-24 parked about 3 hardstands down from our plane in the 4th. Am I right?

(Editor's note) In the December, 1986 issue of MM, Hawley Husdon reported that it was their top turret gunner, George Baldwin, who shot down the Buzz Bomb.

NEWS FROM HERE AND THERE

From the **NATIONAL WARPLANE MUSEUM:**

10 DAY AVIATION EXTRAVAGANZA: The format for the annual "1941" Airshow has been greatly expanded for 1988.

Aug. 12, 13, 14 — Aircraft from Stearman Assn., Ryan Club, Fairchild Club, N. A. Trainer Assn., etc. will participate in trainer Fly-in and competition.

Week of Aug. 15 — Flying and static displays each day as well as a "Fly Market". Aviation film festival, guest lecturers from Smithsonian, Aviation art exhibit, seminars, etc.

Aug. 19, 20, 21 — "Wings of Eagles" Warbirds airshow. Over 70 WWII vintage aircraft featured. Gathering of all available flying B-17's and possibly the only flying Lancaster bomber outside England. Aircraft flying from early morning until late afternoon, and static displays for the entire family.

For further information, write: National Warplane Museum, P.O. Box 159, Geneseo, NY. 14454 or call (716) 243-0690.

* * * * *

We have received word that a Michael McGee has requested information about his father-in-law, Michael Florio who was in the 34th. Anyone who knew Florio is asked to write anything they can about him to: Michael McGee, 580 Lakeside Circle, Sunrise, FL. 33326.

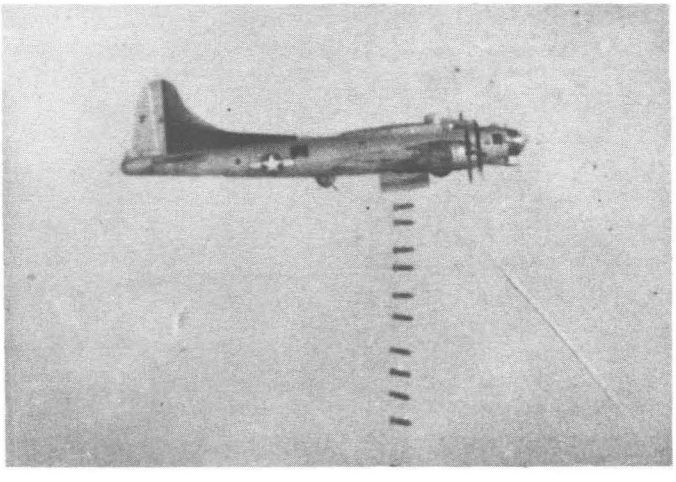
* * * * *

The McCook Air Force Base Historical Society of McCook, NE., formed to register the McCook Army Airbase on the National Historical Register, is looking for members. During WWII, McCook was a final training base for the three B-24 and three B-29 bomb groups. The membership dues are $10.00. Anyone intersted in becoming a member can contact: McCook Airbase Historical Society, Box B-29, McCook, NE. 69001.

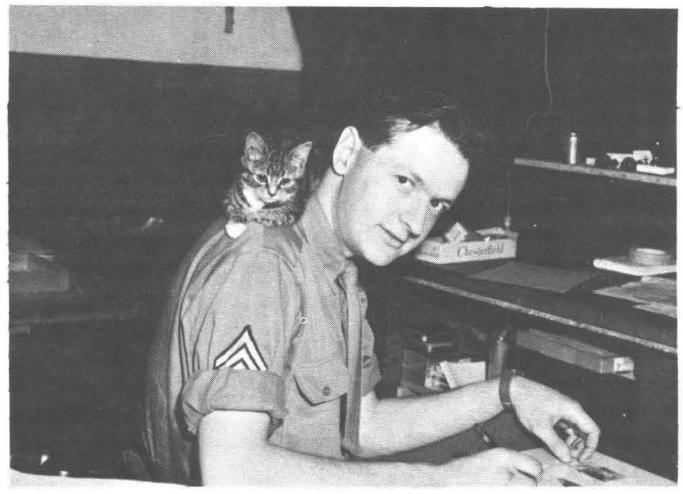
* * * * *

From Walter Sturdivan, we hear that all ex-prisoners of war can now receive a special medal. The telephone number to contact is: 1-800-837-3768.

He also states that he still has some copies of his book, "Shake Hands With A Soldier" on hand. It's a story of his time in the service during WWII including his tour of duty with the 34th Bomb Group. The price of the book is $12.00 postpaid. If interested, contact: Walter W. Sturdivan, 5901 N. El Dorado, Stockton, CA. 95207.



A Fortress from the 18th Squadron. Who piloted Bawdry F Fox?



Do you know this man?

ROSE'S CORNER

Dear Friends,

If you've read "Observations," you'll realize that your editor has said it all. So, without further ado, I will present this goodie sent to me by Hannah Summa. Being that it has been rather a long winter, I found that baking cookies was one of the real satisfactions in life, especially because we have grandchildren. (Also, I have a "sweet tooth!")

Do try it because it really is a winner. I found this very easy to make; even the men will succeed, if attempted. In this recipe, it calls for a 5 cent candy bar. Don't try to find it; it's a thing of the past, so the 40 cent kind will do. During WWII, the Curtiss Candy Co. featured this cookie recipe using Baby Ruth bars. Advertisements were carried in national publications, indicating that servicemen and women would appreciate cookies from home made the Baby Ruth way.

To make this recipe current, use 2½ oz. of Baby Ruth or other candy bars. The 5 cent Baby Ruth weighed 1¼ oz.

BABY RUTH COOKIES

½	**cup butter or other shortening**
¾	**cup granulated sugar**
1	**egg**
1⅓	**cup flour, all purpose)**
½	**tsp. salt)** — **Sift together**
½	**tsp. baking soda)**
½	**tsp. vanilla**
2	**Curtiss 5 cent Baby Ruth bars, cut in small pieces**

Cream butter and sugar until smooth. Beat in egg. Stir in other ingredients by hand. Chill. Drop by half teaspoon on greased cookie sheet. Bake in moderately hot oven (375 deg.) until browned lightly (watch closely). Enjoy!!!

P.S. Please send me your favorites and I promise to pass them on. See you all in September! Don't forget to bring your auction contribution. Please write!

Love,
Rose

NEWLY FOUND

(Since last issue)

ANTANOVICH, ALEX, Rd. #1, Box 83, Scenery Hill, PA. 15360
BALDEA, AARON, 1619 Hayworth Circle N.W., Palm Bay, FL. 32905
BLACK, WILLIAM H., Rt. 4, Box 307-B, Abemerle, NC. 28001
Conklin, Claude R., 1001 9th Avenue, Belle Plaine, IA. 52208
DONAHUE, HERB, 7141 - 28th St. West, Bradenton, FL. 34209
ESCHERICK, WILLIAM J., Rd. #1, Box 91, Stoystown, PA. 15561
GALLOWAY, JOHN H., 2103 Lafayete Rd., Crawfordsville, IN. 47933
GERMAIN, ROBERT E., 68 Hill Street, Thorndike, MA. 01079
GRIFFITH, FRANK, 8834 Lake Street, Omaha, NE. 68134
HESS, ROBERT S., 11734 Hickory Road, Omaha, NE. 68144
HIGGINS, FRED, Rt. 3, Box 425, Ft. Paune, AL. 35957
JONES, JOHN L., 2560 Fruitland Dr., No. Ogden, UT. 84414
LEATH, JOHN, 30-675 Susan Drive, Cathedral City, CA. 92234
MICHALOWSKI, FRANK, 1104 Quenton St., Aurora, CO. 80011
MILLER, ALBERT, 247 Mocking Bird Rd., Swaninda, NC. 28778
MILLER, CORDELL, Box 761, Warden, WA. 98857
MILLER, JAMES M., P.O. Box 6, 206 S. Central St., Alexander City, AL. 35010
MUELLER, RAYMOND, 569 W. 4th Street, Richland Center, WI. 53581
NEWTON, THOMAS H., 2004 Old Forge Rd., Little Rock, AR. 72207
PECZKOWSKI, BERNARD J., 11150 Lake Shore Dr., Three Rivers, MI. 49093
PEEK, JOHN P., 1441 E. Virginia Ave., Des Moines, IA. 50320
REEVES, ROBERT, Box 19, Eagleville, CA. 96113
REID, HAROLD, 307 S.W. 2nd Street, Milton Frazier, OR. 97862
RYERSON, ANTHONY W., 1577 N. Green Bay, Lake Forest, IL. 60045
SAULNIER, ERNEST A., 273 River House, 66 Boundary Blvd., Rotonda West, FL. 33947
SCHNEIDER, CHARLES R., 3400 W. Park Drive, Plano, TX. 75075
SCHUETZ, SCOTT, 4327 Ravensowrth Rd. #222, Annadale, VA. 22003-5633
SOBRAN, JOHN, 1525 Clinton Avenue, Berwyn, IL. 60402
SPINK, JAMES F, 5310 144th Place S.W., Edmonds, WA. 98020
SWENSON, ELBERT, 9 Belted Kingfisher, Amelia Island, FL. 32034
WALLACE, WESLEY, E. 1107 Columbia, Spokane, WA. 99207
WOODRICH, ROBERT, 7036 Culver, Ft. Worth, TX. 76116
YOCKY, CHARLES R., RR #1, Box 1258, Delaware, AR. 72835

Next to surviving an Earthquake, nothing is quite so satisfying as getting a refund on your income tax.

Two small boys were in a library chattering at the top of their voices. The librarian hurried over. "Ssh!" she said. "These people in this room can't read!"

One of the boys looked at her with sympathy: "Dropouts, huh?"

ADDRESS CHANGES

(Changes Underlined)

ALVES, ROBERT, 5250 Columbia Rd., Apt. #403, North Olmstead, OH. 44070
AUTRY. ELWIN B., Rt. 1, Box 235, Mebane, NC. 27302
BOUTY, ED, N16025 Maple Street, Spalding, MI. 49886
BROSOVICH, JOSEPH J., 1950 Lowrie St., Pittsburgh, PA. 15212
CASEY, PERCY E., 11537 Sandy Loam Trail, Austin, TX. 78750
FOURNIER, LOUIS, 1072 Tiogue Ave. #25C, Coventry, RI. 02816-1533
GAMBRILL, STEWART, 589 E. St. Andrews, Media, PA. 19064
GOETSCH, FORREST, 3325-9 Brittan Ave. #9, San Carols, CA. 94070
GRADEN, BETTY (LYLE), 521 Riverside Terrace, Sunnyside, WA. 98944
GUZENSKI, FRANK, 97 Sunset Street, Buffalo, NY. 14207
HOSACK, VINCENT, 12810 Dornoch Ct. S.E., Ft. Myers, FL. 33912
JACKSON, WALTER G., 906 No. 5th Street, Springfield, IL. 62702
JENNINGS, PAUL E., 213 Clinton Street, Auburn, IN. 46706
KINTZEL, GUY, 3890 Board Road, York, PA. 17402
LARSON, LOWELL A., 636 West 5th Street, Oxnard, CA. 93030
LISTER, JIMMY, 452 Lister Road, Dade City, FL. 33525
PARENTEAU, EARL C., 18 Grove Street, Auburn, MA. 01501
PETERSON, RALPH C., 2247 Blueberry Drive NW., Grand Rapids, MI. 49504
POLQUIN, JOSEPH N., Rt. 1, Box 1105, Estes Lake, Sanford, ME. 04073
REVETTI, JOSEPH D., 30 Idlewood Rd. #201, Youngstown, OH. 44515-2717
SCHERKENBACH, ELMER, 3538 Shoreline Circle, Palm Harbor, FL. 34684
SMITH, JAMES C., 17554 Corralinda St., Cape Coral, FL. 33911
TALLICHET, EDWARD L., 2011 Albans, Houston, TX. 77005
TAMBURRO, LOUIS J., 455 Alt. N19, Apt. 29, Palm Harbor, FL. 34683
VAN ASDALE, BURTON, 2123 Briar Way Drive, Clearwater, FL. 34623
VANKIRK, CHARLES, 32302 Alipaz St. #213, San Juan Capistrano, CA. 92675
WAARVICK, T.M., 14170 S.W. 144th Ave., Tigard, OR. 97224
WAGNER, JOHN L., 527 Sumner, Santa Cruz, CA. 95062-2532
WILSON, LLOYD E., Star Route, Leonardtown, MD. 20650
YOUNG, JAMES C., 133 W. Locust St., Apt. 114, Mechanicsburg, PA. 17055

NEW LIFE MEMBERS
(Total now 90)

LAST NAME	FIRST NAME
BAUMGARDNER	DONALD R.
BILLMAN	CHARLES A.
BOULDIN	JAMES E.
COOK	PATRICK B.
DEMKO	JOHN W.
DiNENNO	ALFRED
DIX	RICHARD
FUELLING	RICHARD
GEHLE	HENRY J.
MOATS	RAYMOND H.
PSENICKA	JOSEPH M.
SCHMOLDT	WILLIAM R.
TERRY	JOHN P.

TAPS

(Since last issue)

BACKENS, Melvin
3512 Brookside
Rapid City, SD. 57701

BOYLE, George F.
Freehold NJ.

CULMAN, Maynard
Eagle Grove, IA.

DIEBERT, David Ray
Longview, WA.

FITZGERALD, William
Racine, WI.

FOLEY, Donald
(Died 8-18-87)
P.O. Box 474
Amenia, NY. 12501

FOUST, Ronald
(Killed 1951, C82 plane crash)
St. Clair Shores, MI.

KELLY, James
P.O. Box 692
Colorado City, TX. 79512

MARTIN, Joseph
Newberry, FL.

McCAULLY, Richard

MOORE, Wiley M.
24 Arthur Road
Ashville, NC. 28806

MURPHY, Jerome
P.O. Box 1848
Oakdale, CA. 95361-1848

NEVERMAN, William
LeMoure, ND.

RITTER, John
Mt. Holly, NJ.

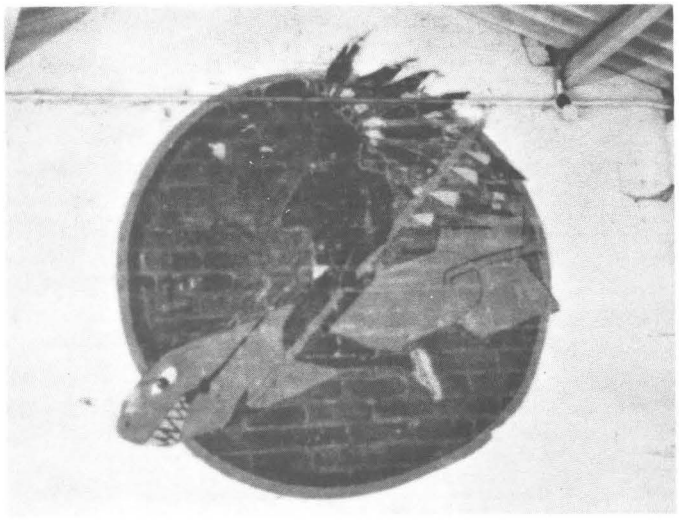
RUHMAN, Earl J.
St. Louis, Mo.

SHARD, Harold
Sheridan, MS.

SPRINGMAN, Gerald
Alton, IL.

WERNER, Bernard
8242 Kedvale
Skokie, IL.

WIGGENS, Roy
Chanute, KS.



18th Sqdn. emblem still on wall of 18th Sqdn. building.

DARK JOURNEY

(Concluded)
By: WALTER L. McALLISTER

After a long and somewhat dreary trip across the remaining forests and endless miles of Mauritanian and Western Sahara desert, we climbed over the snow-capped Atlas Mountains and settled thankfully down into Marrakech, wondering what surprises Morocco might have in store for us.

The flow of traffic from Africa to England had slowed to a crawl for several days because of a stretch of worse than usual weather in the U.K., so we enjoyed about four leisurely days of relaxation and a lot of sightseeing in and around Marrakech. Then it was off to Mendlesham, on the last long leg of our trek to the combat zone. Our first landing destination in England was Valley airfield in the far southwest, where we would pick up a U.K. experienced navigator to lead us into Mendlesham through the maze of barrage ballons enroute, introduce our navigator to the unfamiliar British navigational aids, and the procedures in use to avoid the many pitfalls inherent in trying to work one's way for the first time through heavy air traffic in unfavorable weather to a strange field on a landscape absolutely cluttered with all the landing fields required to accomodate the entire Eighth Air Force. Eli was to be denied the benefits of this promised welcome to our new home.

Another long overwater flight and we had to detour well clear of Portugal and Spain. Somewhere, about opposite the Brest Peninsula of France, we got a report that the weather was "closing in" much of England. As we got closer to Land's End we were advised the destination and alternate fields were now shut down, and we started getting a series of new alternates. One by one they were eliminated faster than we were progressing; then we were advised to head for Nutt's Corner.

"Nut's what?" Suddenly our "Old Faithful" navigator, who had guided us so unerringly over some 11,000 miles of mountains, plains, jungles, oceans and deserts, now couldn't even find a name on a map right under his nose! While he anxiously pored over the map, I made another call for verification of the new alternate and discovered that it wasn't in England at all! We were belatedly informed that this latest last resort was in Ireland. Eli then started working on about his tenth new alternate route segment, came up with a heading and time estimate, and we lumbered along through the soup for what seemed a long, long time; day turned into night before we finally homed in on the Nutt's Corner beacon just outside Belfast. Approach Control reported that visibility and ceiling now were virtually non-existent. With this cheering news, I set up an instrument approach to the base, and, when we were in close enough range, a cheerful female voice came in on the radio and informed us that she was going to guide us down onto the runway with a GCA (Ground Controlled Approach). Although I had probably as much or more actual weather instrument time and experience as any one in the Group (for which I was very thankful at the moment), this new British radar equipment and GCA equipment were brand new to me. That little gal advised "right 2 degrees, left one degree, 10 feet too high, 5 feet too low, steady now" and all with such a supreme note of confidence — I'd have followed her to the end of wherever.There was little choice; no U.S. type instrument approach charts for the area, no other place to go, and no gas to get there — just put in on the ground!! Then there it was, a blurry smudge of lights, a dark strip in between, and we were on the runway, and managed to stay on it.

A "Follow Me" Land Rover appeared out of the murky fog, as we waited at the end of the runway, to lead us into the parking

Continued on page 12

DARK JOURNEY

Continued from 11

area. Without the lead I couldn't see at all which way to go, and turning on the landing lights would only have made it look as if we were buried under a snow bank; besides, I didn't know if they were under blackout rules in Ireland. As soon as we were secured and properly checked in, we were invited to go to the NCO and Officers' clubs for "refreshments," and we were READY!!

Because of wartime shortages, whiskey was sharply rationed, but the bar was thrown open to us and everyone toasted our "victorious landing in the bloody-awful weather."

The next day I was informed by Bob and Ray that our nose gear was beginning to show the effects of the beating it had taken in the near catastrophe in Natal, and that the base Maintenance Officer didn't want to clear the airplane for the flight to Mendlesham until it was repaired or replaced. We seriously considered the subject for about two minutes, and agreed that it was a darned good idea. The weather was still lousy and Belfast seemed like a very nice place. For two days and nights we toured the town and the night spots, and had our first rides in gas-bag fueled taxis and charcoal-burning buses.

Then came our final, and easiest, leg of the trip; a relatively short, quick, and pleasant flight to our new "permanent" base, Mendlesham, Station 156, APO 559. At last! Now we could just relax and go about the routine daily business of flying our combat missions.

Authors note: The following letter sheds some additional light on the sabotage incident(s) at Dakar:

From: **HUGH HENDRIE,** Borger, TX.

I just received my March issue of Mendlesham Memories and read the second installment of your "Dark Journey." Very good, I liked it very much (so far).

Don't know if what I've heard will help any, but the episode at Dakar brought back a few memories. First, this is what I've been told; I wasn't there so I can't say it's the gospel. I was still in the 487th Gp. at that time (I later transferred to the 34th). My kid brother was coming through Dakar in a B-26, the Martin version that was nick-named the "Flying Coffin" because of its gliding angle. Anyway, as they took off, there was an explosion at one of the wing roots and the wing was blown off. The airplane crashed and burned. I heard from a replacement crew, that came through a little later, that the power that be had become very suspicious because of so many crashes on take-off. Anyway, they caught the culprit in the act; he (the saboteur) was an American M/Sgt. who was stationed there. According to this crew, who were there and witnessed the final episode, he was tried, found guilty, and was executed (by firing squad) there on the runway. It was said that he received a payment, in a Swiss bank, of so much for each plane that was destroyed.

As I said in the beginning, I don't know how much of this is accurate, but it's as I heard it. Incidentally, this is the first time I had seen anything concering this in print. If anyone knows more about it, I would appreciate hearing it.

(Editor's note: Write it up for the newsletter)

* * * * *

She came home carrying a huge package.
"What did you buy?" her husband asked,
"I don't know what it is,"
"Then why did you buy it?"
"The salesman said you can't get them anymore."

A LITTLE MIXED UP

Just a line to say I'm living,
I'm not among the dead,
Tho' I'm getting more forgetful
And more mixed up in the head.

For sometimes I can't remember
When I stand at the foot of the stair
If I must go up for something
Or if I've just come down from there

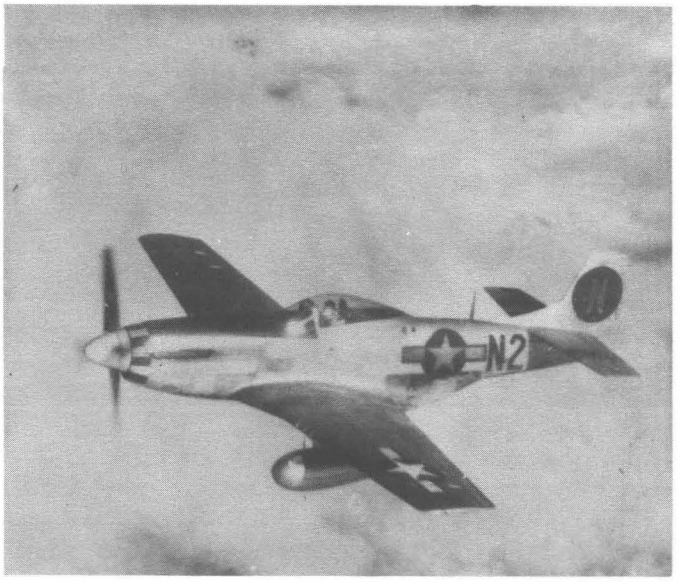
And before the fridge so often
My poor mind's filled with doubt,
Have I just put food away
Or come to take some out?

And there are times when it's dark out
With nightcap on my head
I don't know if I'm retiring
Or just getting out of bed.

So if it's my turn to write to you,
There's no need in getting sore.
I may think that I have written
And don't want to be a bore.

So remember that I do love you
And I wish that you were here,
But now it's nearly mail time
So I must say "Goodbye Dear."

There I stood beside the mailbox
With face so very red,
Instead of mailing you my letter
I had opened it instead!



Does anyone recognize this Little Friend? It was photographed by an 18th Squadron Photographer.

THE WAY IT WAS

By VINCENT J. DORAN

Here are a few stories about a short and eventful period of my life in 1944-45. They are stories of military life in England, or on the way to or from there....

Many B-17 replacement crews, like us, took their combat training in Ardmore, OK. After we finished, we were shipped out by a train we thought would take us to an east coast seaport. However, the whole trainload of us, at least fifty crews, were sent by mistake to Langley Field, VA. B-24's with their crews were being flown from there to their combat stations, so this was no place for B-17 crews. The real reason for military security is not to keep the enemy from learning what we are up to, but to bury foul-ups such as this one.

The war waited a couple of weeks while the brass pondered what to do with us. In the meantime, we were vacationing, sightseeing, etc. as well as luxuriating in the bonanza of women in Washington, D.C. Eventually we were sent to Camp Kilmer, NJ., and then by ship to England, where we were assigned to the 34th Bomb Group, Eighth Air Force, US Army Air Corps. at Mendlesham....

All the crews I knew about felt they were pretty good. We had trained and lived together for several months. Long before being assigned to combat crew training, each man had gone to one or more specialty schools to learn a wartime skill; gunnery, radio, mechanic, navigation, piloting, etc. It was that long period of daily close association that knit our crew into an effective unit. We became friends, and came to appreciate each other's skills. We also knew we had a mutual dependency. We needed each other. The ground mechanics, engineer and pilots conferred regarding the general condition of the plane; the engineer checked each gasoline tank; the gunners and armorer-gunner checked each machine gun; the bombadier checked the bombs and set the intervalometer that controlled the bombing pattern; the radio man checked his equipment; the navigator checked his gear and route for the day; the pilots checked and tested the engines and other systems before leaving the hardstands. In the air it was all business; the business of doing damage to the enemy while using all our skill and knowledge to save our lives so we could fly again another day. We were a good crew and there were many more just like us.....

I am guessing there must have been a thousand or more men in the 34th that winter. About half were flying crews and the other half ground personnel. It was a well-run base; everyone did his job; and we dropped a lot of bombs on Germany. I would also guess our casualty rate was one of the lowest in the 8th AF. Every man is due his share of credit, but particular thanks must go to the mechanics who took care of the planes. They did a magnificent job. No matter how we or the enemy beat them up; no matter the long hours they had to work, or the bad weather they had to work in, they patched them up, tuned them up, and made the bombers airworthy again. All of us who flew owe them our lives; we are forever grateful.....

Our crew arrived at the base in the middle of November and were immediately assigned to the 391st Sqdn. We were billeted in our permanent quarters and were given beds farthest from the heating stove. We were quiet and apprehensive as we listened to the "shop" talk of the other crews. They were all old crews to us, even those who had arrived the day before. No one seemed to notice us or were interested in talking to us as we prepared for bed. Suddenly a tremendous explosion shook the building, cracked windows, and knocked articles off shelves. It sounded like it was about a mile away. I thought it might have been the beginning of an air raid, but there were no more explosions.

Eldon Irwin receiving a medal from Col. Wackowicz

The explosion was caused by a British Mosquito bomber. In one version, the British rigged it up to carry a 4000 lb. bomb. The bomb was so large the bomb bay doors had to be removed to allow part of it to hang below. At takeoff, and for awhile after, the plane was critically overloaded and could not stay airborne with any loss of power. That night, as one was flying over our base, it developed engine trouble. The pilot did the only thing he could; he dumped the bomb. Fortunately, it exploded in a farm field nearby and nobody was injured....

That chance dropping of a bomb on our base seemed to unhinge some of the "old time" flying crews in our barracks... It scared the hell out of me, too, but it wasn't all that bad, and there was only one blast. I sensed there was something here I didn't understand. It had triggered something deeper and had unloosed a rage that had been smouldering inside the men. They went almost totally berserk for several hours. Their unwarranted behavior shook me up so deeply I began making discreet inquiries the next day. If this was going to happen to me, too, I wanted to know more about it. I found out a few things from those I talked to.

First, these men had been on combat status months longer than usual because the Group had changed airplanes, from B-24's to B-17's. This led me to believe there was a relationship between the tension that built up inside a man and the length of time he was on combat status. Secondly, it was expected that a man flying combat missions would gradually become jumpy, nervous, irritable, and quick to anger. Combat airmen were usually easygoing with each other, but quick to take offense at nonflying military personnel and civilians. Thirdly, they were especially quick to become angry and belligerent when drinking.

From this hasty research we figured the best way to hold onto at least part of our sanity was to get our tour over as soon as possible. We volunteered for every mission we could and finished in 104 days; maybe not a record, but considered a very short tour at that time. It worked, too. We all came home healthy, happy and sane. My wife, Jean, says I got over the lingering effects easily in 40 years. But our four children grew up thinking

Continued on page 14

THE WAY IT WAS

Continued from page 13

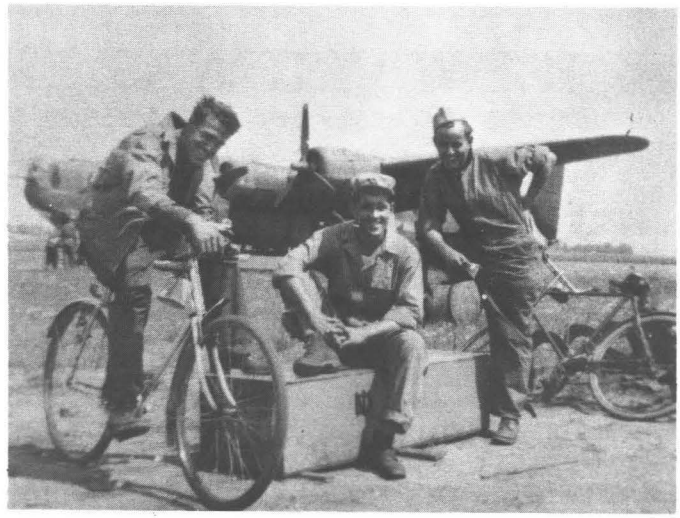
all fathers had nightmares, and that it was risky to awaken a sleeping father because he sprang up so violently and wild-eyed.....

Our base at Mendlesham was built by the British. They did not use it first; it was handed over to the 34th brand, spanking new. I figured they made it so unhandy, cold, and generally miserable in retaliation for losing the colonies in the Revolutionary War. It was their first opportunity for revenge. I know how they designed it. They put up a drawing of the farm field on the wall of othe King's Head Pub in town, then played their version of PIN THE TAIL ON THE DONKEY. They got drunk, were blindfolded, and then threw darts. Wherever a dart landed was the location of the next building on the list; Briefing Building here, Hospital there, Squadron HQ in that corner, etc. over the five square miles of the field. With straight faces they explained the buildings were dispersed so German pilots could not get a row of them lined up in their sights. With that as a "legitimate" excuse, they had license to give their vengefulness full rein. I spent more time walking to the mess hall than I did flying to Germany....

The latrine near our barracks provided much merriment that winter, the coldest in half a century. It took a cunning mind to design perpetually wet walls that provided a continuous puddle of water all over the latrine floor. To toughen us up, the heating system was thoughtfully omitted. With a little practice you learned to do your business in two minutes flat. Honey buckets were good training for the remote places in which I lived later in Alaska. Without windows, the building was a night-flying simulator. The one-candlepower light gave all the illumination needed for those who could shave with their eyes closed. We carried hot water in a bucket to pans in a shallow trough in the latrine.. The vapor completely saturated the building. This was great practice for finding your way around in London fogs. And those polished steel mirrors attracted moisture from two blocks away. It provided good hand-eye coordination while shaving; stroke, swipe, stroke, swipe, etc. One time I shaved right after coming back from a mission. When I went back to the barracks, still bleeding, everyone thought I had been wounded. They were going to put me in for a Purple Heart. I should have let them...

The same designer responsible for the latrine also did the central bath house. I can't remember any showers, only tubs. Either is an effective way to get clean, but with a shower you could have stayed warm. The only way to get warm with a tub was to get the water deep enough so you could submerge your whole body. It was anticipated we would try to do this, so a Group decision was made not to provide stoppers for the tubs. But you can't discount Yankee ingenuity. We carried wads of newspaper and toilet paper to stuff in the hole. The trouble was that, by the time it became deep enough, the paper dissolved and the water went out as fast as it came in. You had used all the paper you had brought, so there wasn't any help there. Have you tried washing yourself in a tub using your heel as a stopper? And all the while rapidly turning blue from the cold?....

AIR INSPECTION PERSONNEL
Standing, L to R: S. Arsulich, W. Kemp, F. Foust, J. Hartung, P. Ward. Kneeling, L to R: Unknown, F. Merkley, G. Lambert, S. Elder, L. Ratajczak, E. Ryan.



Left to Right: Pete Gray, Kal Schonthaler & Jim Watkins.

I never had the feeling that the 8th AF spoiled us. For instance, if we wanted clean clothes, we had to figure out the problem ourselves. There was no base laundry or dry cleaners. However, some nearby English families would do our washing and ironing. Small boys came around regularly, collected our dirty laundry, and brought it back clean three or four days later. Along with the soiled laundry we would send soap, candy, cigarettes, and whatever else was available at the PX.

We were having snacks at our bunks one day when the English kid brought back our clean laundry. We shared what we had with him. When he bit into a green olive, he spit it out like he had been poisoned. I reassured him that it was a delicacy; I even ate a couple to restore his confidence. It didn't work. I couldn't get him to touch another one. He knew we were playing a practical joke on him. No food could taste like that on purpose....

There simply wasn't enough fuel in England to keep warm that winter. The principal fuel for space heat in England was coke. The general shortage was felt on our base too. At the squadron level, everybody carried the fuel away in buckets almost as fast as it was delivered to the coke yard. It seemed like we got a delivery once a week. We had heat for two days and froze the next five. When coke got scarce, we burned anything we could find; broken chairs, pieces of unburned coke picked out from the ashes, and tree limbs. The trees on or near our base had an odd look; the lowest branches were at least eight feet above the ground. Base authorities helped out whenever they could. They would send out packing box crating and bomb rings to the squadrons. They were welcome, but heat

Continued on page 15

THE WAY IT WAS

Continued from page 14

from wood and paper could not penetrate the firebrick in an English coke stove.

The English never caught on, but the coke heating stove was really a German invention calculated to sabotage the whole fuel supply of the British Isles. All the interior surfaces of the stove were covered with firebrick three inches thick. The brick kept nearly all the heat inside the stove. What little seeped out couldn't be felt ten feet away. However, when you opened the stove door, you could see the flames which made you feel better. No wonder we were short of fuel. All those stoves going like crazy and such little heat getting out. If the English are still using them, I bet they are still short of coke each winter....

To get the feel of navigation over the Continent, all navigators flew their first mission with an old crew. Our Navigator's initiation took him to Merseberg, the most heavily defended target in all Germany. It was their last big oil refinery, and they had to keep it operating at all costs. No matter how the target was approached, a minimum of 400 guns (88 millimeter cannon) could be brought to bear on the intruder. Because of previous experiences, it was the one target that brought terror to the hearts of everyone who might have to attack it.

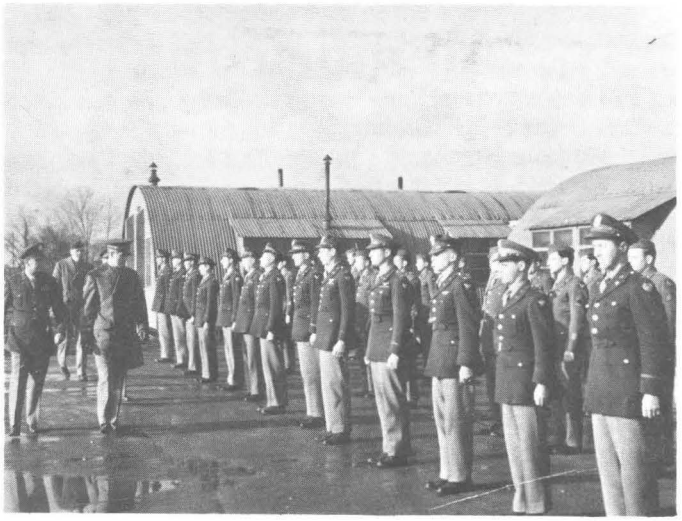
That day, every plane in the 391st was hit, and some men got wounded. Our navigator's plane got a partially smashed nose. He got a shower of plexiglas, some particles embedded in his neck. He wouldn't talk to us for two days. At our questions he would just shake his head and walk away. When he could talk to us, all he would say was, "it's just not possible to live through this"...

The 34th Bomb Group put up 36 planes (plus two spares) every mission. We flew in three squadrons of twelve planes each. The three squadrons flew close together, so we actually flew as a group. I think this was the basic formation of the 8th AF at that time. The Standard Operating Procedure (SOP) was for the groups to fly three minutes apart. This interval allowed the disturbed air from one group to smooth out before the following group arrived. The three minute separation was time enough for bomb aiming (the bomb run was still twelve minutes long) and dropping while staying in line. 1,000

To hit a target with 100 planes, 28 groups would be put up. Since they were three minutes apart, it meant the target would be under attack for nearly an hour and a half. Usually a plane or two would drop out of formation and return to base before reaching the target, either due to engine trouble or critical system malfunction. The two spare planes assured that we would arrive at full strength of 36 planes over the target every mission.

TO BE CONTINUED

Four high-school boys, afflicted with spring fever, skipped morning classes. After lunch, they reported to the teacher that their car had had a flat tire. Much to their relief, she smiled and said: "Well, you missed a test this morning, so take seats apart from one another and get out your notebooks." Still smiling, she waited for them to settle down. Then she said, "First question: Which tire was flat?"



Fall out for Inspection?

Memories

BILL CHEEK - Lakeland, FL.

In 1946 I was back attending Florida Southern College which I had left 3 years earlier as a 17 year old to enlist in the Army Air Corps. as an Aviation Cadet. The campus was literally working alive with veterans of every branch of service going to school on the GI Bill of Rights.

I became a member of the Lambda Chi Alpha fraternity and, one evening, the phone rang and the caller said he was Jimmy Doolittle, a Lambda Chi from his college days. He said that he was a house guest of a Mr. Lodwick who had to leave home on a social engagement for a few hours. He wondered if some of the brothers might drop by the Lodwick residence for a chat. Three of us went over and had a very enjoyable hour discussing college and fraternity life. And to think, I never even thought to mention to Gen. James H. Doolittle, one of the 8th Air Force commanders, that I had served as an aircrewman in the Mighty 8th.

* * * * *

DARRELL W. BULIS - Early, TX.

On one of our early missions, it had been rough and the flak was so thick you could get out and walk on it. Though we did not have much damage, I got hit very badly in the side of my back by a piece of flak. I fell out of my turret and someone pulled me up into the nose compartment. We were flying at nearly 30,000 feet and, when I came to, Frank Ford was pumping oxygen into me, which was O.K., but he was kneeling partly on my side and it hurt like hell. I had a tough time getting him off of me.

When we got back and I came to, I found I was alone in the nose of the plane. I climbed down from the plane and flagged down the first jeep that came along. It was being driven by a major. I asked him to take me to the hospital, but he refused, saying he was in a hurry. I pulled my '45 on him and told him to take me there or else. When we got there, the medics immediately starting taking care of me and called a doctor. He fixed me up with a pain killer and ordered me to bed.

I heard the major complaining about my method of obtaining transport, and that I had just fallen on the snow and hurt my back. The doctor said that he was wrong and it was obvious that it was a battle wound and that he would recommend a purple heart. He also said that the major was lucky I had not shot him. I stayed in the hospital two nights, then back to duty. I NEVER DID GET THE PURPLE HEART!!!

Memories

LESTER THOMPSON - Granite City, IL.

March 19, 1945 — Jena
March 20, 1945 — Hamburg
Through heavy flak and hit by fighters. Came home leading a group of cripples. We started on one guy's wing and he came back on ours.
March 21, 1945 — Marx Airfield — Luftnafte
March 22, 1945 — German GHQ — Dusseldorf
March 23, 1945 — Gersefcke
Navigator got his in the fanny with a piece of flak. He accused bombadier of kicking him. The piece that hit him was off the plane flying right wing to us. That plane went down and took another Fort with it.
March 29, 1945 — Hanover
March 30, 1945 — Hamburg
Heaviest flak yet. Flak came through windshield between pilot and co-pilot. Glass blinded us for a moment. Co-pilot finally got eyes cleared enough to handle the Tempest until Jerry could get his eyes cleaned out. Shaky's cigarette case got hit so he didn't have any smokes on the way back. He really sweated that one out.
March 31, 1945 — Brandenburg
April 3, 1945 — Kiel
Target is two big German Battle Ships. Flak meager to moderate.
April 4, 1945 — Kiel
Flak gunners better after yesterday's practice.
April 5, 1945 — Nurnberg
Takeoff was made in pouring rain. Climbed through 25,000 ft. of solid overcast. The buncher was not working and we flubbed around an hour trying to assemble. Finally, just joined any old group and went in. Heavy flak as we left target. Had to drop down under the weather to come back home. Saw many ruined German towns on the way back.
April 7, 1945 — Gustrow
Hit enemy coast at 15,000 ft. so they could pick us up on radar and know our altitude. Picked up our fighter escort and headed back into the target. We were hit by conventional fighters. Our group got 3. We didn't lose a ship.
April 8, 1945 — Graffenwohr
April 9, 1945 — Schleissheim Airfield near Munich
We got hit by 262 Jets. They came through our formation so fast we didn't have time to call them out. Germans held their fire thinking we were coming over heart of city. We dropped our bombs and made our turn off target before they realized what was happening and started shooting.
April 14, 1945 — Royan, France
April 15, 1945 — Royan, France
Helped the French take a pocket so they could open the port at Bordeaux.
April 17, 1945 — Roudnice, Czechoslovakia
April 18, 1945 — Kolin, Czech.
April 19, 1945 — Auusig, Czech.
Long haul. Hit by jets. Cookie manning guns with no pants on. Bombed the Germans that day with GI greetings. Spot Jammer ran around the radio room at 20,000 ft. wearing nothing but an oxygen mask.
May 1, 1945 — Rotterdam
Dropped food on roofs, through greenhouses, etc. One of the biggest thrills of my life.
May 2, 1945 — Utrecht
Took off in blinding snow storm. Lost an engine as we left the English coast. Went around on three. Ye Olde Tempest Turner - best 3 engine Fort in the 8th!
May 3, 1945 — Amsterdam
Food drop from 250 feet.
May 5, 1945 — Schiphil Airfield
Food drop at 50 feet. Used church steeple for pylon.
May 6, 1945 — Schiphil Airfield
Food drop
May 7, 1945 — Schiphil Airfield
Food drop — Went down to 20 ft. altitude to see the country.
May 11, 1945 — Horsching, Austria
P.O.W. mission. Returned French slave laborers to Paris.

* * * * *

(Editor's Note: Lester Thompson sent in a list of the missions their crew went on. Notes have been added only when we thought it would be of general interest.)

Scotty O'Brien with the "Homesick Angel".

DR. MILTON BRAVEMAN - Harrisburg, PA.

Copilot Hank Gauger was an incurable romantic. All through our training period he hoped for an exotic squadron insignia to have painted on his A2 jacket. He visualized a vicious diving eagle with bombs clutched in its claws, or perhaps a beautiful pin-up astraddle a plummeting bomb. When we approached the 391st orderly room for the first time and spotted the concentric circles with small head, feet and wings protruding, Hank's disappointment was evidenced by his, "Oh, my God, a flying a--hole.

Twice we were diverted from Mendlesham on our return from the continent. Once we landed at an RAF base in the Midlands. On landing, we were summoned to the lead plane where the command pilot was perched on a wing. He cautioned us to

Continued on page 17

Memories

Continued from page 16

avoid the real milk available on RAF bases. The British were not yet pasteurizing their milk. We hadn't tasted real milk since we left the States. "Milk" at our own mess was ladled from a GI can which was filled with water covered by a layer of chalky white powder. Guess who was first in line at the "real" milk dispenser?

* * * * *

PAUL JENNINGS - Auburn, IN.

I joined the 34th at Spokane, WA. just before Xmas, 1942. Went along to Euphrata, WA. and then on to Blythe, CA. It seems somewhere along the line, someone goofed and I ended up at Blythe with my records at Deming, NM. I didn't know this but sure knew I wasn't getting paid. By getting in people's hair and raising some hell, I finally got it straightened out . After combat training we went to England. I was a radio operator in the 391st. At Mendlesham, we lived and worked down the road, east of the base, at the Direction Finder Station.

* * * * *

BOB INGROUILLE - Kenosha, WI.

From the STARS & STRIPES:

The B-24, Small Change III had just dropped its bombs on the target when flak shot away the hydraulic system and part of the controls and left landing gear. With the oxygen system also knocked out, 1/Lt. Walter R. Bower, pilot from Edgeworth, PA., was forced to leave the formation. At low level, he maneuvered the damaged controls to bring the bomber back to its home station in England - with the left wheel dangling in the air. Instructed by the flight control tower to use his own judgment, Bower decided not to order the crew to bail out.

"The crew were willing to take a chance with me," the Lib pilot related. "When we hit the runway, I kept all the weight I could on the right side. The left wheel took a little weight, long enough to allow the plane to slow up a bit, then collapsed. We rolled off the runway, riding on the right wheel and scraping on the left side of the belly, and came to a gentle stop on the grass."

* * * * *

JOHN FRIEDEL - Dallas, TX.

On June 6, 1944, crew 108, ten of us, were walking down the gangplank of the Queen Elizabeth in Scotland when we heard the news of the Normandy invasion. After all our preparations, training, and wondering about the future, we were excited. We were sent to the 487th Bomb Group at Lavenham, England where we flew four missions in the B-24. We underwent a five hour transition flight in a B-17 and were transferred to the 34th Bomb Group at Mendlesham, another B-24 base. After flying one mission we were again treated to a training flight in the B-17. Crew 108 was assigned a B-17G, which we later named "The Big Gear."

During our seventh mission, to Kassel, Germany, we experienced our most sobering feelings when we saw two planes in the squadron just ahead of us go down together. Durette and Whited were the pilots of the planes. It appeared that one of them, in the high element, stalled and fell onto the other in the lower element. During our ninth mission, we suffered the only injury to a crewmember. A chunk of flak came up thru our wing front spar and lodged in the foot of our engineer, Melvin Backens.

We aborted one mission, our 26th, when one engine lost all oil pressure while we were still assembling. On our next mission, our brakes were shot out. We landed at Woodbridge, on the coast, and coasted to a stop at the end of a very long runway. On our 31st (the 34th's 100th mission), we carried leaflets instead of bombs. On the bomb run we discovered that our bomb bay doors wouldn't open electrically. We cranked the doors open. It took a long time because the leaflet containers interfered with the turning of the crank. When we finally had the doors open, we were miles beyond the target, over Darmstadt, Germany, but we dropped the leaflets anyway, wondering where they would land.

Our most anxious moments were during our 35th and last mission. We were flying the left wing of the low element lead. The plane flying right wing of the low section lead element wandered out of position several times, each time moving over us. We found ourselves looking up into a bomb bay that was about to drop bombs and wondering if we were going to be able to avoid them.

* * * * *

STEPHEN NIATAS - Plainsboro, NJ.

There is a great pleasure in recalling a part of your life, in your youth, when you were a small part of such a mighty armada, "THE EIGHTH AIR FORCE." Yes, I made my contribution at a quaint little village that was nestled in the northeast corner of England near Ipswich. Mendlesham, the home of the fighting 34th Bomb Group, with the 4th, 7th, 18th, and 391st Squadrons.

I felt as a stranger in a strange land until one incident changed all that and made me feel welcome. It was my first night at the base and I found myself at a little schoolhouse in town at the Friday night dance. The whole town was there as well as the 34th GI's. The family warmth of the people of Mendlesham made me feel at home away from home.

A hut in the 18th Sqdn. was where I placed Angela's picture on a shelf near my bunk. Little did I know that I, as a flight engineer on Lt. George Mehling's crew, would spend only a few hours reclining in that bunk. From February to June, 1945, the airborne B-17G, "DINAMITE," would require my attention. I dearly remember, with reverence, our crew chief and that excellent group of specialists that kept us flying.

April 5th is a day implanted in my heart and mind. Our aircraft was missing as well as a few of our crew. A month or so after our return from Brussels, those of us that survived received replacements. We flew again! We flew food to Denmark and returned French patriots from Austria to Paris.

The comradeship of our crew, and with the lead crew in our hut, leave a lasting imprint in my heart and mind. Physically, I know not where they are, but I know that love of comrades-in--arms is a love that never fades. Mendlesham and the 34th Bomb Group is a history ever eternal!

* * * * *

BOB CHAPMAN - Harshaw, WI.

One evening I was on Charge of Quarters with some Lt. whose name I have long forgotten. The Lt. had run over to the Blythe Base HQ. PX to get us both a malted milk. While alone, there in the 34th Hdqtrs., the phone rang. Lo and behold, someone on the other end was excitingly yelling that a Jap submarine had surfaced between L.A. and San Diego, and had shelled the Shell refinery there. I immediately called Lt. Col. Westover, our then 34th Commander, and told him of the phone call, and WOW!! He ordered, I don't know how many, B-17's loaded with bombs with orders to take off immediately for the coast in search of the sub! They never did find the sub, and it did only minor damage to the refinery. As far as I have ever been able to find out, I guess it was the only enemy action that ever hit our good old USA mainland during WW2. What a wild night it was at the Hdqtrs. There's a lot more to it, and I would be glad to relate it if it would be of interest of our members. (Ed. note: Readers, let us know.)

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

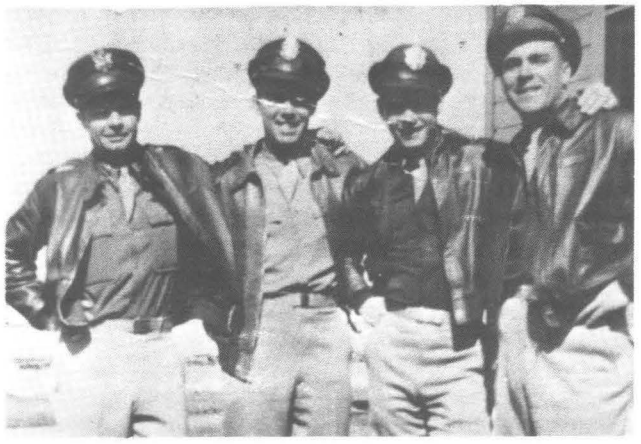
By WALTER STURDIVAN

I expect many of our readers remember the old Windmill Theatre in London. It's been closed for many years, but it was very much alive and swinging in the summer of 1944. Four of us, Harold Witham, Truman Wingo, Gordon Breeding, and myself, noticed the Windmill on one of our three day passes. We noticed the sign on the front that said, "We Never Close". This, evidently, had reference to the theater staying open all during the London Blitz when the city was bombed so severely by Hitler's dive bombers.

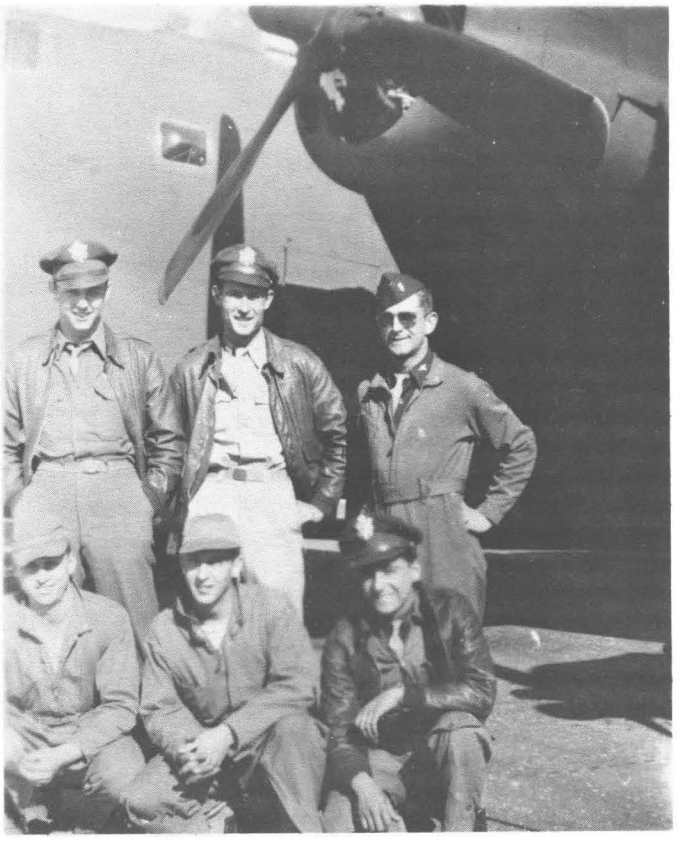
At any rate, it was open, so we purchased tickets and entered. Our Cokes must have been spiked a little too much because it wasn't long before we were laughing in the wrong places and were asked to leave. We headed for the rest room to hide out and then, as soon as we thought the coast was clear, we hit the street. It was too late. About a block from the Windmill we were stopped by a couple of M.P.'s. Evidently it was their intention to terminate our leaves and give us a breathing spell in the guard house. We, of course, didn't appreciate this interruption of our combat sabbatical and, besides, they were out-numbered.

Fortunately (for us and the MP's), at this time Lieutenant Myron Levi, a navigator who flew with us a lot as special radar man on lead crews, came along and became the peace-maker. We struck a deal with the MP's; we would return to Mendlesham and everything would be O.K. After picking up our gear from the Red Cross hotel we started hitch hiking. We were finally given a ride through a blinding rain storm, by a solider in a jeep and were deposited in Ipswich in the middle of the night. Somehow we arrived at Mendlesham before morning. Again we were lucky we weren't scheduled to fly that day.

We thought that was the end of it, but a few days later we were summoned to the orderly room and given a tongue-lashing (a mild one) by the C.O. He said he was going to punish us for our behavior at the Windmill. Let me say right here that this officer knew how to severely punish an airman without leaving any marks. He made us get up early every morning for two weeks (when we weren't flying) and sign in at the orderly room. He knew (perhaps by experience) that we crew members liked to sleep in and just get up in time for lunch when we were not scheduled to fly. He was gentlemen enough not to put it on our service records.



Can you identify these fellows?



Standing L to R: J. Kinney, W. McAllister, R. Whited.
Kneeling L to R: R. Sears, R. Smith, E. Baldea.

EPHRATA AAB, WASHINGTON
By: JIM GALLAGHER??
Courtesy: FRANCIS YATES

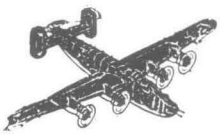
"Ephrata, what's that," asks the nation,
"Does Hell's Inferno have any relation?"
But even Infernoes take less of a toll
For they never depend on shipments of coal.

Over the hills, like bad dreams,
To shiver and shake in the open latrine.
A bowery line for chow and mail,
Or guarding a post where the coyotes trail.

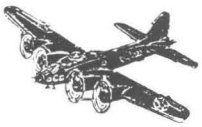
Snow and rain upon each tent;
A place where Superman would lament.
Uncertain showers, a candle at night;
Even the Chaplain can't see at night.

A town the size of a three block span
Where they rob and cheat the enlisted man;
Where they ignore a soldier on the street.
If there were no soliders, they'd be on relief.

Kilmer glorified the tree;
A sight we never hope to see.
Poems like this may be written later;
But only God could love Ephrata.

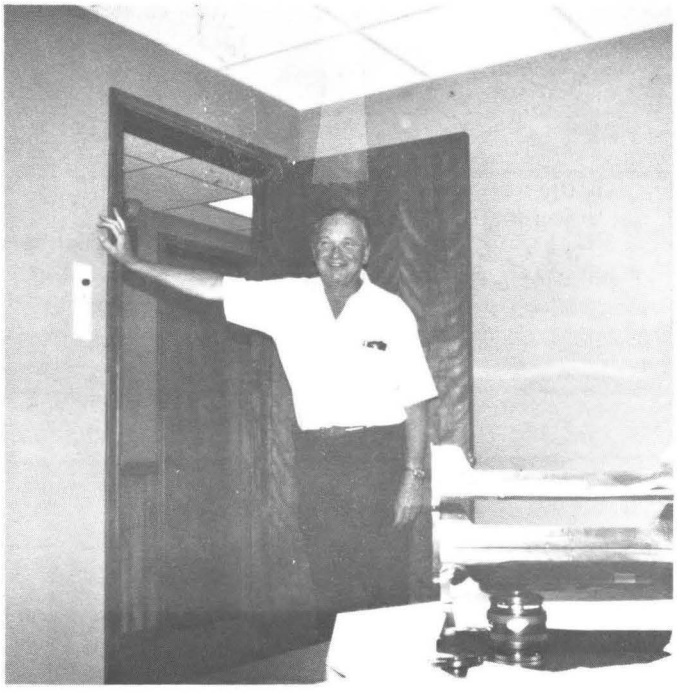


Then and Now



Bob Hassett

1944



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F. "Mike"" Michalowski

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From the collection of:
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Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

A GRAMMAR LESSON

Texas Press Association President John Taylor says he offers the following suggestions for new staff members at his newspaper, the Seguin Gazette:

1. Each pronoun should agree with their antecedent.
2. Just between you and I, case is important.
3. Verbs has to agree with their subjects.
4. Watch out for irregular verbs which have crope into the language.
5. Don't use no double negatives. Not never.
6. A writer should not shift your point of view.
7. Don't write a run-on sentence you have got to punctuate it.
8. About sentence fragments.
9. In articles and stuff like that we use commas to keep things apart without which we would have without doubt confusion.
10. But, don't use, commas, which are not necessary.
11. Its important to use you're apostrophe's correctly.
12. Don't abbreviate unless nec.
13. Check carefully to if you any words out.
14. In my opinion, I think that an author when he is writing something should not get accustomed to the habit of making use of too many redundant unnecessary words that he does not actually really need in order to put his message across to the reader of the article.
15. About repetition, the repetition of a word is not usually effective repetition.
16. As far as incomplete constructions, they are wrong.
17. Spel corrreckly.
18. Last but not least, knock off the cliches.

(Reprinted from Publishers' Auxiliary)

REUNION
Virginia Beach
September, 1988

Anyone recognize him?

Rear, L to R: B. Lipsky, K. Schonthaler & E. Schlesinger
Front, L to R: C. Clark, F. Schmidt, S. Savarese, R. Therrien, & J. Watkin

VOLUME XI NUMBER 3 SEPTEMBER, 1988

MENDLESHAM MEMORIES

4 7 18 391

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Reunions: Gerald Pine	(608)863-3939
Harold Rutka	(218)724-1667
Bob Wright	(219) 232-4287

OBSERVATIONS

GREETINGS!

Summer has arrived and, may I say, with a vengeance. Here in Indiana, as well as throughout the midwest, the drought is causing havoc. It's sad to drive the country roads here-abouts and see the corn, barely more than waist high, already topping out. You know there will be little, if any, usable corn produced. This in an area which is part of the U.S. corn belt.

In our community water is being rationed. Lawns are suffering badly. We are permitted to water our lawns only on odd-numbered days from 8 to 10 P.M., Sundays excluded. The trouble is that everybody is watering at the same time so the water pressure is way down and you're really not doing much good. Oh well, many of you are in the same boat. All we can do is hope and pray that the good Lord will see fit to alter the weather patterns so we can get more of that life-producing rain as needed.

Enough of that gloomy stuff. We're trying to get this issue out early in order that everyone receives it with plenty of time to at least try to attend the reunion. By the time this reaches you, your reservations should have already been sent in. If not, don't hesitate. Sit down right now and make out your registration and hotel reservation forms and mail them in immediately. I can't stress enough how eager we are to see you all there. From personal experience, having attended them all since I joined the unit, I can say you'll have an experience which will be long remembered. Reminiscing about the old days, meeting old and new friends, enjoying the associated activities, and more; all these make for an unforgetable trip. Come on! Join with us in a most enjoyable 3 or 4 day vacation.

As I mentioned in the last issue, Rose and I will be spending our winters in Orlando, Fla. Because of this we felt it necessary to sell our home and move into a town house here in our neighborhood. I just couldn't see leaving our large home vacant and uncared for while we are gone down south for four or five months. You'll see our new address on the return label of this issue.

Our plan, at present, is to publish the December issue before we leave Crown Point. The March issue I will prepare in Florida and send it to Ray Summa who will handle getting it printed and mailed. It means a lot of extra work for Ray with that one issue, but we couldn't think of any other way to handle it short of finding some other interested person who wants the job of editor. However, we'll see how it works out this year and go on from there.

With this issue we are including the annual roster of the 34th Bomb Group which includes all the names and addresses of people we have found, whether they belong to the association or not. Whereas we have over 1,500 names on the roster, we mail out only about 1,000 newsletters, and not all of those are current on their dues. Keep in mind that each copy of each issue costs the unit almost $1.00 to print and mail. Therefore, we have had to cut off sending to ex-members who have ignored the dues reminders.

Also, by ruling of the board of directors at our last reunion, if a newsletter is returned due to change of address, we are not to re-mail it if the party involved has not made an attempt to notify us of that change. Each returned copy costs us 30 cents postage. Please try to keep us current on your addresses. We have two mailing lists; one for the June and September issues, and one for the December and March issues. If you winter over at an address other than the one we have, let us know and we'll make the change on our winter list.

Keep those letters and pictures coming. Please understand that we may not be able to use all of the pictures if it is obvious that they won't print right. Black and white with clear definition is best but color pictures don't print too badly if they are clearly defined. Also, if any of you have an idea of something you'd like to see in Mendlesham Memories, let me know and we'll try to do it.

Well, so much for this time. We hope to see you ALL at the reunion in Virginia Beach. BE THERE!!!

Eli Baldea
Editor

VIRGINIA BEACH
Sept. 22nd-25th, 1988

From the Hangar of Ray L. Summa

Hello fellow members of the 34th B.G. Assn. Time again to get my column ready for the newsletter. Seems as if it was only yesterday when I wrote the June column. We wanted to get the September issue out early to get more information to you all about the reunion. September 22nd will be here before we know it.

In May, Dale and Marge Finley of the 34th from Crothersville, IN. and Lynn Kiewitt and wife of another bomb group from Indianapolis visited. They were planning a trip to England in June and wanted to pick my brain about it. I told them all I knew about what to see around Mendlesham and the other base farther north. I also gave them names of some of our friends in Mendlesham and Ipswich. Hope this helped out. Just received a card from the Finleys from Mendlesham. I'm looking for a letter from them telling about the trip.

Hannah and I made our trip thru Virginia and No. Carolina. She had a little bad luck, falling from a curb and fracturing her right arm at the elbow. She had a cast put on and had to wear it in a sling throughout the trip. She's getting along very well now with the cast removed but still in a sling.

"Pete" Gray met us at our motel in Chester, VA. and rode with us to Junius and Ginny Cobb's Meadowbrook restaurant in Richmond to meet up with Grady and Edith Deatherage. Tom and Virginia Snelling, and Myles Hardy. Junius was my helper back in England. The party broke up after 1:00 AM and, after a 15 mile trip back to Chester, we finally got to sleep after 2:00.

After breakfast with "Pete", we set off for Atlantic Beach, NC. the next day. Bob and Modine Vaughn, who were visiting their son and family, stopped by and we had a good talk. They plan to be at the reunion in September. We enjoyed your visit immensely, Bob and Modine.

After their real estate classes one evening, George and June Ritchie stopped by and we went out to dinner. Later we visited them and their son, Mike, and found Kivett and Lucille Ivey there. We spent the afternoon and evening there and the time went by so rapidly that we soon had to go. It was good to see George, June, Kivett and Lucille. We enjoyed the visit very much. George asked me to tell you all not to forget to bring something for the auction at Virginia Beach.

In Charlotte we met with Dex and Beulah Jordan, Raymond and Mary Ruth Lester and Mary Ruth's sister, Betsy. Betsy teaches school at Charlotte and the Lesters had come to see her and to be with us for dinner. They plan to be at the reunion. Later we were joined by Al Giardini of Ft. Mills, SC.

When we arrived home we found over 100 letters waiting at the post office. Hannah usually makes out the cards and envelopes, but, because of her problem, she couldn't help this time. I have finally answered them all. Now you know why your letters were answered late. I've been Chief Cook and Bottle Washer around here for awhile. Well, mostly bottle washer because Hannah can still cook left handed. Have you ever eaten a "Left Handed" meal?

Dusty Rhodes and Roland Beach on ground & Lou Cohen in cockpit.

The large influx of letters had to do with responses to the 350 dues reminder notices I had sent out to those in arrears which now are coming in. Due to the high cost of postage and printing, if you have not yet paid your dues for 1987, it may be the last reminder you'll receive. Remember, if you are planning to attend the reunion in September, your 1988 dues must be paid. The Reunion Committee will have a list of unpaid members so you will be told by them to send your dues to me. If you will look on the address label of the June issue, you will see the year to which your dues are paid. It takes 2 days of my time to mark these labels. Now, "MAKE MY DAY" and send in your dues. You might think of sending in your 1989 dues with the 1988. Better yet, send in for a LIFE MEMBERSHIP as others have.

SEE YOU ALL AT THE REUNION IN VIRGINIA BEACH!

Hannah and Ray Summa

PRESIDENT'S MESSAGE

To members and friends:

This will be my last presidential message to all of you. I was proud to serve as your president. As a reminder to all who attend the reunion; please bring your recommendations and suggestions. For those not attending, write your suggestions to Eli Baldea who will present them at the membership meeting.

As I have urged in the past, please try to have your sons and daughters become associate members with the intentions of carrying on the traditions of the 34th Bomb Group.

I am looking forward to seeing all of you at Virginia Beach. Don't forget!! All who attend this reunion will have a chance to win room, banquet, and tour for two at our next reunion in Shreveport, LA. in September, 1989. So Y'ALL COME AND ENJOY!

Sincerely,
Ed Lawler

A Note About The 34th Bomb Group Reunion

Bob Wright says that the registrations for the Virginia Beach, VA. reunion are arriving at his office at a much slower rate than normal. We all know that time marches on. We can cut down on the cadence a beat or two by attending this reunion and associating with friends of forty some years ago.

The reunion committtee has made all arrangements with the Holiday Inn at 39th and Ocean Front in Virginia Beach. The dates are 22 Sept. until 25 Sept., 1988. Each room overlooks the ocean; plenty of area for dining and for the general membership meeting. The board room will double up as the hospitality room, with Harold Rutka in charge.

For the history minded people, the tour of Old Williamsburg will tell it like it was. For the shopper, the Pottery will be an outing to be remembered.

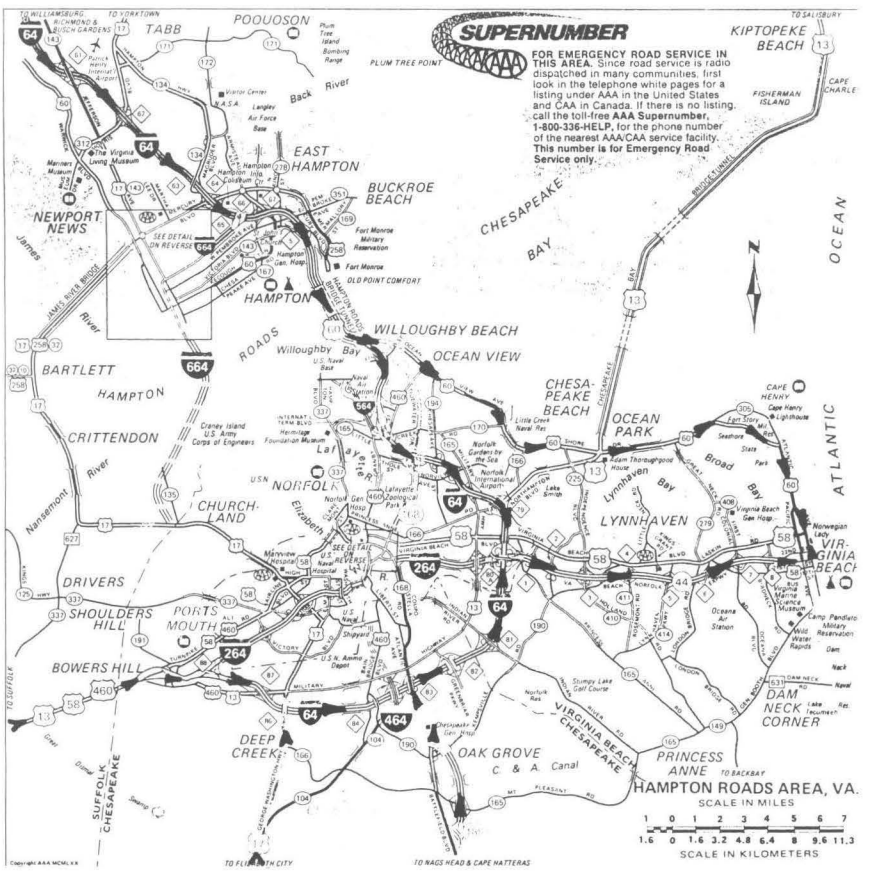
Bob Wright will have his registration desk in the lobby along with the able assistance of Esther, Gen, and Wanda to expedite the signing in. A locator board will be handy to look up the room numbers of your old buddies. Ray and Hannah will have their P.X. in a location that will be handy for all.

Vice-president Ritchie will conduct an auction for the benefit of the group. He will sell the articles you bring from your area. This is planned for Friday evening. After the banquet on Saturday, president Ed Lawler will have a program for us that includes singers and other fitting things.

Do not forget that there is a cut-off date for reunion registration. There can be no guarantee of rates or services after this date. Get your paperwork in to Bob and to the Holiday Inn and avoid the rush.

All in all, it looks like a great time will be had by all. See you in Virginia Beach.

Gerald Pine, Harold Rutka, Bob Wright
34th Bomb Group Reunion Committee



DIRECTIONS TO HOLIDAY INN

DRIVING

1. Coming from Delaware on U.S.-13, cross the Chesapeake Bay Bridge Tunnel to US-60, then follow US-60 east to the Holiday Inn at 39th and Atlantic Avenue.
2. Coming from the north on I-64, come through the Hampton Bay Bridge Tunnel to US-60, take US-60 east until you reach the Holiday Inn.
3. Alternate to above: Continue on I-64 to the Va. Beach Norfolk Expressway (toll road No. 44), east on 44 to Atlantic Avenue, then left to the Holiday Inn.
4. Coming from the south on US-13, US-58, US-460, US-17 or SR-168, follow these to I-64, take I-64 eastbound to toll road No. 44, then proceed as in No. 3 to Holiday Inn.

Note: Traffic on I-64 and toll road No. 44 is extremely congested during the hours of 6:30 to 9:00 A.M. and 3:00 to 6:30 P.M.

FLYING

There is van shuttle service at the Norfolk airport located just outside the baggage claim area. Service every hour or better. Cost is $8.75 per person, one way, or $14.00, round trip. This service takes you directly to the Holiday Inn.

On the day before you leave (should be Saturday) phone (804) 857-1231 for pick-up on the following day for return trip to the airport.

REUNION REGISTRATIONS

(As of 7/15/88)

Last Name		No. Attending
AMES	VERNON & MILLIE	2
ANDERSON	KEITH ELLY VEON & AL BECKWITH	3
ANTANOVICH	ALEX & BETTY	2
ATTRIDGE	CHARLES & EVALYN	2
BALLANTYNE	ROY & MILDRED	2
BAUGHMAN	CLEO & FREDDIE	2
BAUMGARDNER	DAVID & VERA	2
BERGOLD	ROBERT & OLIVE	2
BESS	LEONARD & HELEN	2
BILLMAN	CHARLES & ISABELLE	2
BRAUKS	WALLACE & DORIS	2
BRAVEMAN	MILTON & ELAINE	2
BURNELL	BILL & LORIE	2
BUSS	PAUL & MARY	2
DAVIDSON	JEAN	1
DE HAAN	BENJAMIN & HELEN	2
DEATHERAGE	GRADY & EDITH	2
DI NENNO	ALFRED & ELSIE	2
DOMINO	JOSEPH & VICTORIA	2
FORISTER	CARROLL & SYLVIA	2
FREYSINGER	CARL & IMOGENE	2
GAVRYCK	CHESTER & JACQUELYN	2
GIBBS	CLAUDE & AUDREY	2
GRAY	WILLIAM "PETE"	1
HAMPTON	FRED & MARY LOU	2
HANRIHAN	JAMES & JOY	2
HARTWICK	ROBERT & LORRAINE	2
HINCHEE	RAYMOND & MARGARET	2
HOOD	JACK SCOTT MIDDLETON	2
HOWARD	PHILLIP & JEAN	2
HOWARTER	WAYNE & LAVERNE	2
IVEY	KIVETT & LUCILLE	2
JORDAN	DEXTER & BEULAH	2
KENNY	JIM & MARY	2
KINCAID	GERALD & EDITH	2
MARTIN	JAMES	1
McCOLL	RODERICK & KRIS	2
NENDELL	ROBERT & DOROTHY	2
NEWTON	THOMAS & MILDRED	2
PACHOLSKI	ROBERT & GINNY	2
PARENTEAU	EARL & IRENE	2
PINE	GERALD & WANDA	2
RITCHIE	GEORGE & JUNE	2
ROMERO	CLEVELAND & HENRIETTA	2
RUTKA	HAROLD & GEN	2
SAULNIER	ERNEST & FLORENCE	2
SCHERR	FREDERICK & LIBBIE	2
SHARE	JACK & MARIAN	2
SIMMONS	FRED L.	1
SIMPSON	RONALD & MARTHA	2
SMITH	JOHN & JULIE ANN	2
SMITH	NORRIS & KATHERINE	2
SNELLING	THOMAS & VIRGINIA	2
SOTHERN	BRUCE & MUGGS	2
SUMMA	RAY & HANNAH	2
UNDERWOOD	DOUG	1
WRIGHT	BOB & ESTHER	2
		TOTAL 110

AUCTION

WANTED

A very special memento
or
A Keepsake
or
A local product
for
AUCTION, U.S.A.

Our next "AUCTION U.S.A." will be held at our reunion in Virginia Beach. Please make the effort to select something of interest, a tid-bit from your life, "memorabilia", a super gag gift, a local product, etc.

Uniqueness and desirability are more important than the cost. Please use your imagination as well as humor and good spirits to select something unusual. Maybe even get a laugh!! If your imagination won't "fly" — send money, that's always funny. Please make all checks payable to 34th B.G. Assn.

Bring your gifts with you to Virginia Beach and hold them until the late afternoon of the auction. I will either make an announcement or have an information sign at the registration desk. (Easier for me if you'll help bring things to the auction block).

If you are not attending, please mail your gift or cash donation to: George J. Ritchie, 107 Rock Ct., Swansboro, NC. 28584. THANK YOU!!

George J. Ritchie

Lou DeSantis on clarinet, Lou Cohen on sax, and "The Snail'

Notes From Our Friends

WALTER SHORE - Jocotepec Jalisco, MX.

Must say that times are tougher down here. In that line, I just read that a Plymouth Volare made down here costs us $17,000.00 U.S. Same car exported to the U.S. can be bought up there for $8,000.00. What a rip-off. We still have the old 1964 Mercedes 220b. Just had to buy a master cylinder, cost $150.00 U.S., but very little for labor. Base wage still $3.50 U.S. per day and poor people have lost their buying power to the tune of 45% in the past 6 years.

* * * * *

WILLIAM "PETE" GRAY - Virginia Beach, VA.

They said I have "Polymyalgia Rheumatica", sometimes known as PMR. They tell me there are 23 different kinds of it and that makes it hard to prescribe medicine. Am taking steroids now and seem to be improving - they've cut the dosage down to about 1/4 of what I was taking earlier. That stuff will cause stomach ulcers so you have to take several other pills to off-set what it does.

Anyway, think I'm doing better - a little each day - just hope I can make it to the reunion in September. Wouldn't that be something if I couldn't make it - and right here in the same town where I live.

(Editor's note: If you don't, Pete, you sure as hell will have a lot of visitors.)

* * * * *

WALLACE BRAUKS - St. Louis, MO.

Several weeks ago (March), my sister Doris (who some of you know) had a problem. Her heart stopped several times. I took her to the hospital. They checked her out, her heart stopped again. She's had a pacemaker put in and is O.K. now.

* * * * *

JOHN W. LEATH - Cathedral City, CA.

I received information from Ray Mueller on the Assn. and I'm glad to join. He and I were in the same unit, the 391st Sqdn.

* * * * *

CLAUDE R. CONKLIN - Belle Plaine, IA.

In reading my last Legion magazine, I found the notice of the 34th BG reunion at Virginia Beach. Since I flew with the 34th during WWII I want to join and attend the reunion.

* * * * *

OTIS M. GRYDE - Kailua, HI.

A couple of years ago everyone thought I was not long for this world. The main valve that pumps (or controls) blood around from the heart was not working at more than about 10%. The medics decided to replace the mitrol valve with one from a pig. This was a new, rather unproven way of doing things, but I had nothing to lose. The M.D. in charge said "If he makes it, we all win; if not, he can't lose as he won't make it anyway." I made out O.K. and am getting better every day.

Standing-L to R: J. E. Bouldin, C.R. Attridge, C.W. Saunders, L.W. Boreen
Kneeling-L to R: T.J. Cristman, W.H. Reynolds, J.J. Shulman, H.L. Henson, M.R. McSpadden, J.J. Datchler.

WILLIAM E. CREER - Las Vegas, NV.

Thought the following excerpt of a letter from Ian Hawkins might have some interest for members of the 34th. I appreciate there are a number of opinions concerning the erosion of bronze castings, i.e., they get better or worse. But, it is interesting to see that the British keep an eye out on our behalf.

"Mr. Roland Prient, Supt. of the American Military Cemetery at Cambridge recently met with Mr. Ron Blake (British Legion, Mendlesham) at the 34th Bomb Group Memorial at Mendlesham Airfield. They discussed various methods of giving the bronze plaque on the memorial a thorough cleaning and then protecting it with a coat or two of clear varnish."

* * * * *

WILLIE T. JOHNSON - Sacramento, CA.

My wife and I visited England last summer and, among other places, we stopped in Mendlesham. Needless to say, what a change (which I expected). We're both looking forward to the reunion.

* * * * *

CHARLES R. SCHNIEDER - Plano, TX.

I was Harry Perry's navigator and Tom Newton was his co-pilot. I talked with Tom in April, the first time in over 40 years. He and Mildred, his wife, seemed very interested in attending the Virginia Beach reunion in September - as am I.

* * * * *

LEE E. SACHERMAN - Woodland Hills, CA.

Since Sidney Doppelt found me, we have been corresponding irregularly. One of these days he may visit California. Mary Ann and I will be in London this summer. We'll spend a week in and around same, but are not planning to include a visit to Ipswich.

* * * * *

ALEX ANTANOVICH - Scenery Hill, PA.

I read in the local newspaper that the 34th BG is holding its annual reunion in September and you are looking for all former members. I was in the 34th operating out of Mendlesham. We moved as a group from Blythe, CA. to Mendlesham, England. We were shot down on our 5th mission (May 30, 1944). I believe we were the first crew that didn't return from a mission.

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Continued on page 6

Notes From Our Friends

Continued from page 5

JAMES A. LOISELLE - Danburg, WI.

Our river is all open now, and full of ducks and geese, so I guess spring is here at last. I haven't heard from any of my crew since Christmas, but I guess no news is good news. I sure enjoy our 34th newsletters and read them over and over.

* * * * *

PAUL SUBJECT - Grayslake, IL.

Barbara and I have recently returned from a great visit with Bill and Nell Wright in Florida. It had been forty-four years since we had seen the Wrights. Bill and I were in bombadier/navigation training together. We were also in the 34th at the same time but didn't know it. Bill learned it when they got back from Cologne after we had crashed on take-off. Somebody told him that I survived and had been shipped to a general hospital.

* * * * *

GERALD F. KINCAID - Bellevue, WA.

I retired from Boeing on April 1st. Now I will be able to do some traveling. Plan to be in England in July (My first visit since the war). Will visit the 34th BG. site and then to Paris to visit with my daughter and her husband and two children. I also plan to attend the reunion at Virginia Beach (This will be my first one.) Later this year I plan to move back to Springfield, Ohio.

* * * * *

AL DiNENNO - No. Ft. Myers, FL.

We haven't forgotten the 34th. Hope to see you all in Virginia. Elsie and I are having a good time here in Florida, bowling, golfing, fishing and traveling.

* * * * *

FRANK R. GRIFFITH - Omaha, NE.

The packet of newsletters is certainly appreciated. Reading that stuff sure brings back memories. I didn't know such an organization existed until I saw it in the "VFW" magazine.

I only flew 6 missions in Tommy Thumper. I was made a lead navigator and flew with several crews for the balance of my tour. I intend to attend a reunion after I retire and try to reacquaint myself with some of the people I worked with.

* * * * *

Top row - L to R: Ashwood, Eggleston, Travernict, Torre. Bottom row - L to R: Harper, Edwards, Peczkowski, Borders, Henderson.

Mar. 1944 Los Angeles Trianon Ballroom. L to R: Jim Murray, Lou Cohen, Jim Humphries, Roland Beach, Jack Berrill.

ROBERT ALVES - N. Olmstead, OH.

So far, 1988 has been somewhat topsy-turvy for me. I had prostate surgery in January and it took four weeks for me to stop bleeding, which weakened me to a considerable degree. However, I am feeling great again and ready for the golf course.

I read your newsletters with interest. It's just hard for me to believe it's been 43 years since I pulled out of Mendlesham Green. But the memories still linger. The one thing I do remember was the night that Jerry sneaked in behind our planes as they were landing and knocked off three of our B-17's. One came right over our barracks a blazing inferno. It's a bad memory and one I hope never to see again.

* * * * *

JOHN H. GALLOWAY - Crawfordsville, IN

Recently I learned of the 34th Bomb Group reunion through a notice in the American Legion magazine. Peculiarly enough, although I was with the 34th from 28 Sept., 1944 until 1 June, 1945, flew 30 combat missions, and was in the Reserve as a major for many years thereafter, I had never previously learned of such an association. I would appreciate a roster of association members to see if any of my former close associates are listed.

* * * * *

WESLEY E. WALLACE - Spokane, WA.

I was an original member of the cadre from the 2nd BG. that formed the 34th in 1940 at Westover Fld., MA. After Pearl Harbor we were shipped from base to base. I was farmed out with another cadre and lost contact with members and would like to renew correspondence with them.

* * * * *

NORMA (HAROLD) PARRISH - Carbondale, IL.

Harold has been in poor health for some time. The past couple of years have been rather difficult. The ravages of Parkinson's and Alzheimer's disease have prevented either of us from enjoying our "golden years" as much as we anticipated. It is with anguish in my heart that I must report to you that he is in a nursing home and, as you would expect, prognosis for recovery is 0%. I am so glad he had the opportunities to renew acquaintances with the 34th B.G. at the reunions. Thank you so much for organizing them.

* * * * *

ERNEST A. SAULNIER - Rotonda West, FL.

Finally observed a reunion notice in the April issue of the Legion magazine and wish to attend. I joined the group in Blythe, CA. and in England was with the 7th Sqdn. as a power gun turret specialist with the rank of S/Sgt. I'm looking forward to seeing everyone at the reunion.

* * * * *

Continued on page 7

Notes From Our Friends

Continued from page 6

EDWARD F. MUNK - Scotia, NY.

Income tax season is over and the government won, as usual. It was nice to get all the information you sent. I have wondered from time to time over the years what had happened to the guys. It's been a long time. Too bad I didn't know about the King of Prussia get-together last year. That's quite close.

* * * * *

WINFRED L. CROSBY - Lee, ME.

I want to tell you that I have found a buddy I was in England with. He was wounded on a mission with me. He had a head injury that required a metal plate being placed in his skull, and had memory loss for some time. I had not heard from him in years. I'm glad I found him. His name is William Escherich.

* * * * *

JESSIE MAE (WILEY) MOORE - Ashville, NC.

Sorry I haven't written sooner to tell you of Wiley's passing on March 30th. We found out in Nov. '87 that he had cancer. Went into the hospital on our 49th anniversary, 12/11/87, and had his operation on his 71st birthday, 12/21/87. It's been very hard for me to write to anyone. Don, short for McDonald, was so pleased to hear of Louis West, whose name appeared in your last issue. Louis was on his plane when it went down over Holland and he had not heard from him since. Louis called the week before Don passed away and Don was thrilled to hear from him. All the boys called Don "Pappy" cause he was the oldest of the crew.

* * * * *

KEITH ANDERSON - Ravenna, OH.

Due to low manifold pressure I'm having trouble maintaining altitude. However, I wish to thank you all for your many welcome letters and cards. I'm still fighting the old bout with cancer. Taken for granted that I can maintain proper headings and the fuel holds out, I expect to see you all (Y-all) in September at Pete Gray's stomping grounds at Virginia Beach.

* * * * *

MICHAEL DERENGE - Port Charlotte, FL.

I'm now retired from Bethlehem Steel in Baltimore, MD. with 32 years of service. Previous to that I worked 10 years in coal mines in W. Va. I don't think I'll be able to attend the reunion at Virginia Beach as we are making a trip to Norfolk, VA. in June to visit our daughter who is expecting her first baby. Can't make two trips so close together. May see you all another time.

Capt. Tom Ritchie, James F. Martin & George Ritchie posing in front of a B-1 Bomber.

Living Quarters at 34th B.G. Mendlesham England Base.

JIM KENNY - Shoreham, NY.

I plan to visit the larger wineries out this way to see about some samples for the auction. Wine making is a new industry out here. The potato and cauliflower farms are becoming vineyards and horse farms. Last fall I visited one of the wineries to see what kind of reaction I would get in asking for a donation for the auction. I got a good reception. The manager asked that I give him something for his file to justify his giving me some samples. I suggested a copy of our Mendlesham Memories citing the reunion and the auction. He said that would be fine.

I wonder if you could send me about a half dozen extra copies of the newsletter. Let me see what I can do at the other larger outfits. The manager I spoke to liked the idea that their product could be exposed to residents of possibly fifty states. I think I will get the same response from the others.

* * * * *

BEATRICE (JACK) ODOM - Palm Beach Gardens, FL.

In September we returned to North Carolina, closed the cabin, and started home. We arrived home on a Thursday, and on Sunday Jack became very sick. He slipped slowly to the floor with my arms around him. I dialed 911, then called my niece, as she lived close to me. The ambulance was there by the time I hung up and the medics agreed that Jack was in danger and a very sick man. A team of doctors agreed to operate immediately, even though his blood pressure was only 30. His gall bladder had ruptured and was in septic shock. He survived it and was in the hospital two weeks. He's doing O.K. He looks good and I hope he continues to improve. Everyone has been so good to me and helped me through this. We are very thankful for his will to live. We will be at Virginia Beach. See you there!

* * * * *

JOHN SLOYNE SMITH - Tinton Falls, NJ.

Can't wait until September rolls around. I figure we should have a real nice time at Virginia Beach. I'm not doing too bad. My ticker is going along nicely since I take my pills regularly. It seems I've had a rheumatic heart since I was a kid in England. My mother didn't inform me and it wasn't until I had trouble last year that my sister and brother both confirmed that when a child I had a bum ticker. Some mistake the doctors made when they gave me my flight physical, what with x-rays, Cat-scans, and various cardiology tests I had to take. Anyway, I got my missions in. Now, my right knee is acting up again so I'll have to stop chasing the girls.

* * * * *

Continued on page 8

Notes From Our Friends

Continued from page 7

CHESTER GAVRYCK - W. Sand Lake, NY.

I belong to the local Kiwanis Club here in my village and I had a program to put on at our meeting. I decided to talk about a wartime experience of saving lives instead of taking them. So I spoke of the five food drops to the 3 million Dutch starving in Holland. I spoke of the three trips I wangled my way to go on.

After I finished a fellow Kiwanian spoke up and said he was 12 years old and lived with his parents just north of Shiphol where we dropped most of the food. He said just before he got some of the food that we dropped, he and his family were reduced to eating boiled tulip bulbs to eke out their meals. He is now 6'-3" and eats like a horse and is a good friend of mine.

* * * * *

CHARLES HARMON - Fari Haven, VT.

On page 18 of the June issue, the fellows are, from left to right, Charles Harmon, Clinton Baun, Valentine O'Brien and Joseph Lindia.

STEPHEN NIATAS - Plainsboro, NJ.

Why is a small part of my past life so vividly implanted in my mind and heart? The visions that I often recall are so real that, for the moment, I know I am there, but I am here. It is June, 1988, not March, 1945.

I hear the chatter over the engine roar. There goes tail end Charley; it blew up; there is nothing. It was a direct hit. Oh! At 3 o'clock another B-17 lost its whole right wing; no parachutes; they're all gone. The B-17's were not of the 34th Bomb Group. They were stragglers, tag-ons. We of the 18th Sqdn. avoided hits by evasive action.

The chatter fades now. We were safe; the engine roar is gone. The smell of death to our comrades lingers in our nostrils. Back home then in England, and home it is June '88, not March '45. We have lived in this time past that gave life today a special meaning.

* * * * *

FRANCIS B. YATES - Guilford, CT.

I took a Space A hop from New Hampshire to California. Decided to take a bus trip to Tuscon via Blythe and Phoenix. Very interesting seeing the desert country again. While passing the old base at Blythe, it appeared that there is a hangar and small air strip left from the old days. I guess that it is now called the Blythe Airport. I tried to get some "wheels" in Blythe to drive out to the old site, but was unable to attain any. I talked with about ten "locals" to try to learn about what happened to the base after the war. Surprisingly, nobody even knew that an Air Base existed in Blythe during WWII. And these were people our age who were life-long residents. One waitress indicated that her father took her out there when she was a little girl - right after WWII. She said that she found a couple of items like a whiskey bottle, keys, etc. I said to these people that I was very much surprised to see articles about Camp Young and General Patton in their historical paper, but nothing about Blythe Air Base! I also said to them that inasmuch as the base was named after their town, at least they should mention it in their paper. Their response? "Like so what?"

* * * * *

HENRY TOBIASON - Remer, MN.

I would like to put in my two cents worth on who shot down the "Buzz Bomb." I was on that mission and on the return trip over England, our pilot told us that a top turret gunner in the 7th Sqdn. had shot down a "Buzz Bomb." If the picture and the pilot's name, Lt. Elbert Swenson, is correct, then the top turret gunner is Sgt. Robert Gillespie. This information is from my copy of the 34th Group Roster and travel orders. Lt. Swensen was Crew 31 in the 7th Sqdn.

Standing L to R: VanderKley Cocherell, Johnson, Hicks & Nichols.
Kneeling L to R: Springman, Conklin, McArdle, Dunn & Lotspeich.

34th Bomb Group History Book Progress Report

We are sorry to report that the schedules we were previously quoted have fallen by the wayside. The "blue line" prepublication (proof) copy did not reach me around the end of May as promised. As I write this we are in mid-July and I have just received about two-thirds of the "blue line" copies for review.

We are constantly after Turner Publishing Co. to follow through on their promises. At this stage of the game we are demanding that the completed books be in the hands of the buyers before our September reunion. They tell us this should be no problem, but time will tell.

Based upon what we've received so far we know they are working on it. Those of you who have ordered your books, please have a little more patience. We'll get the book eventually.

W.L. McAllister

Standing L to R: (Unknown), Harmon, O'Brien, Baun, Lindia, (Unknown).
Kneeling L to R: Cannon, Davy, Stiver, Riley, & Pignanelli.

NEWS FROM HERE AND THERE

BOB WRIGHT sent in the following:

The Aviation Cadet Alumni Association is seeking former pilot cadets. Send Flight Class, primary, basic and advanced locations to Lt. Col. Harry C. Bradshaw, USAF (Ret.), RFD -1, Newmarket, NH. 03857. Purpose: help others locate former classmates. Effort is non-profit and will not be commercialized. Include stamped envelope for specific class information.

* * * * *

WILBUR K. BOROM writes that he is involved with a group in Texas who are trying to form a limited partnership to finance the production of a motion picture based upon a book called "Taming the Neuces Strip," which is a true story of an outstanding Texas Ranger Captain, Leander H. McNelly. Also involved in this project is James Arness, the actor, and U.S. Marshal Clint Peoples. Any of our members who are looking for this type of investment which Wilbur says is an outstanding, low-risk one, get more information by writing: Wilbur K. Borom, 827 Highland Oaks, Dallas, TX. 75232.

* * * * *

WALLY BRAUKS sends in the following:

Former prisoners of war, or their next of kin, may apply for the P.O.W. medal by writing to the military records center of the service of which they were a part during their imprisonment. A toll-free number, 1-800-873-3768, has been established to take requests for application forms and provide information about the medal. Written requests for issue of the medal or determination of eligibility should be addressed to:

Air Force Reference Branch
National Personnel Records Center
9700 Page Blvd.
St. Louis, MO. 63132-5199

* * * * *

We have a letter from a young hobbyist seeking earlier cameras such as we might have obtained back during the war years. The brand names are too numerous to mention, but if you are interested in selling an old camera, contact: Edmund Juszczyk, 2421 West 46th Street, Chicago, IL. 60632.

* * * * *

We have a letter from Mrs. Joan Barker of Mendlesham, England, stating that, since the village predates the Doomsday Book of 1086, Mendlesham has a long history, and a number of people have formed a group to research that history. She has sent me a booklet titled "Mendlesham Exposed; A Photographic Historical Tour." It is filled with old photographs dated from before 1900. I found it very interesting.

Their group is looking for members of the 34th who might have photographs or stories which will help them to build a picture of what it was like for we young Americans arriving in a small English village. Also, she'd like to know if any of our members would like copies of their photographic booklet.

There have been rumors in Mendlesham regarding the possibility that the 34th plans to visit there next year. If so, Mrs. Barker plans to hold back some copies of the booklet for our arrival there.

If you'd like the booklet or have photos or stories to contribute, write to:

Mrs. Joan Barker
"Merry Thought"
Mendlesham CRN
Suffolk 1P145RQ
England

FR. DOUGLAS CULVER, who was the pianist with the Jive Bombers of the 34th, writes to tell us that he has an album (or tapes) of piano music, mostly of church music, which is being sold for a good cause. It seems their church, which is on the National Register of Historic Places, needs running water and plumbing. The album (or tapes) can be ordered by sending $10.00 to: Christ Episcopal Church, P.O. Box 816, Bayfield, WI. 54814-0816.

Lt. A. Eggleston

ROSE'S CORNER

Now is the time for all good men (and women) to come to the aid of their reunion! We have never visited Virginia Beach and can't wait to see what it's all about. Our committee is making it sound like a musn't-miss city. Soon we will be there and caught up in the spirit of the reunion. We will probably leave with the feeling that just being with all of our friends once more is all it takes, regardless of where. It's one big happy family, all striving for the same thing; keeping the old 34th alive and well, reliving the big WWII all over again, and seeing who can tell the biggest tale and get away with it!

Dear friends, please don't forget the auction and do bring some donation so that it will be a huge success. I would love to bring one of Indiana's covered bridges, but I'll never get away with it! Ha! Don't forget any photos you might have - bring them because someone is always interested in what you've captured on film. Let's make this a real family reunion and share our love for the 34th and for each other. SEE YOU ALL THERE.

Rose

ADDRESS CHANGES

(Changes Underlined)

ADAMS, BLUFORD L. JR., 280 Madison Ave., c/o 1404, New York, NY. 10017-0801
ALBERT, E.J., Box 145, Rollins, MT. 59931
ANDERSON, KENNETH E., P.O. Box 164, Sherrill Ford, NC. 28673
BABCOCK, ROY JR., 520 Coo Ridge Dr. -8, Carmel, IN. 46032
BALDEA, DAVID E., 7829 Shadowhill Way, Montgomery, OH. 45252
BALDEA, ELI, 2576 Brookwood Dr., LOFS, Crown Point, IN. 46307
BILLMAN, CHARLES A., P.O. Box 259, W. Henrietta, NY. 14586
BOULIANE, JEAN P., 4950 Woodway -504, Houston, TX. 77056
BROWN, NED H., 1508 S. Riverside Dr., New Smyrna Beach, FL. 32069
BRYANT, ARNOLD M., 22 Monroe Drive, Hookset, NH. 03103
CARLSON, GLENN A., 1311 White Pine Dr. N., Eau Claire, WI. 54701
CHOMIAK, HARRY J., 66 Lincoln Avenue, Woodridge, NJ. 07075
CLARK, AMY, 101 Mulberry St., Apt. 107, Springfield, MA. 01105
DONALDSON, JOHN E. JR., 2421 No. Tuckahoe St., Arlington, VA. 22205
FRAZIER, ROY G., 216 Lafayette, Lawrenceburg, TN. 38464
HANDY, MRS. GREGORY, 2044 - 41st Street., Long Island City, NY. 11105-1611
HANSEN, MILTON, 7440 North Street, Sauk City, WI. 53583
HOBAN, ROBERT C., 7293 Pontiac Circle, Chanhassen, MN. 55317-9454
HUGHES, JOSEPH E., P.O. Box 277, Carmichaels, PA. 15320
KAUFMAN, WILLIAM E., 10744 U.S. Hwy. 27, L-125, Ft. Wayne, IN. 48816
KINCAID, GERALD, 16150 SE. Eastgate Way -F104, Bellevue, WA. 98008
MANN, DONALD G., Rt. 1, Box 28, Vaughn, MT. 59481
MARBLE, DON, 10136 Cinnibar Avenue, Sun City, AZ. 85351
MERCURIS, ALISON, 2003 No. Railroad Ave., Staten Island, NY. 10306
MERWIN, TED, 4291 N. Wolford Rd., Tucson, AZ. 85749
MORRELL, EILEEN, 600 American Ave., C-511, King of Prussia, PA. 19406
ODOM, JACK, 2231 Canal Street, Palm Beach Gardens, FL. 33410
PATRICK, TOMMY, 4300 So. 8th Street, Terre Haute, IN. 47802
PEDIGO, WILLIAM E., 611 Viking Ct., Runaway Bay, Bridgeport, TX. 76026
RANKIN, EARL W., Box 805, Strassburg, PA. 17579
RILEY, JAMES W., 243 Locust Lane, Lake Havasu City, AZ. 86403-6820
RUTHERFORD, ROBERT, 89 Jefferson St., Freeport, NY. 11520
SALVERSON, LEON E., P.O. Box 10121, Eugene, OR. 97401
SANTISERIO, JOHN, Box 329, Stuart, FL. 34995
SKINNER, FRANCIS, 3579 San Jose, St. Ann, MO. 63074
STRONA, JOHN P., 4300 Holt Blvd. SP. 108, Montclair, CA. 91763
THUEMMEL, GRANT, 7240 SW. Chapel Court, Tigard, OR. 97223
VANNATER, EARL C., 204 Beverly Drive, Harrison, MI. 48625
WILSON, LLOYD E., Star Route, 57-4-A, Lenardtown, MD. 20650
WRIGHT, DODIE ("DOC"), 2654 Fisk Road, Montgomery, AL. 36311

NEWLY FOUND

(As of 7/17/88)

AYRISS, ROBERT D, Goodsam Club 102104, Agoura, CA. 91302
BASSINGER, JIMMY, 121 So. Colonial Ave., Charlotte, NC. 28207
BISHER, FRANCIS B., 5724 S. Roanoke, Springfield, MO. 65807
BROWN, JAMES H., 255 Lebanon Avenue, Pittsburgh, PA. 15228
CLARKSON, JOHN W., 459 Mall Blvd., Savannah, GA. 31406
FOGARTY, LEO, P.O. Box 17333, So. Lake Tahoe, CA. 95706
GLOUGA, JEROME, 19-B Winthrop Road, Jamesburg, NJ. 08831
GREEN, WALLACE E., 118 Beach Avenue, Watertown, CT. 06785
GROSS, GERALD, 2416 Ocean Crest Blvd., Far Rockaway, NY. 11691
HUDECEK, THOMAS J., 4103 No. 66th Street, Omaha, NE. 68104
MARKS, CHARLES C. JR, 7107 Honeysuckle Dr., Lakeland, FL. 33813
PARTSCH, CHESTER J., 3916 Gordon Street, Omaha, NE. 68105
PECK, FRANCIS J., 2620 S. Lamont St., Spokane, WA. 99203
PROTO, PASCUALE P., 26 Indian Neck Ave., Bransford, CT. 06405
QUINNELL, JOHN L., Box 4095, Skarr Rte., Sidney, MT. 59270
RAY, BETTIE, 2441 Lauder Drive, Maitland, FL. 32751
SHOVE, WILLIAM G., 3167 Madison Ave., San Diego, CA. 92116

New Life Members

TOTAL NOW 104

(As of 7/17/88)

LAST NAME	FIRST NAME
DENTER	JOHN J.
DONLON	WILLIAM J.
DORRANCE	DR. WM. H.
HANSON	AMBERS E.
HOHENSTREITER	JOHN I.
HOLCOMB	VERBAL
KAUFMAN	WILLIAM
LOPEZ	MIGUEL
MAST	WILLIAM H.
PAXTON	KEN E.
SHARE	JACK
SMITH	JOHN S.
STOUTSENBERGER	REV. PAUL
WESTMAN	CARL B.

TAPS

(As of 7/15/88)

BREAUX, Leonard
16410 Brookville Drive
Houston, TX. 77059

FRIEDENBACH, Francis
(1976)
Fortuna, CA.

GRAZIANO, Frank, (1981)
Easton, Pa.

GREINMAN, Clifford,
430 Claridon Drive
Marion, OH. 43302

LAMAR, Horace
8750 Dove Hill
Olive Branch, MS. 38634

LAMBERT, Henry K.
6828 Massaponax Ch. Rd.
Spotsylvania, VA. 22553

McCAUL, James A.
(Nov. 1985)
Dallas, TX.

NEAL, William L.
2053 Cambridge
Springfield, IL. 62704

RALL, George E.
349 Howarden Road
Springfield, Pa. 19064

RYAN, Richard E.
1900 East Tuttle
North Madison,. OH. 44057

SARGENT, James S.
6218 Conservation Drive
Jeffersonville, IN. 47130

STEWART, James

THERRIAN, ROMEO
RFD 1, Box 302
Dover, NH. 03820

Ground Crew - Lt. Eggleston's aircraft - L to R:
Keanne, Harper, Edwards, & Gorski.

Don't Forget
To Send
Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

MAKE MINE VANILLA
By PETE GRAY

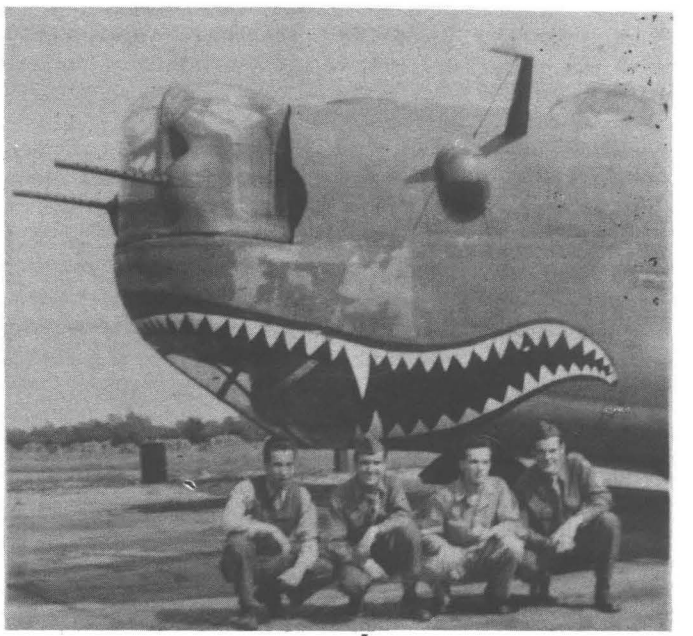
One morning in late September of 1944, when the planes from the 34th took off, one of them carried an item that was completely unessential to the mission. Back in the tail section was a one gallon hydraulic fluid can which now held 1/2 gallon of vanilla ice cream mix. The general idea was that in the sub-zero altitude encountered in the flight, the mixture would freeze.

This unusual project had been conceived some weeks earlier when several of us in the ground crew were berating the fact that we had gone through an entire summer without having so much as a taste of ice cream. Things were tough in the ETO - remember! So, I had written my family back in Virginia, asking if they could send me some type of ice cream mix that already had all the necessary ingredients in it. The best they could do, however, was to send me a mix that contained everything except milk. Unfortunately, fresh milk was one of the many items that were unavailable to us.

So we did what we thought was the next best thing - we obtained a can of condensed milk from the mess hall and diluted it with water. After the mixture was prepared, it was placed back in the tail section where the movement of the aircraft in flight would have a tendency to keep it stirred while it was being frozen. Also it was necessary to brief the flight crew concerning this particular can so as not to get it confused with the other "relief" cans scattered throughout the airplane. No bathroom facilities, remember?

Later that afternoon, when the planes returned, we were delighted to find the mixture was frozen solid. We had to cut the can apart to get it out. We broke off little pieces and tasted it. That's when we found out we had done something wrong! IT TASTED AWFUL!! We knew right then that canned milk was NOT the kind to use when making ice cream. Our theory was correct, but we just didn't have the proper ingredients necessary to do the job. We had to throw the whole mess away!

* * * * *



The "SHARK"

THE WAY IT WAS

(Continued)

By VINCENT J. DORAN

We were notified the night before when we were scheduled to fly a mission. Before going to bed, each man tied a towel around the rail at the foot of his bunk as a signal to the Charge of Quarters (CQ) whom to wake. He would come around three or four in the morning, wake you quietly, and tell you how many gallons of gasoline had been put in the tanks, and what the bomb load was. With that information, and after you had flown a few missions, you could pretty well guess the type of target and the probable destination. You knew what kind of day it was going to be.

There were lots of fresh eggs and powdered eggs at Mendlesham. You could have your choice. Since the powdered stuff tasted so terrible, everyone would go for the fresh every time wouldn't he? Well, there was one small catch that might influence your vote. Fresh eggs were brought out only during mission breakfasts, which were served between 3:00 and 4:00 AM. All personnel, flying or ground, who were stirring around at that ungodly hour, were welcome. But if you didn't have to be up then, nobody could pry you out of the sack for fresh eggs or anything else; not that cold winter.

Some of my fondest memories of the base were those mission breakfasts when I could order "three over easy" directly from the cook himself. I admired the way he would break and open the egg with one hand without dropping any bits of shell into the yolk; he could do one every five seconds.

So much of the time, that winter, England was covered by haze, fog, and low stratus clouds. If you were flying cross-country, it was difficult to keep track of where you were. Flying low, you were in restricted visibility, over unfamiliar terrain with few prominent landmarks, and were constantly so distracted by looking out for other planes or high radio towers which you knew were in the soup somewhere, too, that it was hard to focus your attention on navigation. The daylight seemed rather dim under the stratus, and all the colors and terrain features blended together. It was not easy to sort out good navigation points.

In the States, many fences and secondary roads follow surveyed section lines, and they run in true directions; north, south, east or west. This system is a great navigation aid which didn't exist in the British Isles. Roads, railroads, fences, etc. extend in every direction and cannot be used for navigation.

The English installed radio beacons, fairly close together, all over the country; they were called Bunchers. You could tune to the Buncher you wanted and follow the needle to it. This was an excellent system, especially when flying above the stratus.

They had another radio navigation aid that was most unusual, but most useful. It was called the DARKY SYSTEM. Installed in your plane was a low powered Darky transmitter on a particular frequency. On the ground all over England was a network of Darky receivers. When you wanted help in identifying your location, you would call, "DARKY, DARKY, WHERE AM I?"

A couple of times during the tactical support of the Ardennes Salient, we had to fly in weather so bad there was a good chance we would not be able to get back to England, and might have to find a field in France. The CQ relayed the order to take a couple of blankets; "C" rations had been loaded in the plane. Everybody groaned at the prospect. However, we always came back. Once in a great while the mission would be cancelled because of bad weather, while you were sleeping. It was an absolute requirement that the CQ had to wake you anyway, and tell you the mission had been scrubbed. With that knowledge, you would sink back in the most delightful sleep. No more nightmares nor restless thrashing around for the remainder of the night.

There were two Eighth Air Forces; one in England, and the other in prison camps. We could see planes getting shot down every time we went out, so we knew 8AF in Germany was getting larger every day.

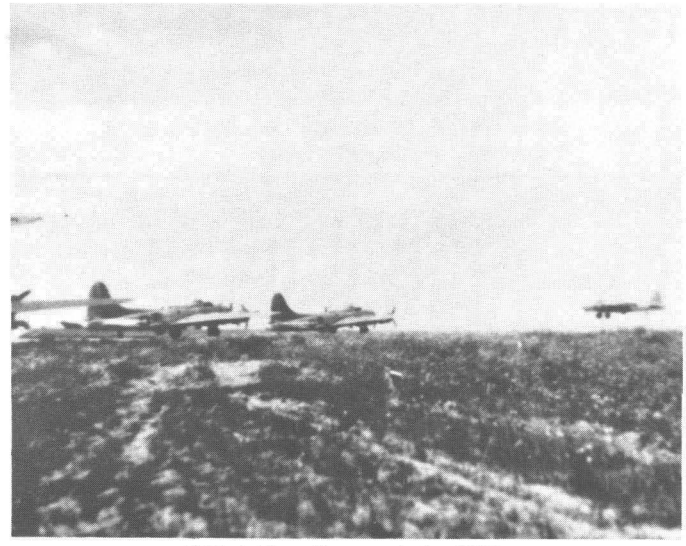
I figured their barracks would be even colder than ours were that winter. I prepared for prison camp as well as I could when dressing at my bunk for a mission; long underwear, wool pants, and wool shirt. At the drying room where we kept our flying clothes, I took off my leather GI shoes and put on heated felt slippers and sheep's pelt boots, like everyone else. But I tied the shoes to a ring so that I could snap them to my parachute harness. If I had to jump there was a good chance the boots would fly off at the sudden deceleration of the chute opening. The Air Corps had modified them by adding a strap across the instep, but I didn't trust it. If I were lucky, I would still have my leather shoes when I hit the ground. If the Germans would let me keep my flying clothes, I'd be in pretty good shape to winter in the Fatherland.

Each mission, every airman was issued an escape kit. It was often incorrectly called prisoner-of-war kit. It was a clear plastic box the size of a paper-backed book and about an inch and a quarter thick. I can't remember all the items, but there were things in the box like compasses, silk maps (silk would not deteriorate like paper), benzedrine tablets, concentrated foot tablets, toilet paper, razor and blades, wire saw, and a small knife. When all the items were removed, the box made a good drinking water bottle. It was wrapped in thin olive drab canvas. Fifty pounds of English money were there, between the cover and the plastic box.

Now you wouldn't think that an American airman trying to evade capture in Germany would be able to spend that money, would you? Well, he couldn't. But he could spend it in France if he had parachuted there, or at least he could until the Allied armies overran France on their way to Germany.

The French had a strong underground resistance movement going during the period that German troops occupied their country. If you could contact people in the underground, they would try to help get you back to England. It helped keep things moving in that direction if you could pay them. But, the Intelligence people told us, the French would accept only British

Continued on page 13



B17's taking off on a mission 1944.

Roy Tavasti's plane after crash landing, May, 1944.

THE WAY IT WAS

Continued from page 12

money. Apparently they figured that after the war, the only paper currency that would have value would be the English pound.

We wore a harness when flying rather than the whole parachute because the chute was too bulky for moving around in the plane. It was stored nearby where it could be grabbed in a hurry and snapped onto the harness. One time I needed to go back to the radio room. We were at 15,000 feet, and, of course, on oxygen. I couldn't find a walk-around bottle, but I figured I could hold my breath long enough to get back there. At the most I might need one breath which shouldn't cause me to lose consciousness at that altitude.

I unbuckled, unsnapped, and disconnected everything except my oxygen mask. I took one last deep breath of oxygen, held it, and started moving fast under the upper local turret and on into the bomb bay. Half way across the catwalk, my harness snagged on a projection on one of the bomb racks. I had to take a couple of breaths and say a few words before I could wiggle loose. By that time I was getting weak and seeing through a yellow haze. I stumbled and staggered into the radio room, and to an oxygen station. I got connected and started breathing oxygen again just as I was sliding into unconcsciousness. From then on I kept a three-minute walk-around bottle stored with the chute under my seat.

I was a skinny rat in those days. My face was so lean the molded rubber oxygen mask didn't fit right. It leaked air around the sides where it was supposed to fit snugly around the cheeks. By holding my mouth open, the rubber stretched and pulled up to the skin. Even then it leaked some, so I usually turned the controls to 100% oxygen, figuring that I was getting about the right mix of air and oxygen. After holding my mouth open for six hours, it didn't seem to want to stay shut for awhile after removing the mask. With my jaw hanging down, I must have looked like a congenital idiot at debriefing after the missions.

There were no sanitary facilities built into the B-17. You might think that was a pretty heartless omission, particularly when our missions to Germany lasted from six to ten hours. But, since they had also left space heat out of the plane, a system would have frozen and busted anyway. At the altitudes we flew, it was always at least 50 degrees below zero. So we had to come up with our own solution to the problem. It was not practical to dehydrate yourself; you would become weak. We settled for empty hydraulic fluid gallon cans. Urination was the concern.

It became the engineer's added duty to hand the can to the pilots on request. This did not appeal to him at all; he said it was "DOWNRIGHT HUMILIATING AND BENEATH MY DIGNITY." We agreed with him and sympathized, but he had a longer oxygen hose than we had, which gave him more mobility. He grumbled but we couldn't think of any other way. It was embarrassing for us, too, to have to be exposed like that. Besides, we were the ones likely to get frostbite, or stuck to the neck of the can. War has many hazards.

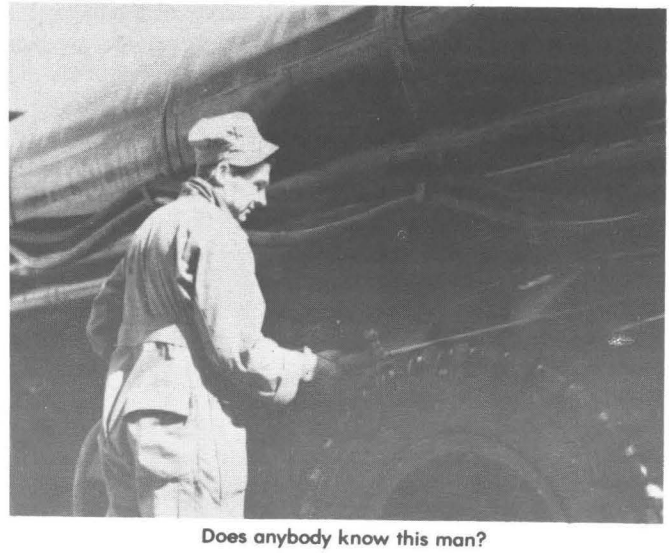
The ability of the human mind to adjust to unusual, even perilous situations never ceases to amaze me. The men in our crew could be considered a cross section of unsophisticated American youth; aging from 19 to 24. Suddenly we were drawn into a strange, exciting new world that had us half-bewildered most of the time. Uniforms, group living, living away from home, regimentation, rigorous training and discipline, learning warriors' skills, flying in bombers or any planes for that matter, combat in foreign lands or anywhere; these were all new to us. Americans have no long military history or tradition. We have no families that had had their men fighting glorious battles in the same regiment for ten generations, which is not unusual in Europe.

We have certainly been involved in terrible wars, but we think of ourselves as a generally peaceful people. We were green citizen-soldiers, temporarily displaced civilians. Everything about a world at war was new to us. But we adjusted to the strange activities around us that we had become a part of, and this turmoil became a new, normal way of life for us.

Yet, having said this, there were two activities that went on in our plane and, I suppose, in others, that absolutely confounded me. First, some of the crewmen would turn up their heated suits, settle down into comfortable positions, and go sound asleep in the middle of Germany. You had to wake them up for the bomb run. Secondly, for excitement, while over Germany, they would carry comic books and read the wild adventures of Superman and other heroes vanquishing evil enemies. THIS WAS CARRYING ADJUSTMENT TOO FAR!

During the winter of 1944-45, the London newspapers carried stories of tremendous explosions in the city, each great enough to level an entire block, and kill or injure most of the

Continued on page 14



Does anybody know this man?

THE WAY IT WAS

Continued from page 13

people within it. Authorities said the cause was exploding gas mains. They occurred every day or two or oftener over a period of several weeks; so often that Londoners became suspicious, it seemed that there just couldn't be that many gas mains. They began asking questions. The authorities reluctantly had to admit to the real cause. Hitler had developed another terrible secret weapon as he had promised. It was the V-2, the self-launching rocket bomb, the first of its kind anywhere. It was fired from small launching sites on the ground in Belgium and Holland. It flew vertically 200 miles and horizontally 200 miles toward London; always London. The launching sites were so small they couldn't be found. The rockets flew so fast, faster than the speed of sound, that radar couldn't detect them. There was no warning, and no defense. It announced itself with the explosion. All of us at Mendlesham who went to London on pass during that time remember them vividly, each of us probably experiencing them more than once; the gigantic explosion, the lighting up of the sky at night, the jolting of the city. If it hit close, it scared the spit out of you.

The war had been going on in England for almost six years and the people were sick to death of it. They had endured bombings, fires, deaths, injuries, family separations, food shortages, privations, endless hard labor, and cold working and living conditions, but this new secret weapon was almost too much to bear. Authorities had withheld announcing it, hoping they could quickly find and attack the launching sites, but they were too small and easily camouflaged. Was this another of the new German wonder weapons that might possibly turn defeat into victory at the last minute? The German people fervently hoped so; they were ecstatic at the news. But it turned to be too little too late for them. The Allies soon pushed the German armies east beyond the range of the V-2, and this terror was over.

The British officer has a well-deserved worldwide reputation for displaying proper military bearing at all times. The particular English major I had occasion to observe for a couple of days was so ramrod stiff in his every movement, he stood out in a roomful of a hundred fellow officers. He never walked, he marched, even indoors. He had a fierce oversized handle-bar mustachio. Obviously he was aware that everyone noticed him.

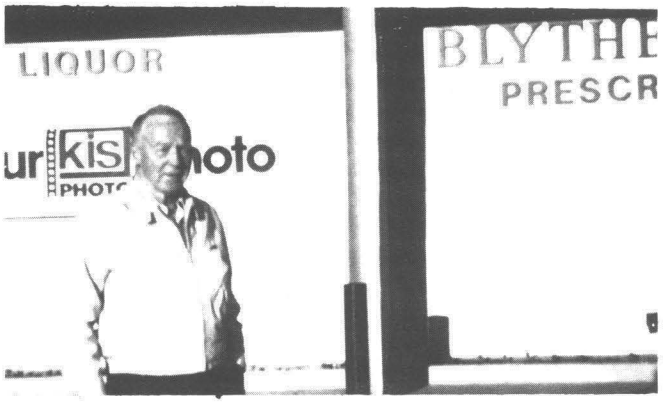
At mess he sat at attention on the edge of his chair as though poised to respond instantly to an expected bugle call to arms. He even ate at attention, if that were possible. At the ball in the evening, he held his lady in his arms at attention, and waltzed with her at attention. I was so fascinated, I could not keep my eyes off him. I could visualize him sleeping at attention.

Later I found out that is exactly what he did. He had to. His back had been broken, and the doctors had fused some of his vertebrae together. He couldn't bend. In the American army he would have been mustered out of service. The British could not be so wasteful of valuable manpower. They needed that trained officer despite his limited physical ability. They were desparately fighting for their very existence as a nation.

TO BE CONTINUED

SEE YOU IN VIRGINIA BEACH SEPT. 22-25

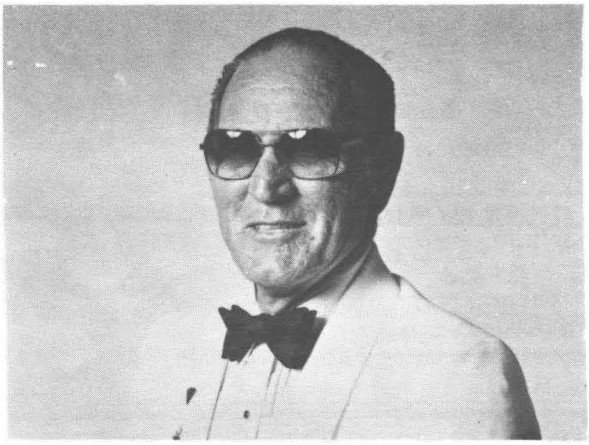
Below are Scenes of Blythe, California in 1988 By Francis B. Yates



Francis B. Yates

John W. Leath

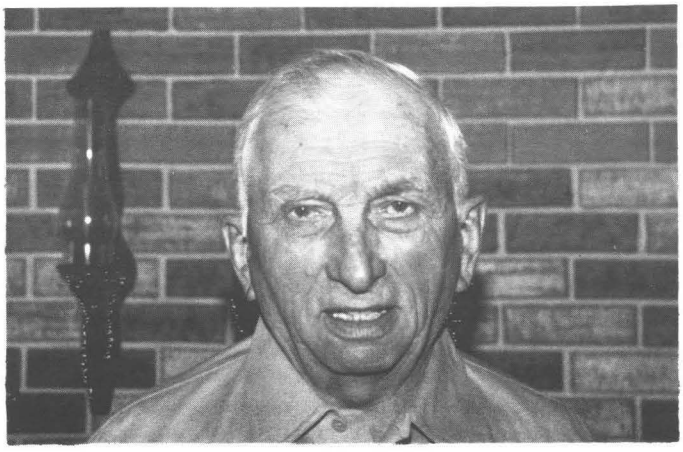
1944



1988

Henry Tobiason

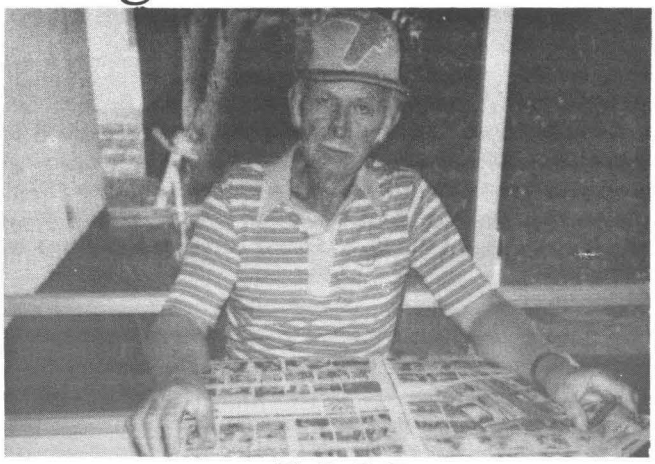
1944



1988

Michael Derenge

1944



1988

Address Correction Requested

HDQ.
34th Bomb. Group
(219) 988-4607
Crown Point, Indiana 46307
2576 Brookwood Drive
c/o Eli Baldea
34th Bomb Group Assn.

Non-Profit Org.
U.S. Postage
PAID
Crown Point, IN
Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

DARRELL BULIS - Early, Texas

Articles by Bob Springer and Pete Gray sure brought back memories of the Chinese guy who used to come to the hardstand in a jeep when we were returning from a mission. He'd ask, "Any holes, sir?" and fix them right then and there. I also learned to sing "Pistol Packin' Mama" in Chinese. We caught his act at the club and he had quite a group of us to teach. Forty years is a long time so I can't remember the words.

I do recall that about the New Year I ran into him and said, "Gung hay fat choy," but he would not let me get away with that and told me that Chinese New Years was not for us round eyes. I do not recall hearing his name at the time and am glad at last to learn it was Wong.

* * * * *

WILLIAM "PETE" GRAY - Virginia Beach, VA.
(A note to Randy Martin)

Concerning the "snow-storm" mission. Now most of us down on the flight line usually had no idea of what day of the week it was. In fact, most of us weren't even sure of what month it was - so I can't even begin to put a date on the mission on which you fellows took off in a blinding snow storm. Think it was sometime after Christmas of 1944 - probably January or February of 1945.

I remember when you left the hardstand and turned onto the taxi-strip, you hadn't gone too far before I lost sight of you as it had started to snow again. But since I knew what runway you would be using, I made my way down to the end of it. We had an accumulation of about 6 or 8 inches of snow, but it had been pushed aside on most of the runways and taxi-strips. Still, taking off or landing was going to be a problem as what snow was left on the concrete was frozen as hard as a rock. The temperature was so low the mercury wasn't even visible in the thermometer!

I managed to get to the end of the runway just in time to see a plane coming down for a take-off. It was halfway down the runway before I even saw it - the snow was still coming down. It was going so slow that at first I thought it was a plane that had just landed, but it just kept on coming. Just before it ran out of runway, it slowly - very slowly - lifted off right in front of me. As it flashed by I could see the name "Ol' Buddy" on its nose.

But you hadn't got more than 100 feet off the ground before you disappeared into the swirling snow. You were still gaining altitude when I last saw you so I figured you must have made it OK. I kept waiting and waiting for the next plane to come down the runway - but none did! I waited a good 20 minutes in that freezing cold, but no other plane showed up.

Finally, I made my way back to the Engineering Office where I was told that the mission had been scrubbed - conditions were too bad for a take-off or landing, they said. I tried to convince them that you fellows HAD taken off but nobody wanted to believe me. Even the sight of the empty hardstand just across the way didn't appear to make them change their minds. As I look back on it now, I think they let you fellows take off just so they could see if it was safe enough to do it, or not. But, even though you all made it OK, they decided to scrub the rest of the mission - which is why you were the only plane from the 34th that flew that mission.

When you returned later on that afternoon, the snow storm had diminished somewhat so you had no trouble landing. I remember asking you if you had flown by yourself, or what. You said you had tacked onto another group and had bombed the target with them. I don't recall any flak damage or mechanical trouble, either. But I was real proud of you fellows after that! AND THE AIRPLANE, TOO!

SEE YOU IN VIRGINIA BEACH SEPT. 22-25

VOLUME XI NUMBER 4 DECEMBER, 1988

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

OFFICERS

President: George Ritchie	(919) 393-8806
Vice-Pres. Everett Rose	(206) 531-5646
Recording Secr.: Vernon Ames	(716) 695-2637
Archivist: L. Douglas Underwood	(205) 281-1498
Past Pres.: Ed Lawlor	(718) 642-3863
Corresponding Secr. & Treasurer: Ray Summa	(317) 644-6027
Reunion Chairman: Gerald Pine	(608) 836-3939
Editor: Eli Baldea	(219) 988-4607

BOARD OF DIRECTORS

Sam Baglio	(717) 654-0205
Wally Brauks	(314) 849-3166
Kivett Ivey	(919) 778-2647
Miguel Lopez	(512) 487-2413
Randall Martin	(617) 749-9327
Cleveland Romero	(318) 232-0774
Harold Rutka	(218) 724-1667
Sam Wolstencroft	(401) 322-7758
Bob Wright (Reun.)	(219) 232-4287

OBSERVATIONS

We're back with another issue of Mendlesham Memories. Boy, those of you who didn't make it to the reunion at Virginia Beach missed a great time. Accommodations were good, food was good, conversation and companionship were just GREAT! A wonderful time was enjoyed by all who attended. I believe this to be true because I heard no negative comments at all. If, perchance, someone who attended does have a gripe, don't keep it to yourself. Write to Gerry Pine, our renunion committee chairman, and let him know. Only with your comments can we continue to improve, as has been the case, with each succeeding reunion.

It has come to my attention that many of you are of the opinion that Ray Summa still plays a large part in the publishing of this newsletter. This is a totally false presumption. His only responsibilities to the newsletter are as follows; 1. His letter to the membership; 2. Keeping me informed on address changes, deaths, new life members, and newly-found people; and 3. Paying the bills for all the expenses.

If you have any complaints or comments regarding any of the material written in MM, please write to me. I am totally responsible for all of the content in the newsletter. Ray has enough to do as contact man, treasurer, and corresponding secretary without having to worry about the content of the newsletter. I repeat; I am totally responsible and, as such, should hear directly from you on all aspects of the publishing of the newsletter. ENUF SAID?

Rose and I will be wintering in Orlando, FL. beginning in early December. This is something we have looked forward to for many years. We're both getting too old to handle these northern winters as we have for so long. I'll sure appreciate not having to worry about icy roads, snow shoveling, frigid cold, etc. This will be our first experience away from the ice and snow and I'll write about it in the next issue.

Next year's reunion at Shreveport, LA. promises to be most enjoyable. There are many plans for all sorts of diversions while we are there. The hotel arrangements are all made and sound most satisfying. Until all plans are finalized I cannot reveal them, but watch the next couple of issues for more news about this. Those of you who have not been to a reunion yet must try to make it if at all possible. Those of you who have been already know how enjoyable these reunions are and we expect to see you at the next one.

The reunion in 1990 sounds very exciting. We'll be going to Seattle, WA., an area of the country I have never visited. With Seattle being the home base of Boeing, I'm sure some very good diversions are in store for us. Keep watching for more news on that one.

Well, enough for now. Remember, if you have any news, comments, complaints, etc. for or about the newsletter, write me. I'll be waiting for your letters. My address is on the back of this issue. Have a wonderful winter! Rose and I want to wish each and every one of you a VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

By George Ritchie for Ed Lawler

For all those members, wives, family and friends of the 34th Bomb Group (H) that attended the Virginia Beach '88 Reunion, both the reunion and executive committees "THANK YOU" for making it all happen. It was a wonderful time. The accomodations, food, weather, beach and surf were all perfect. Your reunion committee of Wanda and Gerry Pine, Esther and Bob Wright, and Gen and Harold Rutka can be very proud of a job well done. Gerry will give you a detailed report of this reunion and the plans for future reunions.

We've added some names to our board. Everett Rose was nominated and elected Vice President for this next year and Harold Rutka and Sam Wolstencroft were named to the board. Bruce Sothern will continue as chairman of the Nominating Committee. Any member wishing to serve in some capacity can contact Bruce for a job. You won't be sorry, and your buddies will love you, so please come on board!

During the banquet Eli Baldea and Walt McAllister took group pictures at the tables. You'll find most of them later in

Continued on page 2

Presidents Message

Continued from page 1

this issue. Also, Wally Brauks dispalyed his POW medal and asked all former POWs to contact him for information on how to obtain their medal.

We were entertained handsomely by three lovely ladies, the Virginia Beach version of the McGuire Sisters. They not only sang remembrance songs of the 40's, but led us in a fabulous sing-a-long.

I'm happy to report that the scholarship fund we've talked about is now a reality. Cleveland Romero was named chairman of the committee to work out the details. Any member interested in helping with the working or growth of this fund should contact Cleveland. Also, any member with a relative going to or in higher education that might be interested in the scholarship is asked to write to Cleveland Romero (address in roster) and inquire about specifics.

I also want to bring to your attention that the "Board Room" is open to all members...Volunteer to serve...If you have a complaint, carry it, UPS it, or mail it to us. Prompt action, with a fair review, is promised. Hopefully with satisfaction.

Sincerely,
George Ritchie

P.S. June and I want to wish all of you a most HAPPY AND HEALTHY CHRISTMAS and a HAPPY AND PROSPEROUS NEW YEAR!!

Ray Summa...

"T'WAS THE SEASON OF REUNIONS"

Thanks for all those who attended both reunions and your compliments and complaints. It was great seeing so many new ones who were "First Timers" to attend our reunions.

PLEASE DON'T THINK OF A REUNION AS LIVING IN THE PAST — THINK OF IT AS "MEMORIES."

We had several ground crew present — remember, next year at the Shreveport, LA. reunion, the ground crew will be honored. The auction went well, as well as the collection taken for Rev. Culver's church.

Cards were sent to our sick friends. After arriving home from Va. Beach we were knee deep in mail. Information from Barksdale A.F.B. indicates the Museum and Memorial Walk will be built there.

After partly getting caught up with my mail and my "Honey-Do" list, we took off for the 8AFHS reunion in Des Moines, IA. It was good, but the 34th was better. Although those Iowa pork chops were delicious.

The holidays are creeping up on us so we wish you a Joyous Christmas, a Healthful New Year and, most of all, PEACE.

Ray & Hannah Summa

P.S. Those who attended the Des Moines reunion were:

Vern & Millie Ames
Paul & Beryl Anderson
Bud & Lucille Babcock
Dudley Casler
Bill & Betty Cheek
Claude & Genny Conklin
Wesley & Phyllis Franklin
Al & Shirley Gartman
Bob & Dorothy Kruger
Blair & Doris Rossow
Harold & Gen Rutka
Hannah & Ray Summa
Harold & Evelyn Williams
Ed Lonergan

(Editor's note: As we go to press we have news that Ray Summa is again in the hospital. We wish him well.)

Thoughts From The Vice President

Who in 1945, in their wildest dreams, could have imagined that in 1988 a goodly number (though not as many as we would wish for) members of the 34th Bomb Group and their wives and associates would be lounging in the lap of luxury at Virginia Beach, VA., still reminiscing over our efforts in World War II? It was a really great reunion, wasn't it? Living in that lovely hotel, with the beach front location, really makes one envy the members of the upper echelon who live permanantly in such a spot.

Again the reunion committee and their co-workers deserve a pat on the back for a bang-up job. What dedication it takes to give this much of your time and effort. Our hats are off to you for doing so much to make each reunion a success.

Speaking of success, I would like for members living in the Seattle area to contact me with their ideas and help so that we may make our Seattle reunion in 1990 a success. I will be looking forward to hearing from anyone and getting together to discuss your ideas.

Once again the auction seemed to be a success, thanks to George Ritchie, our silver-tongued auctioneer. What a gift of gab. George also needs some special recognition for taking over and so ably carrying out the duties of the president in the absence of Ed Lawler. A job well done, George!

Everett Rose
Vice President

L. to r.: Bill Cheek, Paul Beckley and Charles Fetters of "The Flying Pinocchio".

34TH BOMB GROUP ASSN.

(Actions taken at general meeting, 9/24/88)

1. Treasurer's report show $8,119.12 in the memorial fund, $7,753.93 in the general fund, $11,349.20 in the life membership fund, and $11,260.21 in the reunion fund. The audit committee of Wayne Howarter (chairman), Wally Brauks, and June Ritchie reported the accounts are in good order although they would like to see some changes in bookkeeping methods. It was recommended that surplus funds be deposited in accounts offering larger return than bank savings accounts.
2. The reunion committee (Gerald Pine, chairman, Bob Wright and Harold Rutka) reported that 310 reservations were received for the Va. Beach reunion. They also gave a history of the reunion fund, including the Nashville surplus, to date. Reunions coming up are: Shreveport, LA. (Lonnie Crook, contact) in 1989; Seattle, WA. (Everett Rose, contact) in 1990; Dayton, OH, in 1991; and Kansas City, MO. in 1992.
3. Notes in the suggestion box included having the registration lists by squadrons for easy locating, more daytime activities at reunions, opening of the hospitality room on Wednesday plus a temporary locator board and name tags on Wednesday.
4. Walt McAllister reported the 34th book is now ready and in the mail to all shortly. Those who have not advance-ordered may buy a book from Ray Summa.
5. Based upon instructions from the board of directors, Eli Baldea reported that each year the June issue will include the roster and will be mailed to all names on the roster whether membership is paid or not.
6. A scholarship fund of $500.00 was created for members' families and Cleveland Romero was made chairman of the committee which includes Hal Province and Marquis Deal.
7. Permanent name tags can be ordered from Harold Rutka.
8. Some interest was shown in a return to Mendlesham. Harold Rutka suggested no sooner than 1990 to give some time for planning. Trip dates should include last Sunday in May for the Memorial Day service at the cemetery at Cambridge.
9. Member, Rev. D. Culver of Washburn, WI. needs some financial assistance for his parish. We passed the hat at the banquet and a total of $500.00 will be delivered by Harold Rutka.
10. The nominating committe (Bruce Sothern, chairman, with Pete Gray and Everett Rose) presented their slate for this year as follows:
    President — George Ritchie
    Vice-Pres. — Everett Rose
    Director — Sam Wolstencroft
    Director — Harold Rutka
    These men were elected by acclimation.
11. Ray Summa reported that the 18th Sqdn. "day room" at Mendlesham is to be razed. Their emblem on the wall might be saved. Ray was instructed to follow up on this and report in a later issue.
12. Ray Grinrod asked for recognition of the original advance group that met the 34th at Mendlesham. Ray Summa is to investigate the history of the group and report at a later date.
13. More local publicity is needed for reunions. Before the next reunion, (June issue), Mendlesham Memories will carry a sample news release which all members can submit to their local newspapers.

Standing l. to r.: Bryan, Spink, Spence, (Unknown), Freysinger, & Voss.
Kneeling l. to r.: Day, Hanchar, Busse, & Bowen.

Attendance at Virginia Beach Reunion

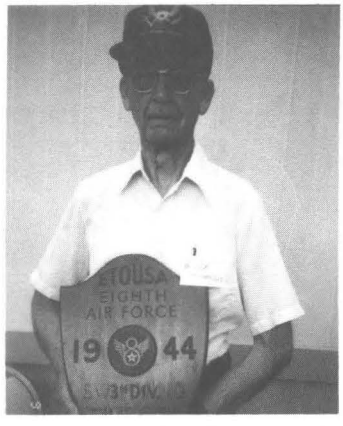
(Total attendance 318)

ALLEN, DONALD & LA RAINE
AMES, VERN & MILLIE
ANDERSON, KEITH with ELLY VEON
ANTANOVICH, ALEX & BETTY
APPLEGATE, RALPH & MARY
ARMSTRONG, DENTON
ARTUSO, ANTHONY & MARY
ASHBURN, JACK & FRANCES
ATTRIDGE, CHARLES & EVALYN
AUTRY, EDWIN & MARY
BABCOCK, BUD & LUCILLE
BACALIC, TED & MARY JANE
BAER, BOB & ROSEMARIE
BAKER, LINK & YVONNE
BALDEA, ELI & ROSE
BALLANTYNE, ROY & MILDRED
BARCLAY, CHARLES & ROBERTA
(Brought 2 guests)
BAUGHMAN, CLEO & FREDDIE
BAUMGARDNER, DONALD & VERA
BECKWITH, MR. & MRS. AL
(Guests of Keith Anderson)
BERGOLD, ROBERT & OLIVE
BESS, LEONARD & HELEN
BICE, ROBERT & ZELMA
BILLMAN, CHARLES & ISABELLE
BLOCZYNSKI, JOHN & MARGE
BOREEN, LLOYD & BOBBIE
BRAUKS, WALLACE & DORIS
BRAVEMAN, MILT & ELAINE
BREITSCHARDT, EDWARD & SARAH
BROWN, SIDNEY
BROWN, WILLIAM & NITA
BRYDGE, GLENN & DAISY
BULIS, DARRELL & FLORENCE
BURNELL, BILL & LORIE
BUSS, PAUL & MARY
BUXTON, JOHN & ELDA
CAMPBELL, ROBERT & LIZ
CARTER, PAUL & LOIS
CLARKSON, JACK & DOROTHY
COBB, JUNIUS & VIRGINIA
COLE, ROBERT & GINNY
CONKLIN, CLAUDE & GENNY
CUTTING, RICHARD & BETTY MAE
DAVIDSON, MRS. BATES M.
DE HAAN, BENJAMIN & HELEN
DI NENNO, ALFRED & ELSIE
DIETERLE, MARCUS W.
DOMINO, JOSEPH & VICTORIA
DOOLEY, LAWTON & JO
DRAHNAK, JOSEPH & EILEEN
FARLEY, JOHN & BERNIE
FELKER, WALTER & JANE ANN
FINLEY, DALE & MARGIE
FORISTER, CARROLL & SYLVIA
FREYSINGER, CARL & IMOGENE
GARNEK, JULIE
(Guest of Marge Paulmann)
GAVRYCK, CHESTER & JACKIE
GIBBS, CLAUDE & AUDREY
GOMBOS, BILL & MARJORIE
GOODNOUGH, ROBERT & JUDY
GRADIN, ROBERT & GINNY
GRAY, WILLIAM "PETE"
GREGORSKI, CHARLES
GRIFFIS, WILLIS
GRINROD, RAYMOND
GRZESKOWIAK, RAYMOND & NORMA
GUZENSKI, FRANK & DELLA
HAMPTON, FRED & MARY LOU
HANRIHAN, JAMES & JOY
HARTMAN, FRANK & PEARL
HARTMAN, RALPH & BARBARA
HARTWICK, ROBERT & LORRAINE
HEINLEIN, GEORGE & HELEN
HENRY, GLENN & KAY
HINCHEE, RAYMOND & MARGARET
HOOD, JACK
HOWARD, PHILIP & JEAN
HOWARTER, WAYNE & LaVERNE
ISRAELSEN, AL & AGNES
IVEY, KIVETT & LUCILLE
JAMES, EUGENE & HELEN
JONES, EDDIE & IANTHIA
JORDAN, DEXTER & BEULAH
JURGENS, HENRY & RUTH
KAUFMAN, WILLIAM & EILEEN
KENNY, JIM & MARY
KINCAID, GERALD & EDITH
KLINE, GEORGE & MARGARET
KRYSTOF, JOSEPH & FRANCES
LESTER, RAYMOND & MARY
LIPSCOMB, LINDSEY & DEE
MACIEL, EARL & HELEN
MARTIN, JIM & BETTY
MARTIN, RANDALL & SHIRLEY
McALLISTER, WALTER & RUBY
McCOLL, RODERICK & KRIS
McINTIRE, JAMES & MARIAN
McMILLION, HARRY
MILLER, JAMES & LA RUE
MORGAN, CHARLES & DOROTHY
MORRELL, JOSEPH & SOPHIE
MUENTE, FRED & GINNY
MURPHY, RALPH
NENDEL, ROBERT & DOROTHY
NEWTON, THOMAS & MILDRED
NOULIET, WILLIAM & DOREEN
ODOM, JACK & BEATRICE
OLDS, MELVIN & DEAN
PACHOLSKI, BOB & GINNY
PARENTEAU, EARL & IRENE
PAULMANN, MARGE
PAXTON, KEN & KATHLEEN
PECZKOWSKI, BERNARD & KATHRYN
PERRY, HARRY & WILLIE
PHILLIPS, HELEN
PINE, GERALD & WANDA
PLATZ, ROBERT & JOY
PRILLAMAN, ARNOLD & GEORGIA
PROVINCE, HAL & JANICE
RAY, BETTIE & FRANK
REED, JAMES & MARTHA
RICHART JR., GEORGE
RITCHIE, GEORGE & JUNE
ROMERO, CLEVELAND & HENRIETTA
ROSE, EVERETT & PEGGY
RUTKA, HAROLD & GEN
SAEGER, EARL & PAT
SAKAL, CHARLES & ROSE
SAULNIER, ERNEST & FLORENCE
SAWYER, TOM (Guest of Ken Paxton)
SAXEN, ROBERT
SCHARMEN, MERRILL & AUDREY
SCHERR, FREDERICK & LIBBIE
SCHNEIDER, CHARLES
SCHOCH, FREDERICK & CLARA
SCHOMMER, PAUL & BETTY
SHARE, JACK & MARIAN
SHEESLEY, BYRON & MARY
SHINN, WHILMER
SHULL, PAUL & PAULINE
SIMMONS, FRED
SIMPSON, RONALD & MARTHA
SIMS, PAUL & FRANCES
SIVRET, FRANK & ALDA
SMITH, JAMES & JANE
SMITH, JOHN SLOYNE
SMITH, NORRIS & KATHERINE
SMITH, OREN & LOIS
SNELLINGS, THOMAS & VIRGINIA
SNOW, WEBB & THELMA
SOTHERN, BRUCE & MUGGS
STEMEN, CARL & PEGGY
SUDDERTH, CLYDE & BETTY
SUMMA, RAY & HANNAH
SUMMERS, BOB & PAULINE
TAVASTI, ROY & KATE
THOMPSON, ROY & VALERIE
TRAUERNICHT, CARL & MARGARET
TURNIPSEED JR., SAM
WALLACE, KARL & JUDITH
WESSEL, JEROME & DOROTHY
WHITING, JACK & FRANCES
WILLIAMS, HAROLD & EVELYN
WILLIS, CLYDE & LYNN
WIMER, DANIEL & FRANCES
WOLSTENCROFT, SAMUEL & ARLENE
WRIGHT, ROBERT & ESTHER
YOUNG, JOHN & BLANCHE
ZELDES, BENJAMIN & EDITH

Editor's note: Ed Lawler, our past president, was taken seriously ill and could not attend the runion. Also, Sam Baglio was taken ill and he and Lee could not attend. Pat and Helen McKeon had planned to attend, but his sister died that weekend and they couldn't make it. Bob and Cynthia Gross were to have driven down with them but the trip had to be cancelled.

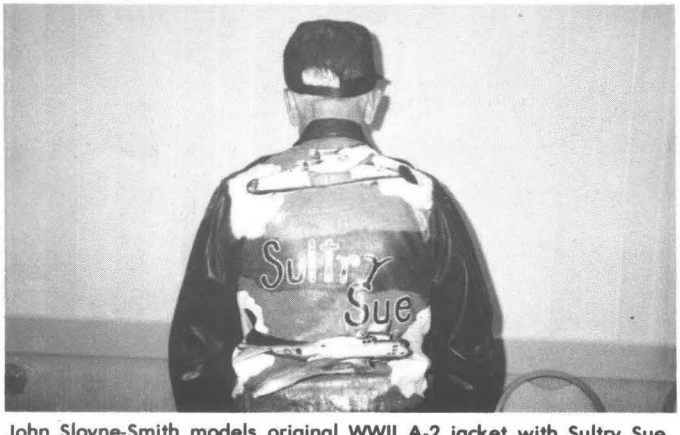
Activities

Rose Baldea (standing) joshing with Frances and Jack Whiting.



Sam Turnipseed with 34th winner's plaque.

Harold Rutka and Belchin Bessie.

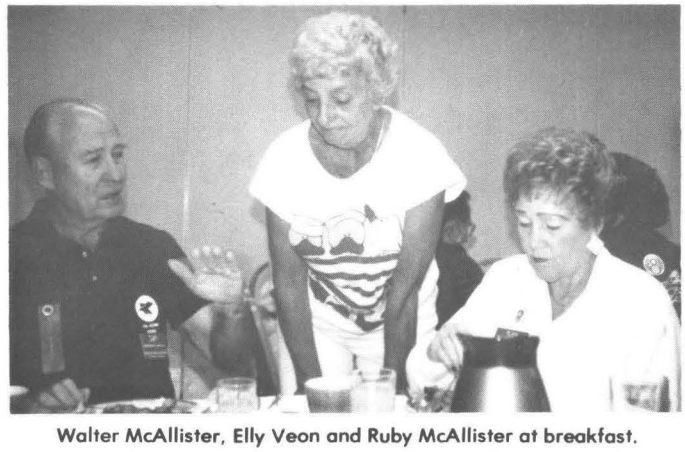


John Sloyne-Smith models original WWII A-2 jacket with Sultry Sue, 18th Sq.

Auction crew workers: l. to r.: Hannah Summa, June Ritchie, Ruby McAllister, Betty Martin.

Auctioneer: George Ritchie.

Walt McAllister, Jenny Cobb, Tom & Virginia Snellings, Eli Baldea, Ray & Hannah Summa.



Walter McAllister, Elly Veon and Ruby McAllister at breakfast.

Down to Business

4th Squadron.

Board Meeting.

7th Squadron.

Vern Ames reading minutes with George Ritchie looking on.

18th Squadron.

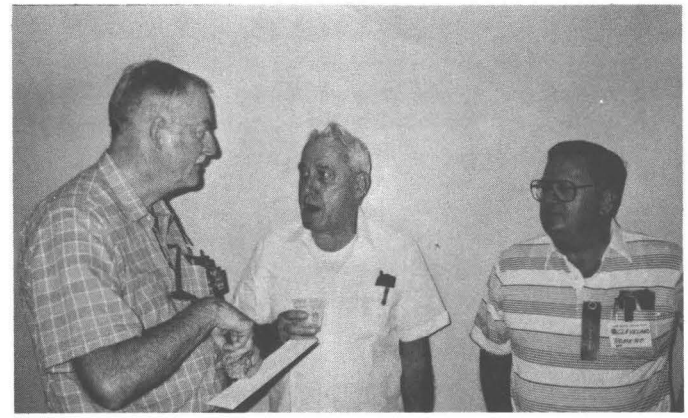
34th General membership meeting.

391st Squadron.

Wanda Pine, Ester Wright, Genevieve Rutka, Bob Wright at registration table.

Hospitality Room

Norma & Ray Grzeskowiak.



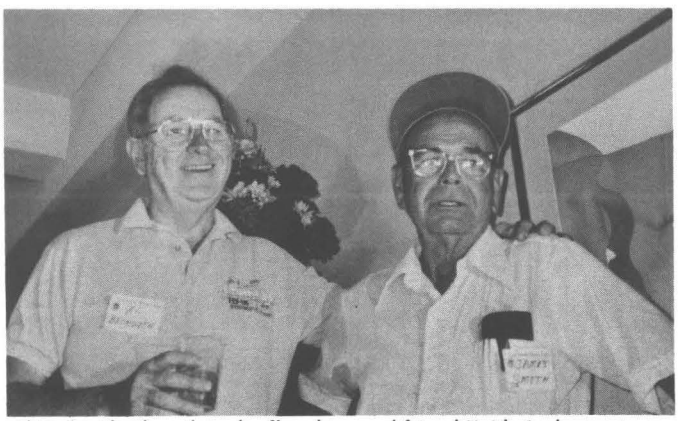
Randall Martin, Pete Gray, and Cleveland Romero.

Marge and Dale Finley enjoy the Hospitality Room.

Betty and Paul Schommer.

Joe Morrell, Ernest & Florence Saulnier.

Random shot in Hospitality Room.



Al Beckwith, the pilot who flew his good friend Keith Anderson to our reunion at Virginia Beach, has a mini-reunion with the instructor pilot who gave him a check-ride for his pilot's license--J.C. Smith of the 7th Sq., 34th BG.

Cleveland Romero, Jean Howard, Tony Arturo, Paul Buss, Phil Howard, standing: Eli Baldea, Charles Morgan, and J.C. Smith.

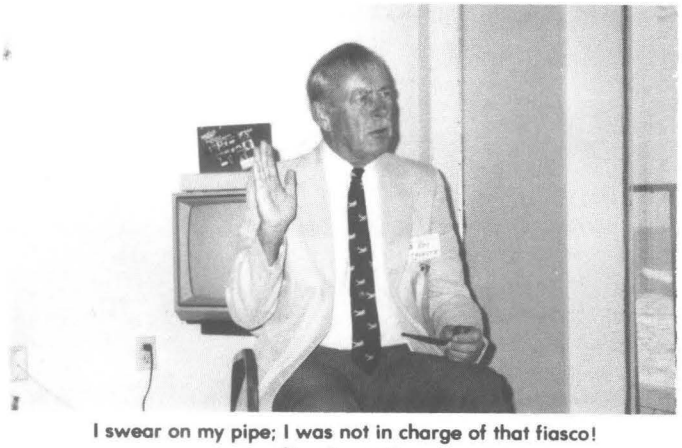
Virginia Beach Festivities

Paul "Ed" & Frances Sims, Betty & Alex Antanovich.

Wally & Jane Ann Felker, Jean Davidson, Wilmer Shinn III.

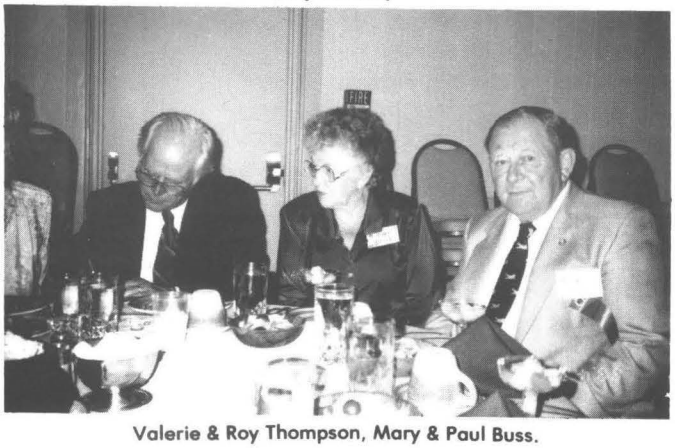
Keith Anderson & Al Beckwith.

Tony & Mary Artuso, Jean & Phil Howard.



I swear on my pipe; I was not in charge of that fiasco!
(Roy Tavasti)

Paul & Lois Carter, Elaine & Milton Braveman.



Valerie & Roy Thompson, Mary & Paul Buss.

Sylvia & Carroll Forister, Martha & Russell Reed, Charles & Roberta Barclay.

Virginia Beach Festivities

Norma & Raymond Grzeskowiak, Walter & Pauline Summers, Fred Simmons.

Imogene & Carl Freysinger, Marcus Dieterle, Gerald & Edith Kincaid.

Harold Province, Clyde & Lynn Willis, Jan Province.

Cleo & Freddie Baughman, Millie Ames.

Doreen & William Nouliet, George Richart, & Carl & Peg Stemen.

Dorothy & Bob Nendel, Evalyn & Charles Attridge.

Standing: Merrill & Audrey Scharmen. Seated: Barbara & Ralph Hartman, Joe & Fran Krystof.

Bill Kaufman, Harry McMillion, Ed & Sarah Breitschardt, Eileen Kaufman.

Virginia Beach Festivities

Millie & Vern Ames, Bobbi & Lloyd Boreen.

Ruth & Henry Jurgens, Jenny & Junius Cobb.

Melvin & Dean Olds, Ralph & Mary Applegate.

Yvonne & Link Baker, Jack & Dorothy Clarkson.

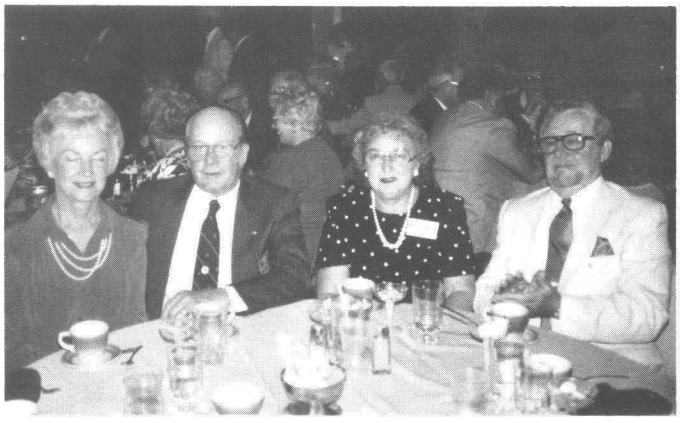
Frank & Bettie Ray.

Did you catch that purple tie?
Eli & Rose Baldea & Joe Domino.

Katherine Smith, Blanche Young, Mary Lou & Fred Hampton, John Young, Norris Smith.

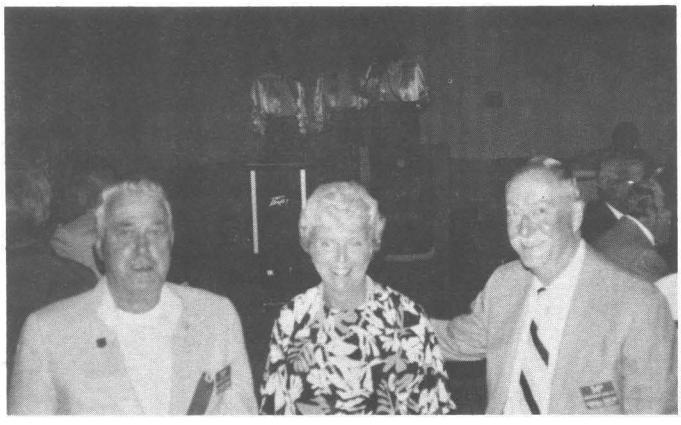
L. to r.: Marge & John Bloczynski, Eileen & Joseph Drahnak.

Virginia Beach Festivities



L. to r.: Betty & Jim Martin and Victoria & Joe Domino.

L. to r.: Esther & Bob Wright, Hannah & Ray Summa.



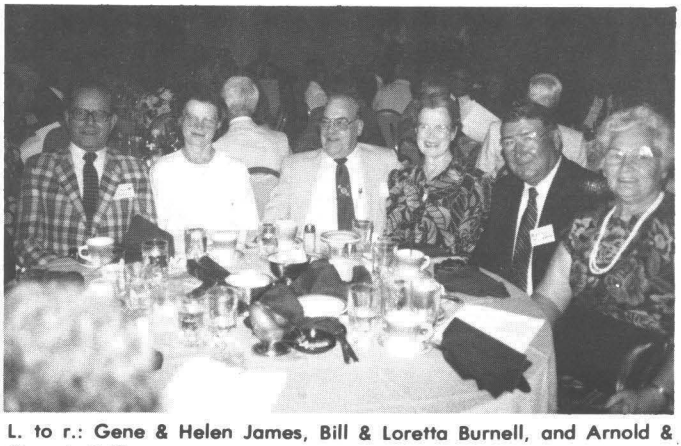
L. to r.: Wm. "Pete" Gray, Shirley & Randy Martin.

L. to r.: Gerald Pine, Gen. & Harold Rutka.

Delightful singing trio.

June and George Ritchie.

L. to r.: Fred & Ginny Muente, Jane & J.C. Smith, and Charles & Isabelle Billman.



L. to r.: Gene & Helen James, Bill & Loretta Burnell, and Arnold & Georgia Prillaman.

Virginia Beach Festivities

L. to r.: Betty & Dick Cutting, Mary & Elwin Autry.

L. to r.: Charles & Rose Sakal, Ginny & Bob Gradin.

L. to r.: Frances & Jack Ashburn, Fred & Clara Schoch.

L. to r.: Chester & Jacquelyn Gavryck, Martha & Ronald Simpson.

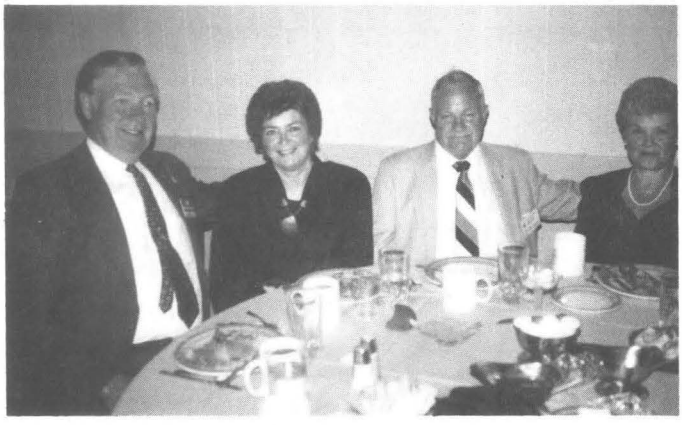
L. to r.: Kay & Glenn Henry, Ralph Murphy, and Wayne & LaVerne Howarter.

L. to r.: Sidney Brown, Dee & Lindsey Lipscomb.

L. to r.: Walt & Ruby McAllister, Kate & Roy Tavasti.

L. to r.: Bill & Nita Brown, Bob & Judy Goodnough, Jack & Bernie Farley

Virginia Beach Festivities



L. to r.: Paul & Pauline Shull, Bud & Lucille Babcock.

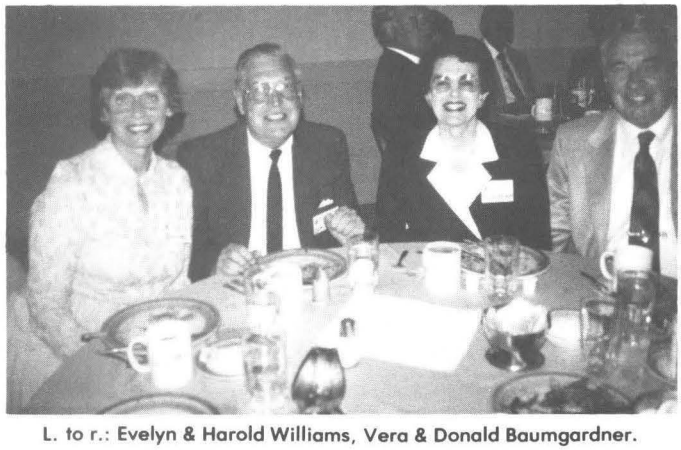
L. to r.: Doris & Wallace Brauks, Ray Grinrod.

L. to r.: Mildred & Thomas Newton, Bob & Rose Marie Baer.

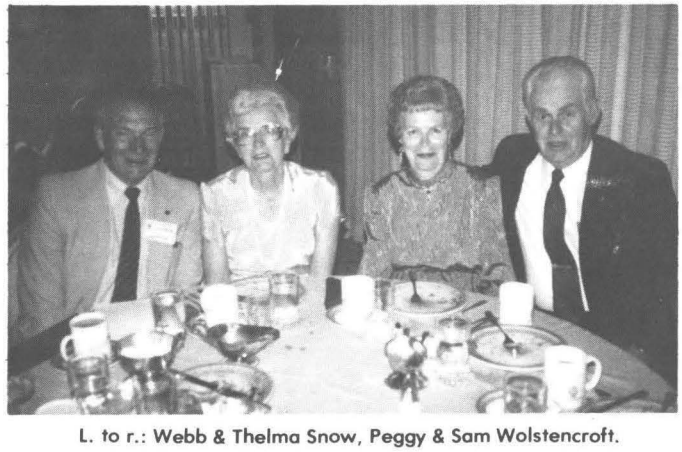
L. to r.: Bruce Sothern, Everett Rose, Muggs Sothern, Peggy Rose.

L. to r.: Willie & Harry Perry, Charles Schneider, and Dottie & Jerry Wessel.

L. to r.: Margaret & Raymond Hinchee, Jack & Bea Odom.

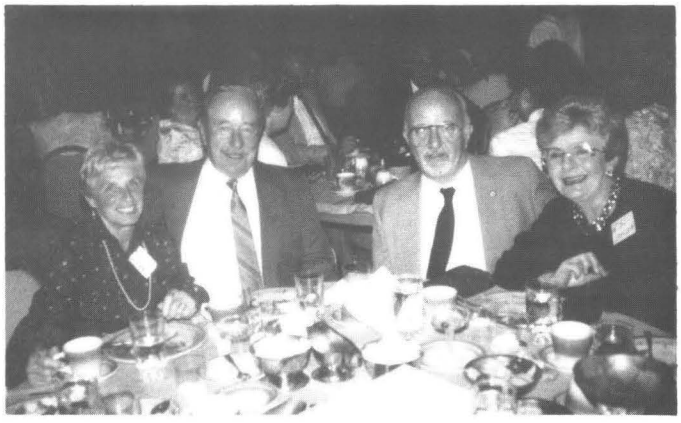


L. to r.: Evelyn & Harold Williams, Vera & Donald Baumgardner.



L. to r.: Webb & Thelma Snow, Peggy & Sam Wolstencroft.

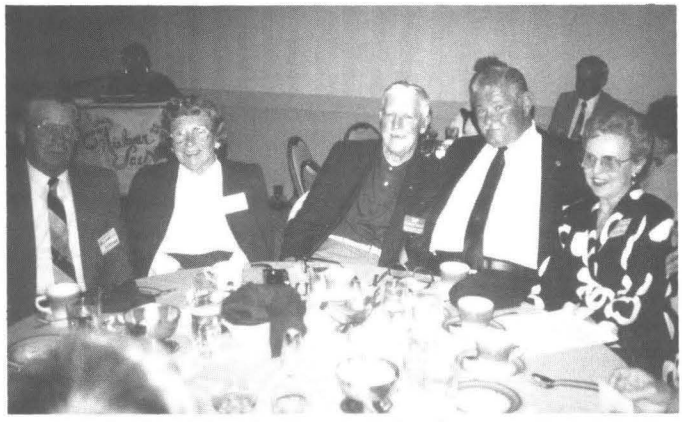
Virginia Beach Festivities



L. to r.: Alda & Frank Sivret, Earl & Pat Saeger.

L. to r.: Bill & Marge Gombos, Jim & Mary Kenny, Helen & Earl Maciel.

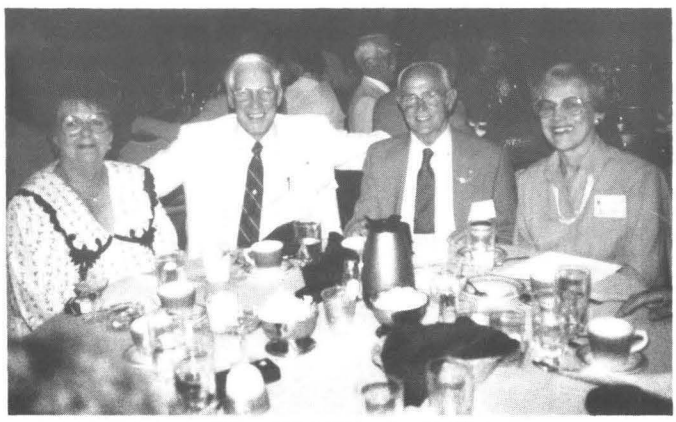
L. to r.: Elsie & Al DiNenno, Marge Paulmann, Julie Garnek.



L. to r.: Charles & Dorothy Morgan, John Sloyne Smith, and Jack & Frances Whiting.

L. to r.: Clyde & Betty Sudderth, Margie & Dale Finley.

L. to r.: Roderick McColl, Robert Saxen, Kris McColl, Irene and Earl Parenteau.



L. to r.: Ginny & Bob Cole, Jay & Elda Buxton.

L. to r.: Roy & Mildred Ballantyne, Jim & Joy Hanrihan and Ted & Mary Jane Bacalis.

Virginia Beach Festivities

Claude & Audrey Gibbs, George & Margaret Kline.

La Rue & James Miller, Della & Gus Guzenski.

Eddie & Ianthia Jones.

Bernard and Kathryn Peczkowski, Margaret & Carl Trauernicht.

Virginia & Tom Snellings, Frances & Dan Wimer.

L. to r.: Bob & Olive Bergold, Frank & Pearl Hartman.

L. to r.: Sam Turnipseed, Raymond & Mary Ruth Lester, Jack Hood, and Marian & Jack Share.

L. to r.-Standing: Darrell Bulis, Byron Sheesley, Glen Brydge. Sitting: Flossie Bulis, Mary Sheesley, Patsy Mae Brydge.

Virginia Beach Festivities

Ellie Veon & Keith Anderson, Helen Phillips & Al Beckwith.

Betty & Paul Schommer, Robert & Lorraine Hartwick.

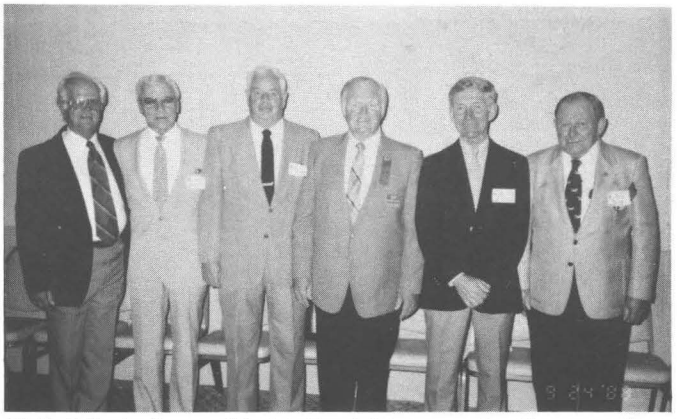
Denton Armstrong, Sophia & Joseph Morrell, Willis Griffis.

Cleveland & Henrietta Romero, Jennie & Charles Gregorski.

Bob and Zelma Bice.

Lucille & Kivett Ivey, Ken Paxton, Tom Sawyer, Kathleen Paxton.

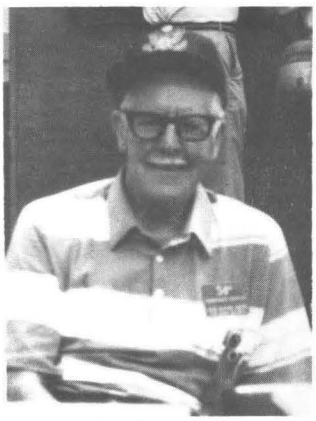
Standing: Fred & Libbie Scherr. Bob & Liz Campbell, Ben & Helen DeHaan.



Wally Felker's Crew at Virginia Beach '88 l. to r.: Roy Thompson, Tony Artuso, Phil Howard, Wally Felker, Wilmer Shinn III, Paul Buss.

Miscellaneous Activities

Hannah Summa &
Jean Bates Davidson.



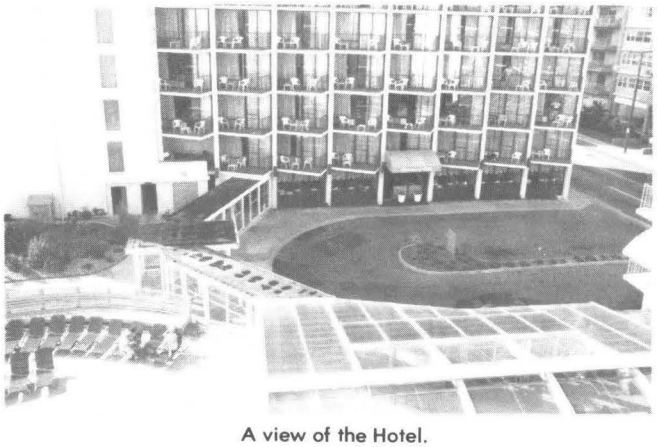
John Slayne Smith
helping at PX.

A view of the Beach.

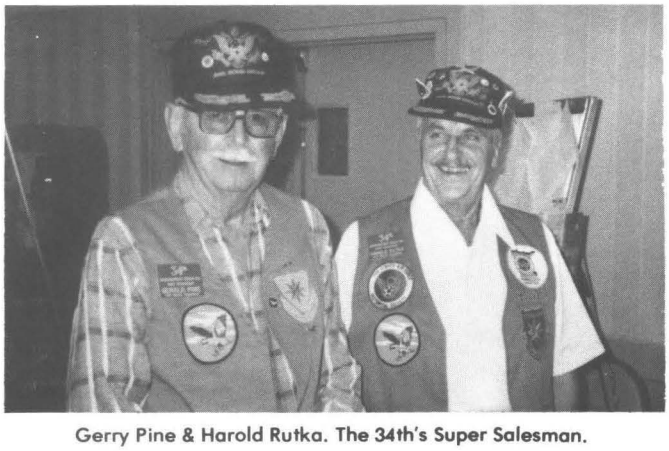
Rutka, Morgan, J.C. Smith in Hospitality Room.

Hospitality room (outdoors).

Marge and Dale Finley enjoy the Hospitality Room.

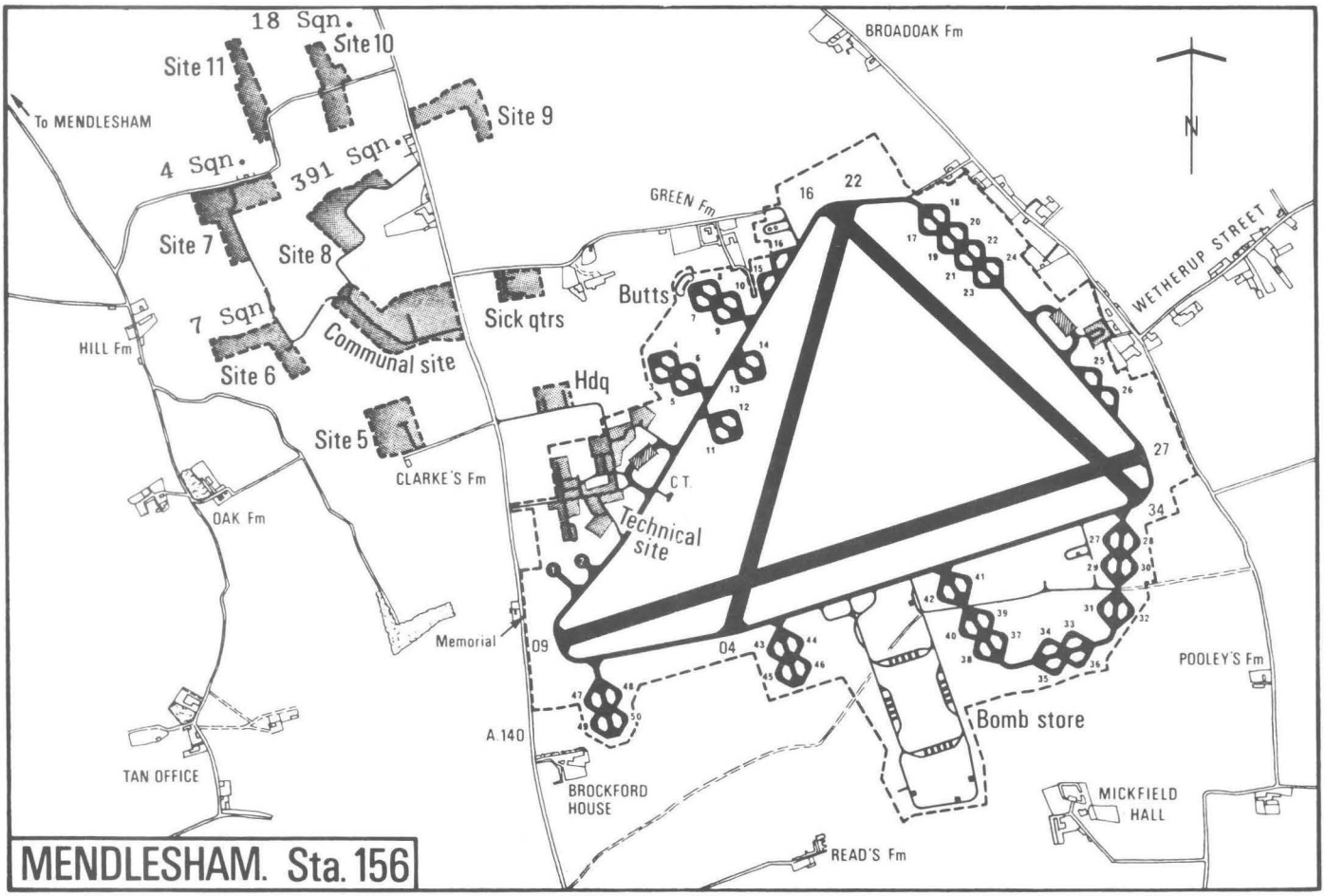


A view of the Hotel.



Gerry Pine & Harold Rutka. The 34th's Super Salesman.

A view of the Hotel.



THANKS for the Memories (and the $1984.00)

Auction U.S.A. Committee

(Want another?) Write M.M.

MAIL CALL

Write a letter....Write ten

Our president, George Richie, is asking all members to go through the roster and find 5 or 10 comrades who they remember and write to ask them to "Come On Down To Shreveport In '89" for a get-together.

Start a correspondence with them, revive old friendships, then ask them to join us next September for the finest, most enjoyable highlight of their lives. Tell them we promise a living experience for ya-all. The reunion will be held Sept. 14-17, 1989 at the Sheraton Pierremont Hotel & Towers in Shreveport, LA.

REUNION '89

From Lonnie Crook we learn that many plans are in the works for our Shreveport reunion, Sept. 14-17, 1989. None final yet, but in the works. Some of the planning includes golf for those interested, a visit to Barksdale A.F. Base with 8th A.F. fly-bys, an officer's club dinner and dance, military displays, a bus tour of the base complete with guides, presentation of POW medals, and shopping tours, horse racing, etc.

Lonnie and Dorabel Crook have volunteered to help Gerry Pine and the reunion committee by handling prior arrangements for all of the above activities. We're sure the reunion committee welcomes and appreciates the help.

Notes From Our Friends

ROBERT C. FOX - Decatur, IL.

On this past Labor Day we had an air show at our local airport. On display was one of the last B-17's that are still operational. Of course I went to see it and found that it was in wonderful condition and truly a thing of beauty.

After seeing the plane, I thought that most people only know of the destruction that our bombing did, and know nothing of the humanitarian work that the plane did at the end of the war. I called the local newspaper and they sent out a reporter. I was able to give him a good account of our flights to bring prisoners back from Austria to Paris.

* * *

FRANK YATES - Guilford, CT.

Will not be at Virginia Beach this year. This year's reunion will be with the Army — my old Artillary unit from the Korean conflict days. Hope you guys and gals have a great time. Have fun.

* * *

W.S. (BUD) JANSON - Farmerville, LA.

I don't think we will make it this year, but we're only 97 miles from Shreveport, so we'll see you all then.

* * *

JOHN LYONS - New Port Richey, FL.

Sorry I could not make the runion at Virginia Beach this year. We are in the process of moving to this Florida address. We will still maintain our address in Minnesota with our daughter and family living there.

* * *

England 1944 S-2 members l. to r.: Weatherall, Zivney, Reagan, Nichols, Thompto, Province (above) Berrill, Woolford.

L. to r.: John Hajlo and Arthur Blarr of the 391st Sqdn.

ROBERT KELHART - Allentown, PA.

Recovering from long siege with kidney problem. The doctors inserted a Denver Shunt in my stomach & kidney. It has saved my life. Sorry we can't meet you all in Virginia Beach, but we will make strong effort to attend the next reunion.

* * *

BOB HESS - Omaha, NE.

I was surely pleased to receive the copies of "Mendlesham Memories" and the 34th Roster. I was in the 34th late in the war. Our crew arrived about a month before the war ended. I was ball turret gunner.

We can't plan on getting to the Virginia Beach reunion, but might make it to Des Moines if a mini-reunion is planned.

* * *

CARL NICHOLS - Fresno, CA.

Just a note to say that I will not be at our reunion. I have spent the past month recovering from open heart surgery — (no fun). The doctor says no travel for another two months.

* * *

SAM BAGLIO - Exeter, PA.

If there is a guy who really feels like a sad sack, it is me with a capital "M". I was the first man to make reservations for this reunion. I'm sure that there wasn't one person at the reunion who knows me who would doubt when I say "I'll miss you folks and so will Lee." We had been planning on this get-together for a whole year. Rest assured that my thoughts were with you in Virginia Beach. I pray that I will be in good enough physical condition next year so that we'll be able to meet in Shrevesport, LA.

On Sept. 12th, I was advised by my doctor to report to the Geisinger Medical Center for a cardiac evaluation preceding surgery for renal artery stenosis, which is a fancy name for the blockage that exists in the flow of blood to my kidneys. Surgery was scheduled for a bypass on Sept. 16th. I ask for your prayers as I depend on the good Lord to see me through.

(Editor's note — We have sinced heard that Sam came through with flying colors.)

Continued on page 20

Notes From Our Friends

Continued from page 19

AL SWENSON - Amelia Island, FL.

1988 has not been my year in the health department as I've been in and out of the hospital like a yoyo trying to find the problem. They have removed a ruptured spleen and I expect to have major surgery to remove my prostrate and a section of bowel (shades of Reagan).

One day I'll have to write the story of how Jack Barron was able to shoot down the first (I think the only one by a bomber) Buzz-Bomb. The English flak gunners who covered the ground beneath us were tracking our progress because the buzz bomb was coming along behind us. We turned west to go around London, and, as we did, Jack fired when it was directly overhead, upsetting the gyro and we watched it crash into a hill. His kill was confirmed by the flak gunners and the following morning our ground crew chief had already stenciled a buzz bomb along with the other strikes.

* * *

JOHN J. FARLEY - Verona, NJ.

Your efforts to locate me over the past two years is appreciated. I must confess my "ego" is a bit dented by the length of your search! My recently completed career in environmental law enforcement made me rather "notorious"over the last 25 years in N.J.

* * *

BETTY (TOBY) SEILER - Rochester, IN.

Toby got sick while we were at our winter home in Florida, and we flew him back to Indianapolis. He has been in St. Vincent hospital since Aug. 19. He feels better, but so far pneumonia is all they have found. He had 102.6 fever for one week along with terrible headaches. They are still running tests and, hopefully before you read this, he will get to come home.

We would love to come to the reunion sometime, but right now it's not possible to work it in.

* * *

WILLIAM CRAWFORD - Danby, VT.

I sure would like to meet the crew of "Winnie The Pooh." We spent so much time together. I lost track of the crew a long time ago. If any of them make the reunion, please let them know my address. Maybe we can correspond again.

I'm now 70 years old and I'm house-bound on oxygen 24 hours a day, so it's impossible for me to join the fellows.

(Editor's note — Bill's address can be found in "Newly Found")

Aerial Photo of St. Mary's Church at Mendlesham.

L. to r.-back row: Minick, Gribrock, Lynch, Halbert & Flaherty. Middle row: Ragland, Ficks, Drost, Geotsches, & Frederickson. Front row: Donahue, Venne, & Gray. Crew of "Male Call" lost over Germany, 10/19/44.

ED LONEGAN - St. Louis, MO.

Just a note of regrets to advise I will be unable to make the Virginia Beach reunion in Sept. Son, Dan, and spouse and new granddaughter will be in St. Louis attending a convention at that time. So, I have to miss this one. Hopefully we can all get together in 1989 in Louisiana. My best wishes to all who attend this one.

I finally made it to the Air Force Museum at Wright-Patterson in Dayton. I was always sorry I missed the reunion we held there a few years ago but had no trouble located our memorial plaque and living tree. I was most impressed with the museum and the garden. I would strongly recommend all airmen, who had anything to do with air force from Wright Bros. to space program, visit Wright-Patterson. It is all included and very fascinating.

* * *

SIBYL (BOB) BILLMAN - Akron, OH.

A B-17 visited our airport last weekend. About 300 people came to see it — many, like us, with white hair and one or two generations in tow. The plane flew 2 passes at a snappy 160 mph, landed and taxied up close. As we clustered around I heard snatches of "that's where I sat," and the like. There was a short ladder for access instead of the athletic entry from "12 O'clock High." Bob took us through, pointing out the area for "his" radio and finding the space rather snug. As we inched along the catwalk over the open bomb bay doors, we could imagine the sensation of infinity below.

* * *

WILMADINE (PAIGE) BONNELL - West Union, NJ.

I'm sorry to tell you that Paige passed away on our 35th Anniversary in 1978. He had a heart attack. I know he would have liked to have seen you all.

Continued on page 21

Notes From Our Friends

Continued from page 20

BILL CREER - Las Vegas, NV.

Sorry we could not make it to Virginia Beach. Airline schedules were not particularly compatible. Door to door we would have had to spend nearly as much time enroute as we would at the reunion. Also, a family wedding (Bro's. daughter) in the mill at near the same time.

We wish you a most successful reunion. Give folks our very best regards. We are planning to see you all in Shreveport.

* * *

VERNA (JOE) EDWARDS - Lake Kiowa, TX.

We've had to miss the reunion this year because of my 50th high school reunion. We'll be anxious to read all about it in the next newsletter.

As you might guess, I'm very excited about my high school reunion. I'm very privileged to be able to play for it. I played for our graduation in 1938! — isn't that something? I have chosen to play "The Way We Were" — a gorgeous melody on the trumpet and the words are very appropriate, too.

* * *

VERB HOLCOMB - San Bernadino, CA

I retired two years ago and now I'm supposed to have all that extra time on my hands — right? I have never been so busy in my life. I think I might have to go back to work again so I can catch up. We won't be able to make this reunion but we certainly plan to be in Shreveport in 1989.

* * *

KEN PAXTON - Wichita, KS.

We don't say it often enough, but thanks a million for all the hard work Ray, Hannah, Eli, Rose and many others have done. I sure appreciate it and I know many others do, too.

* * *

EVAN ROGERS - Tucson, AZ.

Having served in the Air Force for 34 years and participating actively in all the wars and police actions, i.e., WWII, Korea, Laos, Taiwan Straits, and finally Vietnam in 1970, you can see I have dozens of units asking me to join their associations. However, I consider the 34th to be my home.

Mike Sass and Hal Province of the "Purty Chile".

391st. Comm. Maint. l. to r.: Jones, Wilson, Clark, Kelley, Beasley.

PAT FRANGELLA - Deltona, FL.

On April 15th (of all days), I collapsed at home and was brought to the regional hospital. It turned out that I had hemorrhaged internally from a bleeding ulcer. I'm on the mend now, currently at home and things are going O.K. I'm just bored with all the medicine, diet, etc.

I plan on being at Ft. Worth in 1989 and hope to meet some 7th Squadron members to see if anyone remembers anything about the "Misery Agent."

* **

JOHN CLARKSON - Savannah, GA.

You don't know how delighted I was to finally be "found" by my old 34th Bomb Group. I re-visited Mendlesham/Ipswich in January, 1965 — 20 years to the day I first landed there as a member of a B-17 replacement crew. I took some photos from the control tower looking across potato fields now. Just a few things left standing — hangars are now truck freight terminals, our huts are gone, but some hardstands are still there. Very little else left.

* * *

WALTER A. SHORE - Jocotepec, Jalisco, Mexico

As always we were happy to receive our copy of "Mendlesham Memories." Look forward to every issue so want to thank all of you for the wonderful job you are doing. Really enjoyed the story "Dark Journey" by Walt McAllister and, also, "The Way It Was" by Vince Doran. Both are excellent writings and memories.

Wish I could join you all at a reunion, but my days of travelling long distance seem to be over due to my heart problem. We think it is wonderful that Ray Summa can get around like he does and accomplish so much. He is sure a great one and is to be commended.

* * *

JANICE B. MEYER - San Antonio, TX.

This is to notify you of the death of my father, CWO4 LEONARD J. BREAUX, USAF Ret., on June 28, 1988. Thank you for your years of friendship to my parents.

(Note: Leonard was the 1st Sgt. of the 34th B.G. when we went overseas in 1944. He was called back to the Pentagon and made Chief Warrant Office in Washington. He moved to Texas where his wife passed away. Len came to the Houston reunion with his daughter and son-in-law. He was considered to be blind, but he could recognize anyone by voice. His daughter, Janice, took charge of him after his wife passed away.)

Continued on page 22

Notes From Our Friends

Continued from page 21

DALE FINLEY - Crothersville, IN.

Forty-three years later, we made it back. Yes, we got back to Mendelsham, Station 156. I did not recognize anything; very little left to remember. The 34th Memorial, a fitting tribute to the men that served. We met Ralph Barnard, who works for the company where the base was. He was a young boy of 10 or 11 in 1944 and 1945 who lived just at the edge of the base. Ralph's mother did washing for some of the G.I.'s. Anybody remember?

We were lucky and found the 18th Sqdn. dayroom, about a half-mile off the main highway. We took several pictures of the squadron emblem. The building is now a jack of all trades service shop. We also visited the village of Mendlesham and checked out both pubs. We met some interesting people at the church. The last time I visited Mendlesham was March 21, 1945, but that's another story.

* * *

CLARE (GEORGE) RALL - Springfield, PA

It is with sadness in my heart that I must tell you my George passed away after five years of suffering. He had a blood condition, Milofibrosis. You can't imagine the pleasure he got out of the 34th newsletter. He looked forward to each issue printed and scanned it for names of his buddies. To all of them he was known as "Irish."

God took him home where he is at peace. I know he is up there and enjoying all the reunions and all of you. Please remember him in your prayers.

* * *

GERALD GROSS - Far Rockaway, NY.

I read of the runion of the 34th Bomb Group in the D.A.V. magazine. Although I was injured in Blythe, Cal. and was unable to go overseas with the group, I sure would like to get together with some of the fellows I met.

* * *

Rear, l. to r.: Mower, Sheridan Gauger, Biessell. Middle: Saunders, Philips, Slovenske, Sandholm, Braveman. Front (Armorer), (Crew Chief), Schurtz, (Asst. Crew Chief).

IMOGENE (CARL) FREYSINGER - Cable, OH.

In August of 1987, Carl and I took a "Sentimental Journey" back to England. We flew into Gatwick. Some friends picked us up and took us to Newmarket, where we stayed. We met, and talked to many people who remembered the B-17's flying over on a mission. We then visited the cemetery at Cambridge, where all the air force dead are buried. It is a lovely, well-kept place. There is a chapel there with a beautiful mural showing our boys flying into the clouds, into the waiting arms of Christ. We strolled through the white crosses and then held each other and cried for all the fine young men who gave their lives.

We went from there to Mendlesham, where Carl had a time figuring out where everything had been, since there isn't much left. We went on to Ipswich where we had a drink and toasted all the men, here and gone, from the 34th. Outside Mendlesham there is a memorial to the 34th where fresh flowers are kept in the urns on the end.

It was a time we will never forget, and I am proud to be a part, and to share in all these memories of the 34th.

* * *

Standing: John Cliff, Red Zimmerman, A Trutanich , Ed Tollichet. 2nd row: MLS Jackson, Warren Moore, Lee Brookshire, John Hammond, Joe Drahnak.

CARL TRAUERNICHT, JR. - St. Louis, MO.

Like everyone else who picks up a publication and sees himself and others whom he hasn't seen for quite a while looking back at him, I was surprised to find my crew, my pilot, and two members of the crew pictured, respectively, on page 6, 9 and 11 of the September, 1988, issue. I guess it is not unusual for you to hear from people like me after you have improperly identified them in old pictures, but, in the interest of accuracy, I am writing:

On page 6 are: Standing, L. to R. — Ashwood, Eggleston, Torre and Trauernicht. Kneeling, L. to R. — Harper, Peczkowski, Henderson, Edwards and Borders.

On Page 9, Eggleston should be identified as "A.C."

On Page 11, Harper and Edwards are incorrectly identified as "ground crew." Harper was Tail Gunner and Edwards was Ball gunner.

We appreciate your efforts. Each issue is most enjoyed and corrections such as those above should not be taken as negative criticism.

(Editor's note — No offense is taken — I print the names as they are given to me, but if they're wrong, we all want to know about it.)

Continued on page 23

Notes From Our Friends

Continued from page 22

ROY TAVASTI — Pismo Beach, CA.

Reference is made to page 13 of Mendlesham Memories, Sept., 1988. Thereon it depicts a photo of "Roy Tavasti's plane after crash landing, May, 1944.

In the interest of keeping reference document from falling into disrepute because of intended or erroneous distortion of actual facts, I submit the following comments:

A. I personally have never been involved in a crash landing of a B-17 (that is if one doesn't count some of my less than perfect touchdowns).

B. A casual perusal of the picture shows that engines 1, 3 & 4 were apparently operational (not feathered) but engine 2 seems to have suffered more than minor abuse. In fact, it appears to be dangling from its mounts.

C. Since we all know that a B-17 with 3 operational engines is rarely considered an emergency (a minor irritation would be a more fitting description), there must be more behind the picture than meets the eye to cause the crash landing.

Having read my disclaimer and comments, I'm sure you would agree that the "real hero" of that episode should step forward and identify himself. I'm also certain that his disclosure of the hairy details leading to his, less than routine, landing would make fascinating reading. It would also serve to remove a potential blemish on your, up till now, spotless record as editor of our treasured publication.

(Editor's note — I don't remember who sent me that picture but the information, as printed, was on the back of the picture. SORRY!)

Vincent Doran, 1944.

Standing l. to r.: Crook, Spilker, Ashburn, Prillaman, Cross & Burnell. Kneeling, l. to r.: (Mech.), Schoch, James, Wright, & (Mech.).

H. ARNOLD PRILLAMAN - Martinsville, VA.

Several years ago I saw General Chuck Yeager on a T.V. program. He was asked which, out of his many flight operations, was the most dangerous. The General vary candidly replied that one really didn't think about danger, but there was, however, more doubt about the outcome of some operations than others and, in his case, more doubt about the outcome had existed when he was flying with the 8th Air Force. I think there is an intangible that cements the friendships that develop among flight crews and maybe the doubt of the outcome is the glue.

Let's have the 34th reunion at Seattle in the near future so I can visit the Pacific Northwest again. It may just be the most beautiful part of the U.S.A.

(Editor's note: We're meeting in Seattle in 1990).

* * *

WILLIAM G. SHOVE — Sand Diego, CA.

I am sure glad that I am a member of the 34th Bomb Group Assn. The Mendlesham Memories sure do bring back memories associated with the 34th.

In Sept. 28, 1988 issue of the San Diego Union newspaper is an article about the 50th Anniversary celebration of the B-24 to be held in San Diego, Sept. 20-24, 1989.

(Editor's note — In the article it mentions that nearly 7,000 B-24s were built in San Diego by Consolidated Vultee Aircraft Corp. while about 3,000 were built in Fort Worth, TX., so it seems the home base of the B-24 was more San Diego than Fort Worth.)

* * *

EVERETT ROSE - Tacoma, WA.

Peggy and I really enjoyed the Virginia Beach reunion. It was especially good after having to miss the one last year. Great to see and visit with old friends. We had a nice forty-five day trip with our motorhome, stopping in Minnesota for a Golden Wedding Anniversary and a visit with our relatives, then on to Virginia and the reunion. Spent a few days in Virginia with local sightseeing and a trip to Wash., D.C.

We came home by way of Nashville (Opryland), and visited Pres. Andrew Jackson's home, Hermitage, then on to Arizona and California by way of Las Vegas and Reno (didn't make expenses), then home to Tacoma. We arrived home on Saturday, Oct. 15, with a lame back, an empty wallet, a dirty motor home and six weeks' worth of mail, but it was a good trip and we are looking forward to doing it again.

Continued on page 24

Notes From Our Friends

Continued from page 23

* * *

BILL KAUFMAN - New Wilmington, PA.

We have had an enjoyable summer and have gotten a lot accomplished around the house that I've been side-stepping for years. I retired in Nov. and in Dec. Eileen fell and broke her shoulder. It was May before she was able to do much. I've managed to get in a little fishing and golfing, something I haven't done much of for years. So it's been a good summer. Looking forward to the reunion.

* * *

JAMES L. WRIGHT - Levittown, PA.

Bill Creer's letter regarding the 34th Bomb Group Memorial prompts me to comment. I visited Mendlesham this past August, my first trip back. I was pleased to see the memorial. It was obvious that someone (The British Legion, I guess) takes care of the property. The grass was cut and fresh flowers were in place.

The church is in need of restoration, some of which has started. It might be an interesting project if we contributed some financial help. I suspect checks can be made payable to St. Mary's Church, Mendlesham, Suffolk, England.

* * *

WILLIAM VAN LIERE — Shalimar, FL.

I just saw the notice of the 34th Bomb Group reunion in the DAV magazine. Unfortunately, prior commitments preclude my attending. However, I would like to maintain contact so you can send me information regarding future reunions.

* * *

ROSE (JOHN) HANN - Denver, CO.

John and I enjoyed the September issue and I decided I had better get a check off to you for his dues. 1989 will soon be here. We have not been well for the last year or two so have not been able to attend conventions. Sure missed not going!

* * *

391st. Comm. Maint. l. to r.: Jones, Johnson, Kester, Kelly.

NEWS FROM HERE AND THERE

From William G. Shove we learn that all Ex-POW's or next of kin are entitled to receive the Bronze Star as well as the POW medal. Apply to: Air Force Reference Branch, National Personnel Records Center, 9700 Page Boulevard, St. Louis, MO. 63132-5199.

* * *

From George Ritchie we have heard that there is a bill in Congress to designate April 9th as P.O.W. Recognition Day. This bill is sponsored by Sen. Frank Murkowski, R.-Alaska. After January 1st, we are asked to write our congressmen to pass same.

* * *

From a Mr. George Paul of the Education and Exhibitions Dept. of the Imperial War Museum, Duxford Airfield, we have the following:

It gives me great pleasure to inform all who were part of the "Mighty 8th" that the planned "Insignia Exhibition" is now fully displayed at the Imperial Museum, Duxford. This is the first part of an extensive addition to Duxford's memorial to the 8th Air Force. Only the generosity and co-operation of many persons, groups and associations on both sides of the Atlantic has made it possible.

It is hoped many visiting Americans will come to Duxford to see the unit insignia displayed in this tribute to all personnel who earned a place in history while serving with the great American Armada, "The Mighty Eighth."

* * *

From a Mr. R.W. Koch, we have the following:

I am doing some research for the National Park Service, Department of the Interior, which deals with attrition rates, etc. of B-24s and mainly those of the 34th Bomb Group. I would like the answers to the following questions:

1. When did the 34th BG arrive at and finally depart Salinas Army Air Base, California?
2. How many B-24s were in the group?
3. Do you recall ever making practice bombing runs at a range on San Miguel Island off the Southern Californian coast?
4. How many B-24s were lost from the 34th while training at Salinas?

Any information on the above questions would be greatly appreciated and would be very helpful to complete my report. Please write: RESEARCH, 2444 Charlemagne Ave., Long Beach, CA 90815.

Trafalgar Square, London, England, 1944, Roland R. Beach.

ROSE'S CORNER

It is said that generosity is giving what you can use yourself and, at our Auction '88, you really proved this! Thank you all for your great donations!

George Ritchie did a super job as auctioneer and we're looking to his doing it again. One of our ladies told me that the beautiful sequined calendar which I donated is now hanging in a nursing home where it is brightening an otherwise dull room for a much loved old aunt. I'm so glad to know that all the hours I spent sewing on the beads is well worth it.

Jack Whiting was a little angry with me because of the recipe for Baby Ruth Cookies I had printed in my corner. Frances made them; he ate them; and he says he gained 10 lbs.!! (I didn't tell you to eat the entire batch, Jack!) If you haven't talked to this handsome young man, please do so at our next reunion — you're in for a treat. It was great meeting so many "first-timers" at Virginia Beach. Do come again. It gets better every time.

The following is a note from June Ritchie and, here, she says it all:

I just wanted everyone to know how proud I was at the Saturday banquet in Virginia Beach to see George given the presidential gavel and to say that I'll do all that I can to help him make his year a good one...He has some pretty big shoes to fill, but I know he'll give it his best.

The other thing I'd like to say is that I personally enjoy the reunions, because, for those 3 or 4 days each year, I get to see the wonderful faces and hear yet another tale of adventure, thereby revealing yet another facet of the truly Magnificant Men of Mendlesham! I am so thankful, not only to be a part of their reunion, but to share it with the great group of ladies who, like me, enjoy watching the happiness of men meeting, yes, one more time!

Thanks June.

This recipe for a very quick and tasty spread for your Holidays get-togethers was given to me by Doris Brauks.

1 8 oz pkg. cream cheese (room temperature)
Sesame seeds, toasted in your oven
Soy Sauce

With a fork, whip the cheese until real smooth. Spread it in a shallow dish. Sprinkle toasted sesame seeds on top. Pour some soy sauce all around the outer edge of the cheese. As you scoop up the cheese to spread on crackers, the soy sauce and seeds are incorporated with the cheese and makes a real tasty appetizer. Thank you, Doris & Wally.

Many of you have told me to keep including recipes in my column, so I will print as many as I have space for. Having received several others, I promise to print them in our next issue.

Wishing you all a blessed Christmas and a Healthy New Year! Don't worry, be happy!

from Rose

New Life Members

(As of 10/23/88) **(Total now 116)**

Wallace Brauks	Raymond Hinchee	Harold Rutka
Paul Carter	Joseph Hughes	Bruce Sothern
William Creer	Charles Larmore	Carl Stemen
John Farley	Warren Love	Carl Trauernicht

Walt McAllister and Bob Smith.

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

MILT BRAVEMAN — Harrisburg, PA
(In a letter written to Vince Doran)

Several times you have noted that the latrines and washing facilities left a lot to be desired. It seems there were showers somewhere on the base but they delivered a sparse cold trickle. Which leads us into a partially fictionalized tale adapted and plagiarized from a well known yarn of its day:

Whenever the opportunity afforded us, Jim, Hank and I would mount our bicycles and pedal into Ipswich to take advantage of the showers at the Red Cross Club. We were returning from one such excusion...it was late fall or early winter and already dark. As we took a right turn onto the highway leading to Mendlesham, a female voice called out, "Going north, Yanks?" She must have heard us and seen the meager light from the horizontal slits of the headlight. We stopped. Jim sat her between the handlbars and the seat and we proceeded on our way. We hadn't travelled more than 100 yards when Hank and I signalled each other to pull ahead. We left Jim and his passenger behind when we simultaneously realized that Jim was using a GIRL'S BIKE!

NEWLY FOUND

(As of 10/23/88)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
BECKWITH	AL	C/O COM'L.AV.CORP.,4020 KENT RD.	STOW,	OH.	4424
BORDERS	JAMES L.	133 LAKE TERRACE	BRADLEY BEACH,	NJ.	07039
BOWKER	BERYL	206 E. 2ND. STREET	JULESBURG,	CO.	80738
CONNELLY	DON	28-½ 4TH STREET	SAVANNA,	IL.	61074
CRAWFORD	WILLIAM	BOX 192	DANDY,	VT.	05739
DINARDO	KENNETH	230 CLINTON AVE.	JERSEY CITY,	NJ.	07304
EGGLESTON	A. C.	1003 TODD STREET	CAMERON,	MO.	64429
EVANS	CHARLES E.	3616 ARDMORE RD.	SACRAMENTO,	CA.	95821
FARLEY	JOHN	4 CREST ROAD	VERONA,	NJ.	07844
FORD	DONALD F.	RT. 3, BOX 211	GRAFTON,	WV.	26354
FRANK	EARL	329 LANDFAIR AVENUE	SAN MATEO,	CA.	94403
GOODNOUGH	GLEN R.	502 CHAND HARPER	PORTSMOUTH,	VA.	23701
JANSON	WENDELL S.	RT. 1, BOX 270	FARMERVILLE,	LA.	71241
KRAMCHUSTER	EUGENE	RTE. 1	MONDOVI,	WI.	54755
KRUGER	ROBERT R.	2973 SO. 90TH STREET	MILWAUKEE,	WI.	53227
LAPINE	RAYMOND J.	N. 5027 WALNUT ST.	SPOKANE,	WA.	99205
MATHE	CYLDE J.	209 MAXWELL DRIVE	WARNER ROBBINS,	GA.	31093
SCHARMEN	MERRILL E.	SR. 1, BOX 331, LEASON COVE DR.	LUSBY,	MD.	20657
SINNOTT	LAWRENCE	700 ELM #26	BOULDER CITY,	NV.	89005
STEINMAN	ROBERT	P.O. BOX 185	ALBERS,	IL.	62215
VAN LIERE	WILLIAM P.	SALOLA LANE	BREVARD,	NC.	28712
WAGNER	JAMES A.	96 EAST SHORE AVE.	GROTON LONG POINT	CT.	06240
WALTERS	EARL	RT. -3, BOX 457A	WAYNESBORD,	VA.	22980
WINGARD	JOE O. JR.	535 NOTTINGHAM ST.	AIKEN,	SC.	29801
WRIGHT	HENRY C.	RT. 1, BOX 75	GOODVIEW,	VA.	24095

TAPS

(As of 10/23/88)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
BANKS	GLEN W.	4844 ALTO RICCO	REDDING	CA.	96001
BOLLING	RUSSELL A.		LYNCH STATION,	VA.	
BONNELL	PAIGE		WEST UNION,	WV.	
ILLKA	WILLIAM		LANSING,	MI.	
KEIST	CHARLES		KANSAS CITY,	MO.	
LOBDELL	CURTIS		WALDHAM,	NY.	
McKENZIE	HOLDEN		DELL,	MT.	
MOTE	DWIGHT			ND.	
O'MALLEY	CHARLES P.	45 GATES STREET	PAWTUCKET,	RI.	02801
PARKHURST	FRANK		LOS ANGELES	CA.	
PAULMANN	ARTHUR W.	RR NO. 3. BOX 925	SILVER SPRINGS,	FL.	32688
SAXE	MOWERS			HI.	
STANKUS	ADAM SR.	201 HIGH ST. #B-2	ANDALUSIA,	PA.	19020
STILES	ZOLAN	(1984)		LA.	

Don't Forget To Send Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

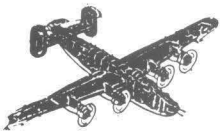
ADDRESS CHANGES

(Changes Underlined)

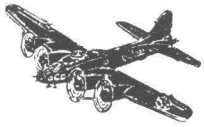
LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
ALLEGA	AL (DOC)	627 BARBERRY WAY	NIPOMO,	CA.	93444
ANTKOWIAK	CHESTER J.	1601 MIDDLE AVE.	ELYRIA,	OH.	44035
BACSKAJI	JOSEPH	2206 CHANEY DR.	RUSKIN,	FL.	33570
BAKER	JOHN	38 LA GRANGE AVE.	POUGHKEEPSIE,	NY.	12603
BASSINGER	JIMMY	5936 MONROE ROAD	CHARLOTTE,	NC.	28212
BILLMAN	CHARLES A.	19806 STARDUST BLVD.	SUN CITY WEST,	AZ.	85375
BISHER	FRANCIS B.	RT. 2, BOX 149-7	OZARK,	MO.	65721
BLACK	WILLIAM B.	116 S. COURT	TIPTONVILLE,	TN.	38079
BROOKE	JOHN	1815 S.W. MONTGOMERY DR.	PORTLAND,	OR.	97201
BROWN	RAYMOND S.	5100 JOHN D. RYAN BLVD. #447	SAN ANTONIO,	TX.	78245-3534
BUCHAN	WILLIAM	49312 WINCHESTER CT.	UTICA,	MI.	48087
CHOMIAK	HARRY J.	61 BRANDT STREET	LITTLE FERRY,	NJ.	07643
DRAHNAK	JOSEPH A.	3137 W. 37TH AVE.	DENVER,	CO.	80211
FRAZIER	ROY G.	P.O. BOX 606	LAWRENCEBURG,	TN.	38464
FREEMAN	EDMUND	2450 BAYWOOD ROAD WEST	DUNEDIN,	FL.	34698
GOETSCH	FOREST L.	1734 WOODSIDE DRIVE	THOUSAND OAKS,	CA.	91362
GOLTERMAN	RICHARD H.	RTE. 3, BOX 789	GATLINGBURG,	TN.	37738
GULLI	FRANK	41 SANTA MONICA WAY	SAN FRANCISCO,	CA.	94127
GUSTAFSON	PAUL M.	1044 QUINBY	WOOSTER,	OH.	44691
HANRIHAN	JAMES	6261 BARBARA LANE	AUBURN,	CA.	95603
HANSEN	TIMOTHY	877 GAIL PLACE	LANCASTER,	PA.	17601-5813
HELLAND	PHIL	RR #1, BOX 264A	PEQUOT LAKES,	MN.	56472
HOBAN	ROBERT	7293 PONTIAC CIRCLE	AHANHASSEN,	MN.	55317
HURLEY	FLOYD	2531 - 57TH AVENUE	SACRAMENTO,	CA.	95822
JAMES	EMET (JIMMY)	86 REDDINGTON RD.	WHITE HOUSE,	NJ.	08889
JENKINS	HARRY J.	7876 CAMINO HUERTA	SAN DIEGO,	CA.	92122
KAUFMAN	WILLIAM	4651 HEATERWIND	FORT WAYNE,	IN.	46815
KLING	JACK	21364 PARKLANE RD.	FARMINGTON HILLS,	MI.	48024
LONERGAN	ED	BOX 31183	ST. LOUIS,	MO.	63131
LYONS	JOHN T.	7704 BALHARBOUR DR.	NEW PORT RICHEY,	FL.	34653
MADION	HAROLD O.	NO. 28 HARBOURWALK	NEW BERN,	NC.	28562
McDERMOTT	MYRON D.	3300 CARPENTER RD. SE. #34B	LACEY,	WA.	98503
MONGEON	OMER G.	ROUTE 1, 365-4	COLLIERVILLE,	TN.	38017
NESBITT	HARRIS	3 BLEAKER ROAD	ROCHESTER,	NY.	14609
REVETTI	JOSEPH D.	5503 STEEPLECHASE DR. #A	FREDERICKSBURG,	VA.	22401
RUTH	DICK C.	P.O. BOX 559	OKOBOJI,	IA.	51355
SCHNEIDER	CHARLES R.	3400 W. PARK BLVD. #1003,	PLANO,	TX.	75075
SPENCER	JAMES L.	3577 HYDE ROAD	CARSONVILLE,	MI.	48419
STRAWDER	EARL C.	826 4TH AVENUE	DELTONA,	FL.	32725-7221
TROUP	JAMES H.	340 ORCHARD LANE #2	SEDONA,	AZ.	86336
WACK	MRS. JOHN	15909 W. CALLA ROAD	BELOIT,	OH.	44609
ZESCH	EDWARD E.	6052 W. OJAI CIRCLE	BANNING,	CA.	92220
ZINZOLA	PAUL L.	874 OHIO ST. UPPER	N. TONAWANDA,	NY.	14120-1973

L. to r.: Albert Shields, Jeff Bowen and Verle Grimme of the 18th Sqdn.

October 1944, London, Roland R. Beach and Charles Jones of the 7th squadron, 34th Bomb Group (H) during their first pass. Victoria Monument in background.



Then and Now



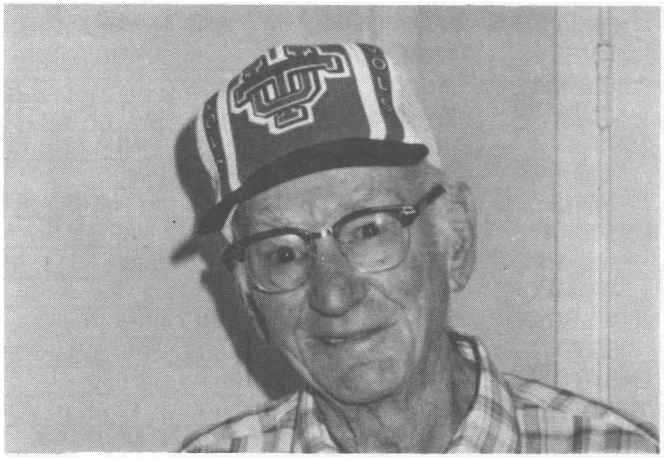
Carl & Imogene Freysinger

1945
(Just Married)

1987

A. T. Connelly

1944



1988

Fred Sampson

1944

1988

THE WAY IT WAS

(Conclusion)

By Vincent J. Doran

The British soldier always manages to look military no matter where he is, or what he is doing. I bet he looks military even when he is sleeping. This is said in admiration, not ridicule. When he climbed out of an airplane, peeled off his coveralls, reached into his flight bag for an item or two of clothing, he was ready to appear in a mess-hall. Wrinkled a bit maybe, but presentable. This reflected a long, proud military history.

The American airmen, by contrast, often looked like we had been outfitted in a surplus, used military clothing warehouse. On the flight line and in the planes, we could wear almost anything. However, most of us wore the military issue because it was given to us, and it was suitable for the purpose. but you could wear your favorite knitted sweater from home, a lucky scarf, mismatched parts of uniforms, or an old beat-up pair of grimy pants that could stand alone in a corner, but which you wouldn't part with until you finished your missions. Not that you had a superstitious bone in your body, you understand, but it was just that, well, you felt more comfortable in familiar things. Shoes? We never carried dress shoes in our flight bag. We wore flight boots over heated felt inserts, and that was enough foot gear because we were not expecting to make any social calls.

Sometimes you could sneak a few extra minutes of sleep in the morning, and get up so late there wasn't time to dress or shave. You would slip your pants and sweater over your pajamas, and run for the bus. This didn't cause any problems unless you ended the day in prison camp, or were diverted to an English base because of bad weather back at Mendlesham.

When all 324 of us piled out of the airplanes and invaded their messes, the British could not believe what they were seeing. We looked so unmilitary, they just didn't think we were taking the war seriously. To them we looked and acted more like caricatures than soldiers. But, on the other hand, they knew from our record that we were effective in the air. They could never reconcile what we could do with the way we looked.

He began slowly to slide toward us, still not firing the flares of the day. That got our serious attention. The flare code was changed every day so the Germans would not know it. The flares were like a roman candle. For example, three fire balls would come out: RED, RED, YELLOW. That would positively identify the plane as friendly. We had been alerted that German crews were flying a few captured B-17s. They would get into formation, attempt to shoot a plane down suddenly, then peel off and get away. So we watched him as he came toward us, and made our own reception plans. We would not shoot first, but would turn all guns toward him that could be brought to bear, and keep them moving so he would know we were alert. By our actions, he had to know what we were getting ready for.

He held his position at least ten minutes, 100 feet off our right wing tip. We kept the guns moving, and never relaxed an instant. Then, very slowly, he slid away without firing. He made a shallow descending turn 180 degrees to the right and continued to descend down into Germany as long as we could see him. It must have been a German crew.

When the group landed after a mission, each pilot tried to space his plane about thirty seconds behind the plane ahead. Usually all 36 planes would get down in 20 to 25 minutes. Every pilot would take turns landing in prescribed order unless there was an emergency that demanded priority: wounded on board; engine trouble; low on gasoline. When you landed, you let the plane roll fast to near the end of the runway, to stay well ahead of the plane right behind. Before you slowed and turned off at the end, another plane had landed. Two planes were always on the runway at the same time when landing. Everybody moved fast and got off the runway fast. it had to be fast because we were always short on gasoline and it always seemed to be getting dark by the time we got back.

The low stratus clouds, that hung over England much of that winter, caused many landing problems. When you were above it you could see down through, but when you were in it, as when you were landing, you could not see horizontally through it. Sometimes it would be a fairly thick fog almost to the ground. Then someone on the ground would fire bright yellow flares to mark the end of the runway. Sometimes all you could see were the flares until you were right at the touchdown point. We made some awful landings trying to rack the plane around and get it on the ground in such weather. The sturdiest landing gear was needed then; and the B-17 had it.

We landed after a mission, right behind another B-17, just as we were supposed to. He was about half the length of the runway ahead of us and we were both moving fast. Suddenly one of his bomb bay doors popped open, and out fell a 2000 pound bomb. It skidded and rolled down the runway, and gradually slowed. We caught up with it and had to swerve to miss it. I knew it was positively, absolutely, guaranteed not to explode, but I sucked in my breath and didn't exhale until we had rolled a half mile past it.

It didn't explode; a bomb ground crew retrieved it and hauled it back to the bomb dump.

On another occasion we landed in the dark after a long, hard mission. Once the wheels were on the runway we started to breathe easy again. But the damned brakes failed and we couldn't slow down. Ahead of us, still on the runway, was another B-17 finishing his landing roll. We came up on him fast. Their tailgunner flashed his red Aldis lamp faster and faster as we closed on them. He probably felt the same as he would if he thought he was about to be run over by a freight train in the next few seconds. By applying a little power to the right outboard engine, we managed to swing the plane a few degrees to the left, so we would not hit their tail with our nose or right engines. When we collided our nose was behind his left wing tip. It was a violent crash. Their tail was pretty well demolished, but the tail gunner was only battered about a bit. Their left wing was chewed up by our engines. Our right wing and engines were beyond economical repair. Our nose was smashed. An instant before impact the togglier threw himself back and landed on top of the navigator. The moment we came to a stop we cut off everything electrical. Explosion and fire were the big dangers. The engineer went aft to get everybody out quickly and away from the plane. They were still in the plane as I had left them; the togglier still on top of the navigator. They were unhurt, but in shock. I shook them and talked to them, then pulled them until I got them out. The two planes were hauled to the boneyard, never to fly again. We had a big boneyard with lots of planes in it.

In March of 1945, a bombing mission was scrubbed because of weather after we got as far as France. Back in England, thick fog came right down to the ground over East Anglia. We couldn't get down at Mendlesham, but had to fly all the way to a British base at Land's End on the southwest tip of England to find clear weather. We made our normal group landing there; each of the 36 planes landed about 30 to 40 seconds behind the one ahead. Since we followed a practiced routine, there was no need for radio. They sent two "FOLLOW ME" jeeps to lead the B-17s around the taxiways to the parking areas. I guess they expected us to wait in the air until they had parked the previous planes. We landed so quickly and moved so fast that the jeeps were overwhelmed, and the drivers fled for their lives. We had to find our own places to park even though we had never been there before.

The first plane taxied out on the grass because there didn't seem to be any paved hardstands. His wheels didn't sink, so everybody followed suit. In a half hour we were all down and

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THE WAY IT WAS

Continued from page 29

parked, looking for a ride to chow. Later we found out there was soft ground there all right. The British had laid steel landing mat everywhere between the runways and taxiways, covered the mat with soil and seeded it. Lucky for us or we would all have been mired down.

I talked to two British officers who had been up in their control tower when we came in. They figured we had put on a special show just to impress them, and they were impressed. They particularly couldn't understand how we could get down so quickly and in designed sequence without radio. I explained this was our normal routine and radio instructions were not needed. They didn't believe me.

The tensions of a long day of flying (actual flying time averaged 8 hours and 20 minutes each mission) would cause my stomach to shrink to the size of a golf ball. That, plus being still keyed-up after landing, made it impossible to eat or sleep for a couple of hours. However, the Medical Corps, bless their hearts, developed a medication that was very effective for alleviating this condition. They named it Rye Whiskey.

After parking the B-17 on our hardstand, we would be driven to the reporting building. All reporting was done in a single, large room; the Air Corps reporting tables and personnel in one area; the Medical Corps "bartenders" pouring generous slugs of rye in a corner; the Red Cross ladies dispensing friendly smiles and hot chocolate from another table. The whiskey was too strong for me but, after seriously studying the problem, I came up with a workable solution; fill a mug with 2/3 chocolate and 1/3 rye. By sipping it slowly, I could get it to stay down. My stomach would start to relax and I could eat supper. Then blessed sleep. The best sleep was always after a mission, especially if you didn't have to fly the next day.

The navigator and I dated two charming, young, uniformed ladies from one of the British military services. Because we didn't get a pass to London very often, such dates were so rare we didn't have the opportunity to identify female military units. I think these ladies were in the Army. Our plans for the evening were to dine early, then attend the theater for a popular musical variety stage show. We went to a nice restaurant within walking distance of the theater. The menu was very limited as you would expect everywhere in the UK at that time. The three entrees were spaghetti, sausage, and tripe. We knew that the sausage would be mostly suet and grain meal, and that the tripe was the lining from a cow's stomach which takes some determination to eat. All four of us took a chance on the spaghetti. The portions were quite small, the strands of spaghetti rather rubbery, topped off with three tablespons of a thick sauce about the color and body of ketchup. My fellow airman and I weren't that hungry, so we decided to skip the whole meal after it came. We could go later to our own generous American mess in the City. There is no question that Americans ate better in England than the English did.

L. to r.: Clarkson, Rutkowski, Nelson & Kramschuster of "Duke Spook".

We urged our portions on the ladies, which they graciously accepted. In fact, the two meals would just about fill up one average sized woman. The meal was most pleasant and stimulating, full of the wonder of young people getting acquainted in one of the world's great cities during wartime. But our foursome and the planned evening came to an aburpt end as soon as we had finished dining. The ladies politely and firmly told us they had been offended by our disdain of the only food the British had to offer. We had not only demeaned them, but also the Crown, as well as the general populace of the UK. We were speechless with dismay. The last thing in the world we wanted was to be thought of as "UGLY AMERICANS." We did so admire the quiet courage and bulldog determination of the British in the face of their ordeal and privations. Explanations of our innocent intentions were not accepted. The evening was beyond reclaim. They left us flat. What a painful way for a young man to mature!

We went to a London stage show. It was a musical variety called STRIKE IT AGAIN, starring Sid Fields. It was a great show; lots of music, girls, dancing, comedy, etc. Half the audience headed for the bar during the intermission. It was filled with convivial spirts so noisy you had to shout to be heard. Suddenly the city sirens began sounding. This meant a German buzz bomb, their unmanned jet airplane loaded with explosives, was coming in our direction. The British were good at tracking them with radar and would alert only that part of the city directly in the path of it, rather than terrorize the entire city. Where it would hit was unpredictable because it depended on when the jet engine ran out of fuel. Then it would glide down, hit the ground or a building, and explode.

When the sirens went off, the room became so quiet you could hear a pin drop. Everyone was waiting to hear the sound of the engine. When we heard it approaching: PUTT, PUTT, PUTT, PUTT, everyone stopped breathing, stopped moving; we froze in position. Some stopped in mid-step, some in raising a glass to drink, a bartender in pouring a shot, etc. Each of us had our computer brain working furiously:

If the engine stopped now, would the bomb glide past us?

If now, would it go by or hit us?

If it was going to hit nearby, what could we get under?

It went over us; we started breathing and drinking again. it exploded a couple of blocks away. The theater was jolted, dust flew, but we were called back to our seats. It was a wonderful show. Sid Fields was uproariously funny.

One evening in early 1945, I was having a quiet drink in a crowded London hotel bar minding my own business. Standing next to me, in another party, was an American Red Cross man in uniform, about forty years of age. Suddenly he noticed me, whirled around and started verbally attacking me. He was wild; I thought he was going to slug me. It took a minute to get him simmered down enough to find out what was upsetting him. It was my 8th AF shoulder patch that had set him off. He hated everybody in the 8th. He told me his story:

He landed in Normandy, shortly after the invasion in June, and went up near the battle line to service the troops. German opposition had stiffened and the Allied drive had stalled. Opposing troops were within a few hundred yards of each other. The 8th was assigned the tactical mission of bombing the enemy immediately in front of the Allied line. Smoke generators were set up to mark the Allied positions. However, by the time

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Memories

The Mendlesham Stone

By "Pete" Gray

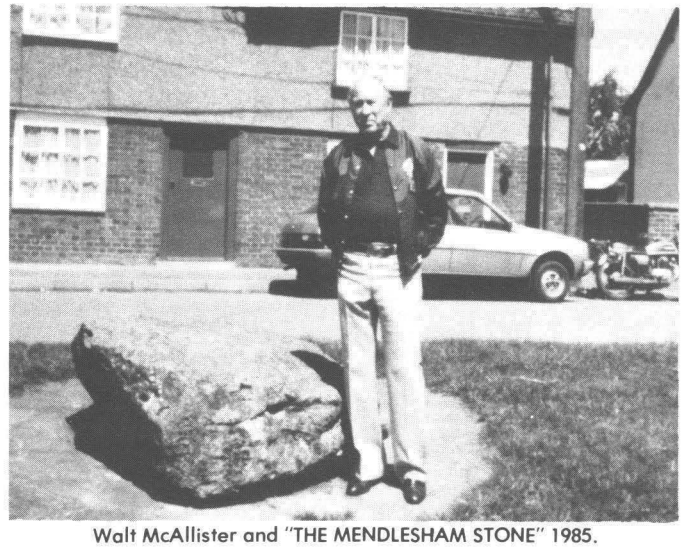
Many members of the 34th B.G. will recall the large stone which was located right in the middle of the main street of Mendlesham. It was situated in a sort of island and all traffic was diverted around it. However, during our stay in the village in 1944 and 1945, this piece of rock didn't make too much of an impression on me. I was much more interested in the activities taking place at the two pubs located at either end of the street.

Then, in 1983, on our return to Mendlesham, I re-discovered the stone which was in the same spot where I had last seen it in 1945. So I asked my English friend, Millicent Scruby, a native of Mendelsham, if she could find out something about the stone for me. She had a job with the American Red Cross Club on the old base during the war years, when she was about 18 years old, and her response was quick in coming: —

"With regard to "THE STONE," as it is called locally, it has been a notable feature of the parish for generations. Although it has for years rested in Old Market Street (or Back Street as it was probably known in those years) it was originally located a little further west along the street between the United Reform Chapel and the dwelling house opposite it, a pub called the "Brewers Arms." When this pub was opened for business, it is said that the stone was used as a mounting stone to enable customers to mount their horses or to get up into horse drawn carriages.

To mark the Silver Jubilee of our Queen Elizabeth II, a planning committee decided to create the small Jubilee Garden in Old Market Street and the "stone" was moved a few yards to take up a more dignified place on the garden's lawn, resting on a concrete base.

On making inquiries as to the history of the "stone," each and every answer has been that it was deposited in the parish as a result of glacial movement during the Ice Age. Since the last Ice Age disappeared over 10,000 years ago, the "stone" must have been with us a very long time. It is difficult to guess the weight of the stone. We can, perhaps, compare its hulk with 4 or 5 bags of domestic fuel — perhaps 500 pounds — but this may be wholly inaccurate.



Walt McAllister and "THE MENDLESHAM STONE" 1985.

THE WAY IT WAS

Continued from page 30

the bombers lined up for their run, the smoke had drifted back over the Allies. The bombing hit our troops, and right on top of my Red Cross friend. A near miss picked him up off the ground and hurled him through the air forty feet. Most of his clothes were blown off, he was cut and abraded all over his body, all his teeth were loosened, he lost his hearing (most of it came back within a week), his skull rang like a bell (didn't stop for a day or two), his equilibrium tilted (he said he was punchy for about a week, but I say he was still punchy when he talked to me six months later), and he developed a strong dislike for the 8th AF, all its personnel, and their heirs down through seven generations.

He didn't let go of me until I bought him a drink and inspected his still-loosened teeth. Then he went off looking for another 8th AF patch.

After we had finished our bombing missions and had returned to the States, we were turned loose to go home for a short visit before getting a new assignment. On the way the train stopped in Seattle for a few hours. Because there was nothing else to do, some of us walked aimlessly around the city near the depot, sightseeing. A nicely dressed lady, probably about my mother's age, came up to our small group. She knew enough about the military to recognize Army airmen. She was looking for 8th AF shoulder patches. When she saw ours she told us her son's name and asked if we knew him, as he was in the 8th also. Of course we didn't. He had been reported missing in action, but she was sure he was still alive. She had been walking the streets of Seattle every day for weeks hoping to find someone who had seen him get shot down over Germany. She said she had to start somewhere, and she couldn't think of anything else to do but ask every 8th AF man she saw. She wasn't getting any help from the War Department, but she wasn't blaming them for inaction. The war was still on and they had a lot of other things going on. She wanted to hear there was a good chance her only son was still alive. That's what we told her because there was a chance.

Editor's note: Vince Doran sent me a lot of small vignettes of life during the war in Europe. I thought they were interesting enough to include as a feature story and tried to put them together in chronological order to retain the flavor of his efforts. The stories are all his; the editing all mine. If you find fault, please address it to me.

Holocaust Over Suffolk

by Stewart Evans
(From British magazine "Fly Past")

Pilots of the B-24 Liberator bomber formation strained their eyes as they peered into the gathering dusk and their ears reverberated to the constant drone of powerful Pratt and Whitney aero engines. The twin vertical tail fins of the closely flying bombers carried the distinctive "S" in square markings of the 34th Bombardment Group (Heavy), stationed at Mendlesham, Suffolk, the oldest USAAF bomb group to serve with the 8th Air Force. It was past 11 P.M. on Wednesday, June 7, 1944 and the bombers sped homewards after a tactical mission to France in support of the ground invasion forces. The crews now had time to reflect on what had been a none too successful sortie to Tours and Nantes.

Takeoff from their base deep in the Suffolk countryside had been around 3 P.M. that afternoon. The weather had been the main factor in their lack of success, with eight-tenths scattered cumulus at the targets making visual bombing very difficult. The 34th managed to achieve only poor results at the secondary target and the lead squadron did not even bomb due to

Continued on page 32

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Holocaust

Continued from page 31

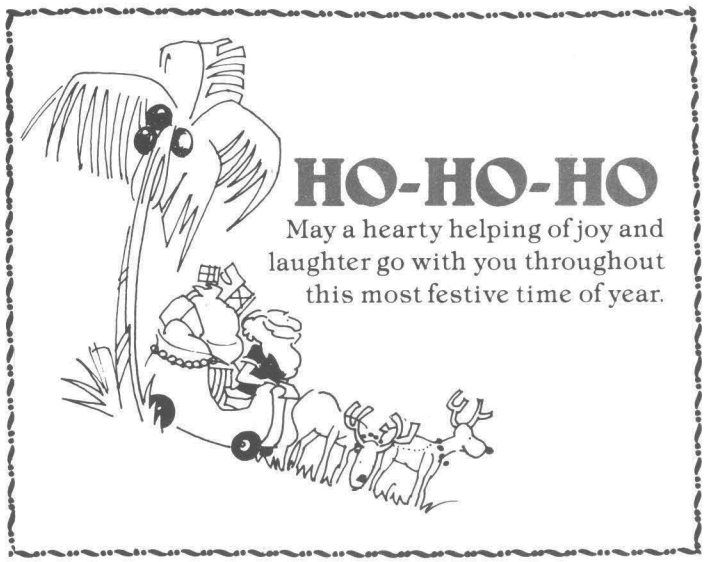
flak and cloud cover at both targets. One aircraft dropped one 500 lb. GP bomb on the primary target. The raid was carried out at 8:40 P.M. from a height of 20,000 feet and crews observed three or four fires, one believed to be an oil tank at Nantes. Hits were also observed in the built-up area along the river. No enemy aircraft opposition was encountered over the targets although heavy, accurate, tracking flak was experienced at Tours, west of Nantes and over Guernsey Island.

The return trip over the channel was completed as the mantle of darkness began to fall and the English coast was regained at around 11 P.M. The bombers descended to 6,000 feet and relieved crews removed their irkness oxygen masks which were no longer necessary at the lower attitude. On the ground airfield lights were extinguished as the formation approached and the navigation lights on the aircraft began to twinkle. The Americans were still mindful of the successful German night fighter intrusion of April 22, 1944, when ME-410 twin-motor "Hornisse" fighters of Kampfgeschwader 51 had infiltrated the returning Liberator formations of the 2nd Air Division over Eastern England after darkness had fallen. On that occasion the subsequent action had accounted for the loss of fourteen B-24s. Therefore, despite having reached the final part of their return trip, the 34th Bomb Group gunners remained in their turrets at action stations.

Sitting in the top turret of B-24H 294911, Technical Sergeant Jack Blackham of the 4th Bomb Squadron could see the lights of the other aircraft in the formation. It was by now so dark that he could just discern the dark silhouette of the Liberator flying to the right of his own aircraft. This was Jack's sixth mission and the thirteenth for the group. As yet Jack had not encountered the Luftwaffe, but he remained alert in the familiar turret of the B-24 he and his crew had flown to England from the United States just two months previously. 294911 was flying with the low squadron, with the lead squadron flying above and to the right and the high squadron to the right and above the lead. All lights on the ground were out as the bombers neared their base when Jack was suddenly aware of much noise. He rotated his gun turret in a vain attempt to see what was happening. He could see almost to the right wingtip of his aircraft and, to his amazement, saw pieces of the wing flying off and spots about the size of dinner plates appearing.

Over the intercom Jack heard the voice of the right waist gunner, William Reschke, asking what was happening. Jack said he did not know but that he thought British flak was firing at them. Reschke replied saying that he had been hit by something. Jack asked him how badly he had been hit and Rescke said that he did not know but "it hurt like hell." Jack told him to bail out and he did so. Again Jack revolved his turret but in the all pervading darkness he could see nothing. He reached under his seat and grabbed the cable releasing the stops, then dropped from his turret to the flight deck. He stood between the pilot and co-pilot and shouted at them, asking what was going on and who was shooting at them. There was no reply and he then felt a tap on his arm. It was the radio operator, Carroll Forister, who handed Jack a note and pointed to the pilot. At that instant a hail of bullets tore through the aircraft again. Jack moved to the rear of the flight deck and opened the door leading to the bomb bay. He dropped to the bomb bay catwalk, reached under the deck and pushed the lever that actuated the bomb bay doors. The doors opened and thus provided an easy means of exit from the stricken bomber. The bomb bay was a mess and was saturated with fluid from hydraulic lines ruptured by bullets. A crew member pushed past Jack and jumped from the gaping bomb bay.

To Be Continued



VOLUME XII NUMBER 1 MARCH, 1989

MENDLESHAM MEMORIES

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OBSERVATIONS

Well, here we are, living the grand style in Orlando, FL. We've been here since December 12th and, at this writing in late January, except for a few days when we first arrived and this last weekend, the weather has been most enjoyable. Sunshine every day with high temperatures in the upper 70's and lower 80's for about five straight weeks.

From our observations in the newspaper, it looks like we're not missing out on a lot of harsh winter weather. It seems that our home area back in Indiana is having another mild winter with little snow and above average temperatures. Oh, well, that's still not as nice as the weather down here.

We've visited with Walt and Ruby McAllister quite a bit and, in fact, have joined a local seniors bowling league with them. On this last weekend in January, George and June Ritchie were in town for a few days. George, Walt, and I sat around and discussed many of the problems (and potential problems) facing our group, as well as some of the plans and hopes for the future. All in all, I believe our meetings were fruitful and will lead to more participation from our members.

We trust you've all had a joyous holiday season. We celebrated Christmas and New Year's Day with our children who live here in Florida and their spouses as well as our youngest daughter and her family who came down from Indiana to be with us. We have three children in Florida, two in Indiana, and one in Ohio, so we did enjoy the holiday with a majority of the family present.

Elsewhere in this issue are reminders about the upcoming reunions; the B-24 Liberator reunion in May at Ft. Worth, TX. and the 34th B.G. reunion at Shreveport, LA. in September. Rose and I will be unable to attend the May reunion because of property settlement problems back in Indiana, but we sure are looking forward to Shreveport. It's so nice to meet our friends, both old and new, at these affairs. Those of you who have never attended, and are physically able, should try it. "YOU'LL LIKE IT!"

Let us also not forget that our 1990 reunion will be in Seattle, WA. Everett Rose, our V.P., is getting together with others in that area to plan a super schedule of activities for our visit. Rose and I are looking forward to that one very much. It's a section of the country which we've never visited and we understand that it's "GOD'S COUNTRY".

Our June issue will include the 1989 roster and is to be sent to all names on the roster, whether paid-up members or not. This was the decision by the membership at the Virginia Beach reunion, with hopes that we can entice more of those who are remiss to become active members.

Well, enough for now. I'm still looking for your letters and pictures. The "Then And Now" feature has received a lot of good comment so I'm pleading to more of you to send in the photos for that. A good story is always appreciated as are old WWII photos. Just make sure they are clearly defined or they won't print well. Don't let me down. I can only make this newsletter as interesting as the material I receive.

Rose and I want to wish you all Health, Wealth, and Fullness of Life, in whichever order you prefer. DON'T WORRY, BE HAPPY!

Eli Baldea
Editor

PRESIDENTS MESSAGE

GREETINGS.....We have all heard this salutation before...but this time it brings good news. The 34th Bomb Group (H) is ALIVE & WELL!!

Because of our dedicated men and women, we have a glowing report for 1989. First of all, we are RICH! Both Ray Summa and Bob Wright report their bank accounts are bulging. That fact alone should bring JOY, new members, and new ideas on how to spend it. We welcome your input, so feel free to participate. Gerry Pine and his reunion committee are instigating a means to redistribute the surplus in their account.

A group memorial on the 8th Air Force Memorial Walkway at Barksdale has been approved by the Board of Directors. Lonnie Crook and Vern Ames are co-chairmen. We hope the memorial will be in place for dedication while we are in Shreveport.

Rose Baldea is chairperson for our program to assist our friends in Mendlesham. She will consider any suggestions and appreciate any assistance.

Our thanks to Cleveland Romero, chairman, and Harold Pro-

Continued on page 2

PRESIDENT'S MESSAGE

Continued from page 1

vence, John Janes, Marquis Deal and Lonnie Crook, the Scholarship Committee, for completing the requirements and regulations governing our first Scholarship Fund. Details in this issue.

At the direction of the Board, I am working on a program to bring our finances into an accepted corporate accounting system. We will use the period between reunions to develop it and bring it to Shreveport for approval. The financial committee will give birth to a unified system bookkeeping and audit. We would appreciate any experienced accountant to volunteer to assist in this project.

Without the foresight and dedication of Ray and Hannah Summa, we would not be today the mature organization that requires this development. We are forever in their debt.

Have a good year and plan to join us in Shreveport.

George Ritchie

Ray Summa...

Dear fellow members of the 34th Bomb Group Ass'n.:

Hope this finds all of you in good health at this point in the New Year of 1989. I would like to express our thanks to those of you who sent Christmas cards. There were many, I assure you. We do appreciate them and we put them on the coffee table so that everyone who visited us might see them. After the New Year we store them away.

We also want to thank you for the many cards and calls we received during and after my stay in the hospital. I am doing OK now and am back answering the many letters from all of you.

I have been going over the books for sending in the Income Tax. Yes, we do have to pay some Indiana tax, even though we are non-profit. I find that many of you have not sent in your dues for 1989. There are many of you who have paid for 1989 and 1990. If you are in doubt as to the year you owe, look at your card and it will show your paid-up year. Better yet, send in your dues and, if you have already paid, I'll credit you for next year's.

I have received word from the Duxford Museum in England that our 34th B.G. and Sqdn. emblems are on display at the Museum, which I had sent at their request about a year ago. I've also been to Wright-Patterson Museum at Dayton and gave them a set for display in the new edition of the museum. If you visit there look for the 34th B.G. emblems in the new part of the museum.

Those of you who attended the reunion will remember me telling about the painting on the wall of the 18th Sqdn. Day Room at the old base in Mendlesham. I received a phone call from Lynn Kewitt of Indianapolis who is a member of another bomb group. Lynn, his wife, Naomi, and Dale and Margie Finlay of the 34th B.G. visited the base at Mendlesham last year. They contacted my friend, Patrick Taylor, who showed them around the area. They visited the 18th Sqdn. Day Room which is now part of a small manufacturing plant. They were told that the wall with the 18th Sqdn. emblem painting would have to come down to make more room.

When Lynn arrived home he called me immediately. That same day Patrick Taylor called. They both informed me about the wall and asked what they could do to help. We agreed to make contact with people interested in saving the wall. From John Woolnough of the 8th A.F. News, I received the name of Bill Towhig of Essex Aviation Gp. in Mass. Bill and his friends spend several months each year digging up plane parts, etc. in England wherever the A.F. had stations. Bill contacted friends in England about the problem. A group called EWAC made a date to remove the wall and, on Oct. 30th, did so. Bill Espie of the EWAC group and Ian Hawkins both wrote me to say the wall had been removed and stored at the "Red Feather Club" Museum of the 95th B.G. at Horham since it was too large to store at the 390th B.G. Museum, where so much of the 34th B.G. memorabilia is stored.

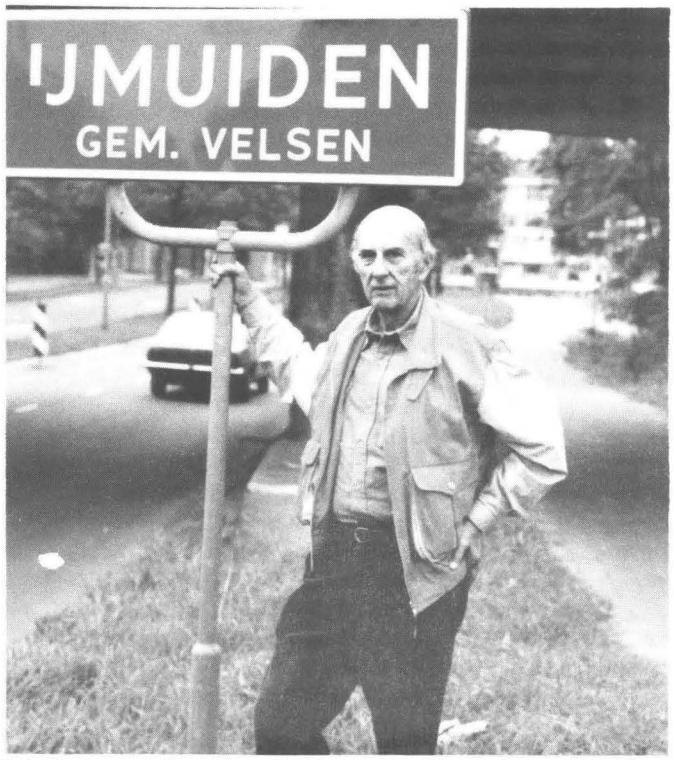
If you are wondering why the fuss about a wall, keep in mind that these paintings were placed there during our stay in England and not many of them are left. It is now safely stored and I have sent thanks to all who took part in saving it.

During December it was decided to send copies of our new 34th B.G. Book to some of the people in England who have helped the group all these years. I have heard from Ian Hawkins that he has received his and am now waiting to hear from the rest, hoping they all received theirs in good shape.

I have been told there is to be a Memorial Walk at the Museum at Barksdale and the 34th has been asked to place a memorial there and to dedicate it while we are there. Vern Ames and Lonnie Crook are working on this project and hope to have the memorial ready for dedication during our visit there while at the Shreveport reunion, Sept. 13-17, 1989.

Do not forget, the 34th will take part in the B-24 50th Anniversary Celebration at Ft. Worth, TX. May 17-22, 1989, If you plan on going, send in your reservation form right away. If you do not have the form, write me and I will send you a form to use. Let us show the rest of the bomb groups and B-24 men that the 34th, which trained over 12 other bomb groups, is still alive. As you know, the 34th is called the Grandaddy of the 8th Air Force.

Ray Summa
Corresponding Secretary,
Treasurer & Unit Contact



Bob Steiner at Ijmuiden, Netherlands. Many aircrew members will remember this was the town where we often made landfall over the continent.

REUNION 89

Attention, 34th Bomb Group membership!

Please do not forget to make plans to attend the Reunion of the 34th Bomb Group Association. This year we will meet at the Sheraton Pierremont Hotel in Shreveport, Louisiana, on the 14th through 17th of September. Mr. Lonnie Crook, our native son in Shreveport, has made all sorts of arrangements for the group while we are there. The 8th Air Force Headquarters is now located at Barksdale Air Force Base — Lonnie has been working with the people from the base to give us a memorable time. The reunion committee also has a few surprises in the program to add gusto to the proceedings.

Plan to make this reunion. It will fit in your book of memories. President George Ritchie has set up a golf outing. So all you Pros — and everyday would-be pros — bring your golf gear. See George at the course he will have reserved and proceed to make it a great day. The forms for golf - and other reservations - will be in the June issue of Mendlesham Memories.

The 34th Bomb Group
Reunion Committee
Harold Rutka
Robert Wright
Gerald Pine

50th ANNIVERSARY B-24 LIBERATOR REUNION

MAY 17-22, 1989, FT. WORTH, TX.

As mentioned in previous issues, there will be a 50th Anniversary reunion of all B-24 Liberator units in Ft. Worth, TX. May 17-22, 1989. "A GATHERING OF LIBERATORS" will celebrate a "Happy Birthday" for the B-24's. All men on the roster should already have received their registration forms and, by now, have sent them in. If you would like to go and have no forms, contact Ray Summa. He will advise you on the proper procedure to use. Let's make a good showing for the 34th down there!

Walter & Kay Shore at their home in Mexico

EDWIN GEORGE - Roanoke, VA.

Sorry I couldn't make the Va. Beach reunion. Maybe next year? Received the December Mendlesham Memories today and was sorry to note the passing of Saxe Mowers. Saxe, I believe, originally flew with either the R.A.F. or R.C.A.F. before transferring to the U.S.A.A.C. Probably would make an interesting story if one had the details.

HENRY TOBIASON - Remer, MN.

Well, we did not make the 34th reunion in Virginia Beach and then we couldn't make Des Moines, either. I had every intention of making it but couldn't. We are already talking about Shreveport next September. Audrey even figured out the mileage yesterday.

We had a very hot, dry summer and didn't think we would have much of a garden but it rained seven inches in August so I had good corn, beans, squash, tomatoes, carrots and potatoes. The canned goods dept. and freezer is well stocked up.

THOMAS WILLIAMS - Knoxville, TN.

I am not well enough to travel now but hope to be by reunion time. I had hoped to make Virginia Beach last year, but had congestive heart failure the last day of February, 1988 and, while I was in the hospital, they did all the tests for cancer. I had a rectal cancer in 1985 and had to have a colostomy. It left me pretty weak most of 1988. I am still taking quite a bit of medication, but am better acclimated now and feel like my doctor will let me travel this year.

PAUL BRESH - Ft. Myers, FL.

We are planning on going to the B-24 reunion in May. We are going to visit with Joe and Verna Edwards. Then we will go together from their house. Will probably also stop on the way back to Illinois and see Ed and Sally Crowley in Bellvue, NE.

JACK WHITING -Charleston, WV.

It was more than great being with you. Let's do it again! Thanks for the plug in the paper.

MILTON HANSEN -Sauk City, WI.

I had knee surgery last September. Getting along great. Hope to be on the golf course next spring. Spending Christmas with our son, Tim, and family in PA. Hope we can get to the next reunion.

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Notes From Our Friends

RODRICK McCOLL - East Orleans, MA.

Eli and Walt are to be congratulated for the effort and good will they put into picture taking. I appreciate this as well as the work done by everyone before, during, and after the reunion.

Bob Saxon was our flight engineer and I hadn't seen him in 44 years. Across the table was Jack Whiting and wife, Francis. We also had not seen one another since 1944. Jack flew lead bombadier while I served as pilotage navigator.

HAROLD WILLIAMS -College Park, MD.

We did enjoy both reunions and it was good to see the large number at Virignia Beach. We went on after Des Moines to visit family and friends in Oklahoma and Arkansas. Our 8th AF sticker was noted by someone from the 96th at one of our stops and, not being a member, we sent his name in. See you in Shreveport!

JANE ANN (WALTER) FELKER - Orlando, FL.

We really enjoyed the reunion and all the rest of the B-17 crew have stated the same good news. Wally was so excited seeing all of the men again.

A letter from Ian Hawkins came this week and he mentioned the crew picture and bomb pin display that Wally sent to display in the museum has generated considerable interest.

SAM WOLSTENCROFT - Westerly, RI.

I've been on the back burner ever since the reunion. I've been to the V.A. for a check-up and also to my heart doctor for tests. Now I'm done for the next 4 months when I will return to the V.A. for another check-up. I've had all my joints X-rayed plus I think I donated a Qt. of blood for tests. Now I have to go through tests for my heart.

JOHNNY FISHER - Cold Springs, TX.

We went by to see Daniel Courtney and his wife in Salt Lake City. We sure did enjoy our visit. After forty-three years things seem to have changed a little (Ha-Ha).

Danny was our pilot and lead for the 4th Sqdn. He said that I was the only one he has seen since getting out, but has corresponded with our co-pilot, Bill Jennings in Phoenix for a while.

WENDELL JANSON - Farmerville, LA.

Thanks for getting my note and address in the newsletter. I already have received a letter from one of my friends from the 7th squadron inquiring if this is the same guy formerly from Ohio and Mendlesham. I really am. Anyway, "Thanks" for finding me and I'll be seeing you in Shreveport next September.

Standing L. to R.: Work, Hall, Brown, Blatz. Kneeling L. to R.: Henderson, Buzbee, McClure, Chambers, Violante, Rutherford

Standing L. to R.: (?), R. Bowen, J. Hanchar, A. Busse, ? Briske. Kneeling L. to R.: J. Spink, C. Freysinger, G. Spence, (?)

ANTHONY HABIGER - Topeka, KS.

We sure hated to miss the Virginia Beach reunion. Mother passed away the next Wednesday. Heard from Paul and Mary and also from the Felkers. I got cards from all the crew members' wives. We are planning on Shreveport next year.

GORDON BREEDING - Alpena, MI.

You know, I think I should have stayed working because I am working more now since I retired five years ago. Helping the neighbors with their work, also keeping up with mine. Like yesterday, Nellie and I went and cut wood all day. We had a heavy wind storm that blew down a few trees along the power lines and roadway. Nellie and I trimmed them up and cut the logs up in 16" lengths. Then we took the tractor and trailer, loaded the trailer up and came home with the wood. Now Nellie and I will split this wood up. Yes, I have a log splitter. Those days of using the ax are gone.

ORAL WALKER - Battle Creek, MI.

Had to miss the reunion this year as we have a daily sitting job with my 90 year old mother. She had a stroke and dehydration caused by her potassium level. Then, with all the hot weather, we had to move her to my sister's as she has air-conditioning. Then her sugar went to 34 and she wound up with pneumonia. She didn't know where she was for about 3 days. So you can see, we've had an interesting summer.

FRANK RAMSHAK - Acton, CA.

Hope you've noticed our change of address. We've moved up here to Acton, about 60 miles north of smoggy L.A. We're in the land of snow and high winds. It snowed all yesterday afternoon. Just like the good old days back in Milwaukee.

WILLIAM FANDEL - San Antonio, TX.

Glad to see the reunion was a great success with record attendance. Hope I can make Shreveport next year - can make it in a day by auto from here.

Received the new 34th B.G. book last month and have enjoyed reading all the info, especially the 34th History. They did a nice job on the book.

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Notes From Our Friends

Continued from page 4

FRED SIMMONS - Ashville, NC.

Just a short note to let you know how much I enjoyed myself at the group reunion. And to see you wonderful folks once again. Also to meet new people.

Val and I are as good as can be expected. As you know, as we get older we all have our aches and pains.

ALVIN ANDERSON - Fairhaven, MA.

Julie and I are in reasonable health but were not able to make the reunion. Maybe Shreveport! During our combat crew training at Ardmore, OK. we lost an engine and landed at Barksdale.

I know that Jeff Hawkins told you about hearing from Cecil Neth, our bombadier. That shook me up! I remember him as a baby-faced stripling who didn't look old enough to be in the war. We called him "Junior". However, he was good enough to become a lead bombadier!

JOHN BLOCZYNSKI - Marshfield, WI.

We had such a wonderful time at Virginia Beach. I think this was the best ever. Everything was perfect. You people do such an excellent job and deserve a big thank you. It's just wonderful seeing everyone again and all looking so well, too. We can hardly wait for next September.

ROBERT ELSENER - Bellevue, KY.

The pictures and news in the current M.M. issue indicate the reunion was a success and a good time was had by all. Sorry I couldn't make it!

WILLIAM BROWN - Stone Mountain, GA.

Nita and I sure enjoyed the Virginia Beach reunion. Bob Goodnough showed up there and I had not seen him since we were in England. Also in the M.M. it listed Bob in the "Newly Found" list, and right under him was Wendell S. Janson who I had not seen since England. This accounts for 3 of the 4 Cryptographers of the 34th B.G. Only Robert D. Caldwell is still missing. We are looking forward to the Shreveport reunion.

FRED SCHOCH - Spokane, WA.

We want to give our congratulations to the reunion committee and all the people involved at Virginia Beach. It was one of the best so far for us. The auction with George was the highlight. The food, service, and accomodations at Holiday Inn were very good. There were five couples from our crew in attendance and they all had the same opinion.

We have received our copy of the 34th B.G. book, 1988. It sure is a well thought-out work and we are very pleased with the long hours spent on it, especially Mark Thompson. We are making plans for Shreveport in '89.

RAY KAISER - Alpena, MI.

Sorry we missed the reunion. Alice had open-heart surgery. We'll try to make it in '89.

WALTER SHORE - Jalisco, MX.

Glad that you had a good time at the VA. Beach reunion and had new members to join in on the fun. I sure hated to miss out.

Mexico didn't get any suprise when the new President took over on the first of December. Problems from the opposition were expected but not much happened. Mexicans ask us if we plan to stay down here when the revolution starts. We don't feel threatened as yet, even though more robberies and rapes are being reported in this area. If revolution should come, I think it will be Mexico City and the poor states. Jalisco, our state, is one of the wealthiest.

JOHN FOWLER - Brooklyn, NY.

Sorry to be almost a year late but I ran into more problems, including an illness that has me over the barrel (hospitalized 3 times this year). Then toss in family problems...and it became too much. Most of my problems are somewhat squared away and I am now back on my two feet. Unfortunately, my moving around kept me from being current and receiving the newsletter.

I look forward to being put back on the mailing list and receiving more info on those who were and knew me. My health's poor but I continue to do the best I can. A lung disorder has me over the barrel, but I'm a hard nut to get down.

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Standing L. to R.: (?), (?), Paul Tripplett, Bob Hess, Francis Bisher, (?). Kneeling L. to R.: "Mo" Morelock, ? Miller, Frank Wade, (?)

Don't Forget To Send Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

Notes From Our Friends

Continued from page 5

JOHN BOYSUN - Great Falls, MT.

Sorry we didn't get to the reunion this last fall, but family sickness touched our lives and we couldn't get away. My wife's mother, who is 81, had many problems and, as Florence is her only daughter, she leans on her pretty heavy.

I retired 1st of April and sure do enjoy it. Never had it so good. I see where the reunion in 1990 is to be in Seattle, WA. Will sure be nice for us.

JOE HARRISON - Pittsfield, MA.

Received the Book and have read it from cover to cover. It was very interesting. I contacted John Unwin who got me to join the 34th Assoc. He has the 1947 edition but didn't get this new edition, so we are going to swap books.

Women of the 34th at the 8th Reunion. Left to Right: B. Anderson, G. Rutka, E. Williams, G. Conklin, M. Ames, B. Kruger, H. Summa, D. Rossow and B. Cheek

Men of the 34th at the 8th Reunion. Standing L. to R.: V. Ames, H. Rutka, H. Rossow, W. Cheek, P. Anderson, H. Williams, D. Casler. Kneeling L. to R.: C. Conklin, R. Summa, R. Kruger

NORMA (HAROLD) PARRISH - Carbondale, IL

I want to thank you for the card from the 34th Group reunion. I've read it to Harold a number of times and there is a spark of recognition in his eyes at the sound of the names, although he is unable to respond verbally. I must admit there is much in life I don't understand, but I know nothing can separate us from God's love for us, and whatever life has for us here, heaven promises peace and joy.

OLIVER BOLDUC - Chaplin, CT.

I had a slight brush with death in August. I had drawn my last breath with the car's left front tire on my chest and the frame across my right eye and mouth, squeezing my head against the ground. But the good Lord gave me a bit of breath and voice to tell my grandson what to do.

(Excerpt from newspaper):

Oliver Bolduc's hero is his 12-year-old grandson, Daniel. Monday, August 8, Daniel saved his grandfather from an almost certain death by jacking up the car that had pinned him beneath. "He really is a hero. I know I would have been gone," the elder Bolduc said with strong conviction from the patio of his home at 65 Bolduc Lane one week after that fateful Monday afternoon. "He saved my life. I'm positive of that."

SIDNEY BROWN - North Port, FL.

I was pleased to receive the photo of Lindsey, Dee and myself at the reunion. Thank you very much. It was great reacquainting with all of the 391st and all. We all have aged together gracefully.

H. ARNOLD PRILLAMAN - Martinsville, VA.

I appreciate your putting the picture of our crew in the Memories. I hope someone will recognize and identify the two members of our ground crew. I would like to personally thank those two for saving our butts.

PHIL HOWARD - Largo, FL.

We want to thank you for the picture. We had a great time and the photos will help us remember.

D. ALLEN ISRAELSEN - Silver Spring, MD.

I was surprised that you and Walt McAllister had done so well in getting good photos of so many at the dinner. You also had photos of all our crew members that were there, Barclays, Reeds, Bices, (Bob Bice was a member of our crew but also was pilot of another crew for most of his tour). Agnes pointed out to me that she and I were also on the photo including Foristers, Reeds, and Barclays. The photo was taken from behind and a bit of profile and glasses show for both of us. So your percentage of coverage is even better than you thought.

SAM TURNIPSEED -Aliceville, AL.

The reunion was a joy and am looking forward to Shreveport in 1989. Will be able to drive there, crossing Mississippi and Louisiana.

My friend in Edinburgh gets a great deal of pleasure from Mendlesham Memories. He's 94 now and still takes trips on a tramp steamer as far north as it goes along the Scandinavian coast. Just hope I can stay alive and alert so long as I'm around.

LOUIS TAMBURRO - Tarpon Springs, FL

Sorry, could not make Virginia Beach, but we finally got 4 weddings out of the way. Hope you all had a good time in Virginia. We finally bought a place here in Florida. I guess we're here to stay. Hope to see you all at the next reunion.

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Notes From Our Friends

Continued from page 6

ROSS MINGE - Elk Grove, CA.

I was pleasantly surprised when I received your letter, a copy of the December '88 Mendlesham Memories and an '88 Roster of the 34th B.G. Believe me, you've made my day. I'm still on cloud nine. You see, I've often wondered if there was such an organization and what had happened to the many men of the 34th. I look forward to the Shreveport reunion. Thanks so much for making me aware of this organization.

CLARENCE KIESCHNICK - Thorndike, TX.

I was glad to hear from somebody of the 34th. I have met only one of the group since 1945, General E. Mills of Austin, TX. I talked to Pete E. Efseaff's brother in 1973. He said Pete was murdered in the 1960's. Pete and Gene were in the 391st Sqdn.

CARL FREYSINGER - Cable, OH.

I can not tell you how much we enjoyed the reunion at Virginia Beach. It was like coming home to a family we hadn't seen for a long time. We appreciate the time and effort you all put in to keep the group together. We met a great couple from Bremen, OH. who we are keeping in touch with. We mean to make the reunions our annual vacation. Also the England trip, whenever it leaves.

JEFF HAWKINS - Birmingham, AL.

Here's good news and bad news concerning Cecil Neth. Cecil was the bombadier on our crew until he was tapped to become a lead bombadier. I've forgotten how many missions he flew with us. His wife, Jane, called me last week. First word I've had of him since March, 1945.

Next the bad news. Cecil is bedridden with "Lou Gehrig's" disease and has been for some time. Has nurses with him around the clock. He can't talk is why Jane called for him. They'll be glad to hear from you all. Their address is: 2313 Antelope Road, Fort Collins, CO 80525.

Here in the Deep South, Libby and I are doing fairly well for our age, with no life-threatening ailments yet. Only have a 37% hearing loss (nerve type) that I got about 22 years ago. Finally got a set of hearing aids that help tremendously.

James L. Wright at the 34th Memorial at Mendlesham

EARL PARENTEAU - Auburn, MA.

Thank you for the photo of our dinner group during the 34th B.G. reunion. You must especially be congratulated for your time and effort involved. Many thanks again.

FRED MAUNDRELL - Mendlesham, England

Received our very own copy of the 34th B.G. book this morning. It is a book I will always cherish. I have said "Disused airfields hold me; Now I have one which relates and belays the ghosts". Greatly touched by this, and it is now a treasured possession. Both Margaret and I were touched to find ourselves named within the book. It is an honour to find ourselves within the 34th annuls, an honour, though, in no way earned.

It all makes interesting reading, and one appreciates what you all did to help this old country in its most desperate hours. By the end of 1940 things were in a devil of a position. Had Hitler not turned his attention on Russia we would have certainly gone under. We could have done little or nothing to defend ourselves. Thanks be to God things were truly turned in our favour in the respite afforded us.

ALBERT BECKWITH - Stow, OH.

It was a sincere pleasure to join Keith Anderson on the trip to your Virginia Beach reunion. The everlasting memory is in what I saw among the members, families and friends in that:
"Friendships that were created during World War II in the 34th B.G. remain as an unspeakable bond between men who depended on each other in flight and on the ground for survival."

My pleasure was in seeing Keith happy and having the opportunity to meet his friends of the 34th B.G.

JOHN MANGAN - Gloucester, MA.

I received my group history book recently and thought the end result was worth waiting for — in a word, it was excellent. A lot of good reading there for a winter's evening. I would like to personally commend all the members of the book oversight committee for a job well done. I'm sure there were many hours of hard work involved. It was surprising to learn that only 300 prepaid copies were ordered considering that there are over 1500 names in the 34th B.G. Roster. I'm sure it was a disappointment to all who labored so long and hard on the book. Actually, fifty dollars is a reasonable price for a custom book that is tailored to the exploits and accomplishments of one bomb group in the entire 8th Air Force.

All I can say to the other members who didn't see fit to purchase it is that they are missing out on a wonderful memento concerned with the specific contributions that the members of the 34th and their comrades in arms made to allied air supremacy in bringing about the final victory in Europe and the subsequent defeat of that cruel totalitarian state, Nazi Germany, and her allies.

WILLIAM ORTON - Boise, ID.

Sure enjoy your Mendlesham Memories and hope you can keep up the good work. I see by the roster that you have found another member of the 1446th O.S. & M. Co. but I do not remember Joseph Bacskaji.

I went through Stockton, CA. last February and visited with Walter Sturdivan, bought his book "Shake Hands With A Soldier" and have really enjoyed it. Now that I have retired I may be able to attend the reunion next year.

Continued on page 8

Standing L. to R.: Jensen, Grazene?, Ivy, Granger, Holmes, Lambert, Berry. Front L. to R.: C. Smith, Selman, Weaver, Pete Gray, Petersen, C. Gibbs

Notes From Our Friends

Continued from page 7

DEXTER JORDAN - Huntersville, NC.

Beulah and I always enjoy the 34th B.G. reunions. Over the years we have renewed a lot of old friendships and made many new ones, and we value them all very much. We always look forward to next year, but the one at Virginia Beach was extra special for us.

I had tried every way I knew to find James M. Miller, my asst. crew chief. I wrote letters to his original address, given his name to the 8th and 34th board of locators, but no one was able to help me. In April, Beulah and I drove down to Brilliant, AL., his home town. To our surprise, the first man we asked said "Yes, I think I know who you are talking about, but I think he is dead. But, I will call his brother". Within about fifteen minutes we had his new address and phone number.

After a few phone calls plans were made and we were together again at Virginia Beach after 43 years of wondering if he was still alive.

IRVING LEVY - Phoenix, AZ.

Our life here has changed since we met last at King of Prussia. Doris has suffered a stroke in August and had quite a bit of trauma since. She was in the hospital for six weeks and has had therapy to help recover from the effects of the stroke. I have taken over as nurse and housekeeper, so I keep busy. She has made some progress, but it is a long process to recover completely.

LYNN (M.B. "TOMMY") PARKER - Las Vegas, NV.

I'm sorry to have to tell you about Tommy passing away last May. He was a wonderful, caring man who had so many friends and, unfortunately, I did not have the opportunity to meet them all. But I do feel I know most of you from the wonderful stories Tommy told.

STEVE FELTOVICH - Willoughby Hills, OH.

On October 17, 18, 19, five members and their wives of Ray Myers' B-17 crew were reunited in Gatlinburg, TN., Ray Myers, Toulmin Brown, Ray Setton, Harry Gilreath, and I.

For your information, this is the crew that ended up in Poltava, Russia after Ray and his co-pilot, Don Cardiff, successfully crash-landed our disabled ship in Poland. It was a wheels-retracted landing in a pasture. Ray was never given enough credit for his professionalism as a combat pilot and preserving the lives of his crew members. I believe he and Don should have been awarded the Distinguished Flying Cross.

HARRY AZZOPARDI - Salinas, CA.

We had the California International Air Show here in Salinas. For those of you who were in Salinas, the main hangar is still here and used. We don't have any air service. All air lines are in Monterey.

Last spring, we went on a trip over to Nevada and saw the bombing range east of Tonopah. How many remember flying out of Salinas to Tonopah, dump the bombs, and head for Sacramento because the fog was so bad in Salinas we had to wait until the next day to come home. Right after that I think we moved to Blythe. No trouble with fog there.

MARY HAGNER - Buffalo, NY.

My dad, Edmond J. Tymczyszyn, was a faithful reader of Mendlesham Memories and had even ordered the 34th B.G. history book. Unfortunately he never got to see the book. It came to his home 2 days after he died. But on the front cover in gold print he had inscribed "To Matt P. Hagner from Grandpa Tymm". My son, Matthew P. Hagner, is his only grandson and he will always have this wonderful book with a picture and information about his grandfather and all the other brave men who fought with him in World War II. It will be undeniable proof that his grandfather helped keep this country free. My father was also a P.O.W. and I am currently trying to get a P.O.W. medal for him posthumously.

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Notes From Our Friends

Continued from page 8

BRUCE SOTHERN - Minneapolis, MN.

I am planning a trip to Germany next summer. If it materializes the plans include a stop in England and a visit to Mendlesham and Stowmarket where I intend to visit the man that once was a 9 or 10 year old boy who was happy to clean my plane, "Gotta Haver" for me. I do enjoy our reunions and am already making plans for Shreveport.

RAY KUBLY - Watertown, WI.

Just finished reading Vincent Doran's "The Way It Was". He mentioned a B-17 that had one bomb bay door open and out fell a 2000 lb. bomb. That happened to be our crew! We had dropped our bombs on some target and, for some reason, one bomb failed to release. I crawled into the bomb bay and put the nose and tail pin in to disarm the bomb. Our pilot, Jim Heiby from Ohio, dropped the plane in and we bounced pretty hard. The bomb released out of the shackle and tore right through the door onto the runway. I remember the tower yelling "Bomb on runway, all aircraft to circle around until cleared".

When we taxied up to the revetment an armament officer came asking "Where in hell is the bombadier?". I meekly came forward and explained that I wanted to save the bomb for another mission. He yelled at me for not dropping it out over the English Channel. Anyway, a jeep went out and a couple of guys picked up the bomb and the rest of the planes landed O.K. I think it was only a 250 or 300 pounder.

CLAUDE GIBBS - Catawissa, MO.

Thanks for the picture - we enjoyed Virginia Beach. We're planning to attend the Shreveport reunion. We've had good weather for fall, but I think winter is upon us now. See you all in Shreveport.

JAMES BROWN - Pittsburgh, PA.

May I express my disappointment in missing the reunion at Virginia Beach. The timing was such that it conflicted with the arrival of a new grand-daughter in Fountain Valley, CA. and we simply could not be on both coasts at the same time.

GEORGE H. KLINE - Burnt Hills, NY.

It is always nice to meet the gang. Each year we get to meet more people and renew old acquaintances and we have a very good group. So our reunion is A-1 in our hearts. The auction was lots of fun. Margaret missed much of it as she had a bloody nose that didn't want to stop. Most of the auction time she spent in the ladies room being mother-henned by Audrey Gibbs. It's nice to have such good friends.

Since returning home I've talked with other veterans who do not have reunions and have lost contact with their buddies. So, we can see how lucky we are to have such dedicated men who have brought us together again. We are the envy of those other veterans. Thanks guys!

CLIFFORD THOMPSON - Lincoln, NE.

We have an R.V. and will head south and west to warmer weather for the winter. Will see relatives and crew members along the way. I'd like mentioned in the newsletter whether any of the guys with R.V.'s wanted to circle the wagons together some winter. There is a nice place in Quartzite, AZ. that will accomodate everybody and it is free.

I was a tail gunner on Jack Schifferer's crew and I shot down a buzz bomb over the Channel in early 1945. Weather was closed in over England and we headed individually to form over France. A buzz bomb missed us overhead by about 100 ft. I got it in my sights, nailed it, and it exploded. Jack mentioned it on debriefing and, after checking, the Admiralty confirmed time and place.

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Crew of "The Sex Machine" Standing L. to R.: Ray Gray, Norman Green, Andrew Trykowski, Bill Wemes, Harry Jacobs. Kneeling L. to R.: Robert Fox, John Coscia, James Shutt, Louis Gluek

Notes From Our Friends

Continued from page 9

JIM YOUNG - McKees Rocks, PA.

I am still working on the Reunion Patch Collection at almost a feverish pitch. I now have 141 different and have 15 sets of 5 each of the 8th A.F.B.G.'s complete now with a further 9 more on order which will give me 17 complete sets when they are done. The 34th and 398th were two of the first to have all five of the patches remade. One of these years I may just start to display this collection at some of the reunions.

BOB BAER - Terre Haute, IN.

Rose Marie and I had a great time at Virginia Beach, mainly because four members of my first crew were there and Carl Stemen, the pilot on my second crew, was there.

IAN HAWKINS - England

Glad to hear that Ray is on the mend but I was very sorry to hear about Ed Lawler.

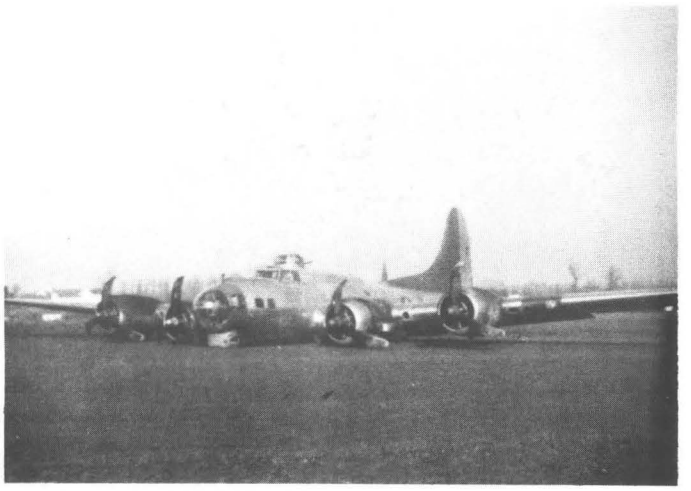
The article (with photos) about the 18th Sqdn. mural's move to the Red Feather Club at Horham (95th B.G.) will be featured in the March '89 issue of "Framlingham Times". I saw the photos recently and they are really first class.

JESSE GARDNER - Bagley, IA.

I think a map of Suffolk and where the bases were would be nice in the news letter. Some forget they were in East Anglia, County of Suffolk. Flat farm ground and the oldest part of England. The main gate of the base went to Stowmarket or to Ipswich and, in the other direction, to Norwich. The back gate off base led to country roads, to White Swan Pub, Wetheringsett, etc.

CLEVELAND ROMERO - Lafayette, LA.

The Scholarship Committee, consisting of Harold Province, John Janes, and myself, got together in Baton Rouge in early January and have come up with what we believe is a good plan. We beleive this scholarship program can grow easily with a little effort from the membership. (Ed. Note: See insert of this issue for qualifications and application form.)



B-17 Bomber "Snake Bit". Crash landed in Brussels, Belgium. All crew members survived. George Day, Pilot

Standing L. to R.: Ray Kubly, Jim Heiby, Wm. Krebaum, Mike Geist, John Robinson. Kneeling L. to R.: Willie Riley, Everett Coates, Hubert Betterton, Wiley Moore, Lovia West

WILLIAM "PETE" GRAY - Virginia Beach, VA.

Am not doing good — my hands are in such bad shape can hardly use them — arthurightous. And, if that wasn't bad enough, had a slight accident. (Ed. Note: See "FUNNY" article later in issue). Had a check-up last week and everything seems to be O.K. again. Don't know if I can make the Shreveport reunion or not. Will have to improve quite a bit by that time. Only spent a few hours at the re-union here at the Beach last Sept. I'm gonna try, though, cause, as Art Linkletter said, "Old age ain't for sissies!"

KEITH ANDERSON - Ravenna, OH.

I have had a little set-back. They took me to the hospital but I got tired of looking at the four walls and damned nurses and doctors, so I put on my pants and came home. By the use of the walker I get around in the house. Have nursing care around the clock, but that will stop as soon as I go broke. I can travel 30-40 feet before my posterior wants to sit down and I get tired of that position, too.

Ray Summa spent the time and effort to get the Air Force song on a tape for Al Beckwith. He will use it on his telephone answering service. I'm sure anyone calling him will appreciate the change in the entertainment.

The local newspaper interviewed me for a story. On Veteran's day I was surprised to see the story on the front page instead of back in the comic section. I'm sure any of the guys that were over there could note the errors I made in my statement. But what the hell, I did it.

Thank you all for cards and letters. Have had many and appreciate them all. We think about you all many times.

AN ENGINEER

An engineer is one who passes as an exacting expert in the strength of being able to turn out, with prolific fortitude, strings of incomprehensible formulas calculated with micrometric precision, from extremely vague assumptions which are based on debatable figures acquired from extremely inconclusive tests and quite incomplete experiments carried out with instruments of problematic accuracy by persons of doubtful reliability and of rather dubious mentality and with the particular anticipation of disconcerting and annoying everyone outside of their own fraternity.

NEWS FROM HERE AND THERE

From a young lady in Spokane, WA. we have the following:

Allow me to introduce myself. My name is Jill Chandler. I am 26 years old and live in Spokane, Washington. I have a hobby of collecting autographed photos and letters from men who fought in the air battles of WWII.

I would like some information about the 34th B.G. and to write to some of the men who flew with this group. Please write to: Jill Chandler, Box 11692, Spokane, WA. 99211.

Thank you very much. I hope to hear from some of you soon.

From Ian McLachlan of Norwich, England.

We hear that after 43 (plus) years the East Anglian Aircraft Research Group were given permission to excavate the site of a 34th BG aircraft. The plane was that of Lt. H. McCutchan Jr. which collided with a B-17 from the 452nd BG in March of 1945. The crew included McCutchan, Pilot; James A. Holt, Co-Pilot; Julius H. Bowers, Navigator; Paul H. Sheete, Bombadier; Bert W. Servo, Radio Op.; Thomas J. Dalton, Eng./Gunner; Howard J. Armstrong, Waist Gunner; John B. Larkin, Ball Turrett Gunner; and Irwin Meltz, Tail Gunner. Their B-17 fell near the village of Cretingham and was burnt out. After removing the crew for burial, most of their B-17 was taken to be salvaged but some items were left behind and lay undisturbed for 43 years.

Many items were found in remarkably good condition including a propeller blade, a one-man dinghy, pieces of machine gun and many rounds of ammunition, a rudder pedal, two identity bracelets (one belonged to Irwin Meltz (see photo) and the other to James Holt), two coins and Howard Armstrong's dog-tag.

All these items will be exhibited by the group. It would be of considerable help if photographs of the aircraft and crew could be shown as well. Anyone who can help in this respect is asked to contact:

Ian McLachlan
"Tasdale", 1 Joy Avenue
Newton Flotman
Norfolk NR15 1RD, England

Copyright Ian McLachlan

From a Mr. Martin Goldensohn we received the following information:

For the past 30 years I have felt that our government should have provided for a War Memorial Museum dedicated to honor the Air Force, Navy, Marines, Coast Guard, etc. of World War II. I feel that if we all pull together, this dream can become a reality.

Reunions are great, but that is not enough for me. I demand we get a place of our own, honoring all our servicemen and women who gave their lives during that war.

Anyone interested in joining with me to see that this is accomplished, please write to:

Martin Goldensohn
700 S.W. 128th Avenue
Buckingham C-210
Pembroke Pines, FL. 33027

From a Mr. Ray Bowden of England we have the following:

One entry in your new book took my interest — that of M. Graeme Yates who was responsible for artwork on flight jackets and aircraft in the group. I have been collecting information on the artists and named aircraft of the USAAF for many years and would very much like to make contact with any individual who can enlighten me about any of the artworks on your planes and jackets in order to try to document them before it is too late. If anyone can offer information on this subject, please write to:

Ray Bowden
50 Argyle Road
Ealing, London, W13 8AA, England

From Walt McAllister we have the following:

I still have a few items to be returned from the last package I received from Turner Publishing. If you haven't received yours, it should soon be there.

They sent two photos with no identification or return addresses on them. One appears to be a copy of "Little Warrior" photo originally taken by Clifford Stocking (see top page 22, 34th book). The other shows 3 B-17's, one dropping string of bombs while another falls away below, on fire and with an inboard engine completely missing. Both are apparently from the same album, mounted on black album pages. Send name and address for return to:

W.L. McAllister
4063 Summerwood Ave.
Orlando FL. 32812

From The Collings Foundation we again are asked to publish an appeal for funds. (See last two issues) They say:

We estimate we're now about 2/3rd's of the way done and we can see the light at the end of the tunnel. To get there we need a "LOT MORE" financial help. Please help us out — a little or a lot — but whatever works for you. Send all donations to:

The Collings Foundation
River Hill Farm
Stow, MA 01775

NEWS FROM HERE AND THERE

From a Mr. Bob Cooperman of the International Manna/Chowhound Brotherhood we have the following:

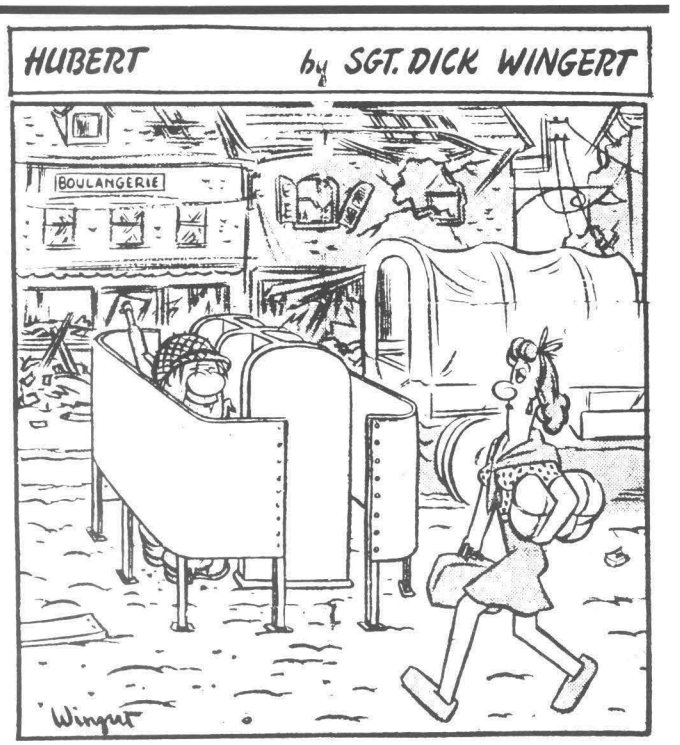
Efforts are being made to get our government to add Operations Manna and Chowhound to the graphic map on the Chapel wall at the Maddingly American Military Cemetery near Cambridge. This has turned into a herculean task. Two men have taken it upon themselves to complete this task, Ken Wright (RAF) and Harold Rosenn (388th BG). All those interested in seeing that this situation be corrected can help. I am asking you to use your influence with your own Senators and/or Military contacts. Anything that you can do would be of great help.

From Allison Mercuris (Ed's daughter), we hear that Ed Lawler is interned in failing health at: Clove Lakes Nursing Home
25 Fanning Street
Staten Island, NY. 10306.

We're sure your get-well wishes will be well received.

From Dr. Carl I. Fyler who was with the 34th at Spokane and Blythe and is now with the 303rd B.G. Assn.:

Does anyone know who was engineering officer for the 7th Sqdn. at Blythe, or who the crew chiefs were? I can find no records showing an incident where my top turret shot off the top of the pilot's compartment. If I could find someone who was aware of this aircraft damage, I might have a "leg to stand on" with the V.A. as I wear 2 hearing aids, served in combat and was shot down. Anybody who can help me please write to:
Dr. Carl I. Fyler
300 S. W. Yorkshire Road
Topeka, KS. 66606.



ROSE'S CORNER

Going on a picnic is one of those summer things to do, but here in Florida, in January, we had a delightful family get-together at Lake Kissimmee Park just last week. The usual flies and ants were absent, which made this a double pleasure.

I had asked for stories on how you and your spouse had met and I'm happy to share this story with you. From George H. Kline, this is how he and Margaret first saw each other:

"The day the Queen Elizabeth brought us to New York after the war my father was severely injured in the American Locomotive works. A 5-ton casting slid off a flat car onto him. I didn't know until a few days later when coming home on leave from Fort Dix. Margaret was a student nurse in the Ellis Hospital, and was helping to care for him. She was in the cast room across from his room, peeking at me. And, being a good Air Force man, I looked also. A family friend, working as a nurse's aid, told me, "I have some one I want you to meet. So, write her a note." I did and we made a blind date. To my pleasure, it was the same nurse who had been peeking at me. Things must have worked out O.K. for we have been married 42 years. Margaret worked for a while, then stopped working to have 2 children. She stayed home for about 10 years caring for them, then went nursing 2 or 3 days a week for 31 years. And is now happily retired." Thanks George.

For my usual recipe, here's a delicious one for French Toast that serves 2 very well. On a Sunday morning make this quick breakfast entree for your love.

FRENCH TOAST FOR TWO

- 4 slices of thick (1") sliced bread (I found a loaf call texas style)
- 2 eggs
- Pinch of salt
- ½ Tsp. sugar
- ¼ Tsp. cinnamon
- ⅓ cup milk

Heat up a good ½ cup of oil in frying pan to 365 degrees plus. Beat the eggs, salt, sugar and cinnamon together well. Add milk and keep beating. Cut bread slices in half (for easier handling), dip into egg mixture, making sure both sides are well coated, then fry quickly in heated oil for about 2 minutes. Serve with maple syrup or whatever you like best. Mmmmm Good!

Hoping to see you all in Shreveport! May God Bless you all abundantly!

Rose

HOPE TO SEE YOU IN SHREVEPORT, LOUISIANA 14th - 17th SEPT.

Moon Myth

by Lawrence Maddry (News Columnist)

Talk about far out. On July 20, 1969, there were 3 billion people on one side of the moon — including astronauts Neil Armstrong and Buzz Aldrin and Earthbound spectators — and only Michael Collins on the far side.

Collins was the pilot of the Apollo II command module Columbia, orbiting the moon every two hours as Armstrong and Aldrin jumped like kangaroos in the moon's light gravity.

Friday night, Collins, a retired Air Force general, went about as far out as national heroes are likely to. He was the honoree at a meeting of the Man Will Never Fly Society, which exists to lampoon aviation...

The drinking society (Motto: "Birds Fly; Men Drink") has waged the good fight against the myth of aviation for 30 years. Its membership includes, Collins said, "Beachcombers, misfits, drunks, the flotsam and jetsam of society — my kind of people."

The members gather annually — this year at the Armada Hotel in Nags Head — on the eve of the anniversary of the Wright Brothers' flight, only a martini olive pit's throw from the Wright Memorial.

Dr. Ed North, the society's founder and No. 1 thinker, said MWNF believes two Wrights made a wrong at Kitty Hawk on Dec. 17, 1903. Each year, members speculate about what the Wrights were really doing on the day they were supposed to have flown a contraption with propellers and wings.

The "plane" they speculate, may have been an early attempt to create a fan to remove the smoke from biscuits scorched by bachelor Orville Wright. Othes say the Wrights had invented a large Bloody Mary mixer — an early form of blender.

From time to time, the society has recognized pioneers in transportation who have shown exceptional courage. One honoree was Rufus Farmer of Route 1, Cheraw, SC. Farmer was honored as the first man to shave with a straight razor in the restroom of a moving Greyhound bus.

This year, it was Collins' turn. The speaker who introduced Collins quoted the poem from Mother Goose that begins: "Hey, diddle diddle, the cat and the fiddle. The cow jumped over the moon."

A piece of green cheese and a toy cow were raised aloft for inspection. A miniature plastic astronaut was placed near the cow. The conversation went this way:

Speaker (turning to Collins): "The date is July 20, 1969. Aldrin and Armstrong are down here on the green cheese. Here is the cow command module. Where in the heck were you?"

From his seat at the banquet table, Collins rose to his feet. "I was the udder astronaut!" he volunteered.

In his talk, Collins said he was accustomed to abuse. "There was a piece in the New Yorker magazine about me which said: 'Collins was the first man to expose himself twice in the vacuum of space.' I suppose that makes me the first space flasher."

And he claimed that the world had bought the astronaut's version of what happened during the Apollo II mission despite the fact that all of the TV footage broadcast by the networks had been faked.

"That was 20 years ago. So much has been written about it. And I've talked so much about it that I've come to believe it myself," he confessed.

"We trained for our space adventure in a simulator that was actually a 1954 Ford pickup with sealed doors. We spent three months filming the Apollo II mission in the sand dunes near Rodanthe, NC...It was all faked, and if you look closely at the TV footage on the moon, you'll see we pretty much botched it because there is a Dr. Pepper can and a pack of Winstons in the foreground."

Collins, a former assistant secretary of state for public affairs who served briefly as director of the Smithsonian Institution's National Air and Space Museum, claimed that he and other astronauts had been given more credit than they deserved by the media.

"Astronaut candidates are like the Platte River in summer," he said. "Three inches deep and a mile wide at the mouth. And they are all great philosphers."

The philosophy is summed up in the line, "Wherever you go, there you are," he said.

He recalled one astronaut candidate who was so dumb "He thought Hanukkah was a duck call."

The society — noted for its empty minds and filled glasses — gave Collins a standing ovation.

After the astronaut's talk, North stepped to the microphone and presented him with a humorous trophy. The trophy depicted the moon and the Apollo II command module perched atop the Wright Memorial. Collins was also given a lifetime membership in the society.

North said later that the drinking society was pleased with the talk.

"None of us knew what to expect because we'd never heard of the guy," he said. "I'd like to see him change his name to Tom and get the recognition he deserves."

(Editors Note: This was sent in by "Pete" Gray who writes:)

Have been a member of this group for several years now and have even tried to get Randall Martin to join up with us...Now he believes in the principals of the organization like I do, but they keep returning his application, "DISAPPROVED."

It seems some Martins from up Mass. way came down here right after the War of Northern Aggression — you know it as the Civil War. Anyway, they didn't stay too long and they left rather hurriedly — seems there was some trouble about ownership of a horse.

And, even today, anyone by the name of Martin is looked upon with suspicion which probably accounts for his rejection.

As Maddry says, the society is noted for its empty minds and filled glasses and Martin should fit right in with a bunch of beachcombers, misfits, drunks, the flotsam and jetsam of society!

I'm gonna keep trying to get him in and maybe, someday, he'll make it!

ADDRESS CHANGES

ADDRESS CHANGES (As of 1/31/89)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
ABRAHAM	WILLIAM	1604 RIDGECREST ST.	ALBUQUERQUE,	NM.	87102
AMERMAN	MRS.FRANCES	19465 HAVILAND DRIVE	SOUTH BEND,	IN.	46637
ANDERSON	ALVIN D.	Should be P.O. Box 25, Fisherman's Rd.			
BEYER	JOHN J.	P.O. BOX 272	PRAIRIE LEA,	TX.	78661
BLAIR	JAMES C.	345 W. 54 HWY.	CAMDENTON,	MO.	65020
BLAIR	JOHN	345 W. 54 HWY.	CAMDENTON,	MO.	65020
BREITSCHWERDT	EDWARD	3345 OCEAN GATEWAY, RT.50	E. NEW MARKET,	MD.	21631
BRYAN	STANTON K.	179 DORY LANE	OSPREY,	FL.	34229
BUSS	PAUL	RR.#2, BOX 456	OLNEY,	IL.	62450
COHEA	HOWARD	1331 PARK AVENUE #412	ALBUQUERQUE,	NM.	87102
DAVIS	ROBERT B.	Zip Code should be			35801
DENNY	HOWARD H.	555 S.E. LAKEVIEW DR.	SEBRING,	FL.	33870
DONAHUE	HERBERT T.	7141 28TH AVE. WEST	BRADENTON,	FL.	34209
EBERLE	CHARLES	1 MELODY LANE	CLINTON,	NJ.	08809
ERBACH	MELVIN C.	809 A SECOND ST. N.	STEVENS POINT,	WI.	54481
FOURNIER	LOUIS	84 WEST STREET	WEST WARWICK,	RI.	02893
FOWLER	JOHN P.	1910 AVENUE P	BROOKLYN,	NY.	11229
GARDNER	MERLIN M.	789 N. KESSLER	WICHITA,	KS.	67203
GRONOUSKI	JOHN A.	700 E. 1ST ST. U206	AUSTIN,	TX.	78704
HAMMOND	EDDIE	68 SO. STONE AVE.	ELMSFORD,	NY.	19532
HANSEN	DUANE	7440 NORTH STREET	SAUK CITY,	WI.	53583
HAWKINS	JEFFERSON R.	Should be 3504 Laurel View Lane			
HELLAND	PHIL	1901 RIVER HILLS DR.	BURNSVILLE,	MN.	55337
JOHNSON	RICHARD	6095 STILLWATER BLVD.	ST. PAUL,	MN.	55119
JUDD	J.E.	1215 GLEN EADE DRIVE	MARYLAND HGTS.,	MO.	63043
KELLEY	DWIGHT L.	P.O. BOX 122	BURDEN,	KS.	67019
KENNEY	WILLIAM J.	(Add) Apt. 10R			
KINCAID	GERALD	226 GREENACRES DRIVE	SPRINGFIELD,	OH.	45504
KNOWLTON	ROBERT	5084 MALIBU DRIVE	PARADISE,	CA.	95906
LAMBERT	GEORGE F.	P.O. BOX 4764	RIVERSIDE,	CA.	92514
MANN	DON	Zip Code should be			59487
MAY	OTTO	City should read	FARMINGDALE,	NY.	
MIXON	REV. JAMES	484 CHURCH STREET	PELL CITY,	AL.	35125
MORENO	JOHN	1398 COMMUNITY DR.	ST. HELENA,	CA.	94574
OLSON	EDGAR	RR.#1, BOX 46, COTTAGE B	MULBERRY,	IN.	46058
OLSON	EVERETT W.	BOX 176	TORRINGTON,	WY.	82240
RAMSHACK	FRANK	2746 BENTSPUR DRIVE	ACTON,	CA.	93510
SCANNEL	RT. REV. MSGR.	7001 GEORGETOWN PIKE	McLEAN,	VA.	22101
SLOVENSKI	SIGMUND	Street Address should read 5045 East Forge			
STAFINAK	JOHN	Zip Code should be			18218
SUTTON	CHARLES	Zip Code should be			62496
TAMBOR	STANLEY	29311 BELMONT LAKE RD.	PERRYSBURG,	OH.	43551
TAMBURRO	LOUIS J.	3177 B CHARTER CLUB DR.	TARPON SPRINGS,	FL.	34687
THERRIAN	MARY	P.O. BOX 685	ROLLINSFORD,	NH.	03869
VANNATER	EARL	BOX 51, 214 PARK RD.	HARRISON,	MI.	48625
WILLIAMS	ARTHUR D.	1043 ELDORADO AVE.	CLEARWATER	FL.	33515
WILLIS	CLYDE	Street Address should read 4 W. 15			
WRIGHT	DODIE	2650 FISK ROAD	MONTGOMERY,	AL.	36111

The Song

by Vince Doran

"There'll be bluebirds over the white cliffs of Dover,
Tomorrow, just you wait and see"

The white cliffs of Dover have been a landmark and a symbol of the UK ever since man began to sail between the continent and the islands centuries ago. The sentimental popular song, composed by Burton and Kent in 1941 in honor of the valiant struggles of the British early in the conflict, held a special meaning for them all through the war. Recordings made by the bands of Kay Kyser and Glenn Miller, as well as local orchestras, were played endlessly. Now, late in the war, the song held a renewed promise that might soon be realized.

After a long devastating war, there was new hope in that winter of '44/'45 that it might end in the next few months, and end victoriously. They had endured long, dark days when they were so thoroughly defeated by the Germans, but they held on with bulldog stubborness, determined to fight on until we would come in and help turn the tide. And the tide was turning; the Germans were being crushed on land, sea, and in the air. The agony they had so cruelly inflicted on their neighbors was being visited upon them with a vengeance. For the first time, the German civilian population, who were so enthusiastically behind Hitler's legions, were suffering the same unbelievable horrors that had been unleashed on innocent people in Poland, France, Holland, Belgium, the UK, and other countries of Europe.

"There'll be love and laughter, and peace ever after.
Tomorrow, when the world is free."

Now, almost seven years later, the British were leaving the air raid shelters and abandoning the bunker mentality that had been a part of their lives for so long. There was a new spring to their steps, a smile on wan faces, and a lilt to their voices. Things were looking up. Hadn't the government just increased the egg ration for civilians from one egg per person per week to two? Never mind that there were no more eggs than before, there would be soon. The fighting would end soon. Families would be back together soon. They would clean away the rubble of bombed buildings and begin rebuilding soon.

"The shepherd will tend his sheep, the valley will bloom again, And Jimmy will go to sleep in his own little room again."

The white cliffs of Dover were a special welcome symbol for us, too. After a long hard bombing mission to southern Germany, the flak and fighters left behind, we would fly across France and Belgium, and leave the coast near Calais. As we neared the French coast, if weather permitted, we could faintly begin to see the white cliffs off in the distance. By the time we were half way across the English Channel, the miles of high chalk cliffs were a friendly beacon that welcomed us home. We could relax and briefly enjoy the late afternoon. The small towns and the green countryside were peaceful and inviting. With hundreds of planes coming back, fuel tanks almost empty, there was still anxious and dangerous flying ahead under the dark stratus clouds and in the fog around Mendlesham. But, for a half hour, we would look down on this small corner of England, known the world over, and be warmed by the tranquil scene.

"There'll be bluebirds over the white cliffs of Dover,
Tomorrow, just you wait and see."

DIETING UNDER STRESS

This diet is designed to help you cope with the stress that builds up during the day:

BREAKFAST:
1 Grapefruit
1 slice whole wheat toast, dry
8 oz. skim milk

LUNCH
4 oz. lean broiled chicken breast
1 cup steamed spinach
1 oreo cookie

MIDAFTERNOON SNACK
Rest of oreos in pkg.
2 pints Rocky Road ice cream
1 jar hot fudge sauce
Nuts, cherries, whipped cream

DINNER
2 loaves garlic bread with cheese
Large sausage, mushroom & cheese pizza
4 cans or 1 large pitcher beer
3 Milky Way or Snickers candy bars

LATE EVENING NEWS
Entire frozen cheesecake eaten directly from the freezer.

RULES FOR THIS DIET

1. If you eat something and no one sees you eat it — it has no calories.
2. If you drink a diet soda with a candy bar, the calories in the candy bar are cancelled out by the diet soda.
3. When you eat with someone else, calories don't count if you don't eat more than they do.
4. Food used for medicinal purposes NEVER count, such as hot chocolate, brandy, toast and Sara Lee cheesecake.
5. If you fatten up everyone else around you — then you look thinner.
6. Movie related foods do not have additional calories because they are part of the entire entertainment package and not part of one's personal fuel, such as Milk Duds, Buttered Popcorn, Junior Mints and Tootsie Rolls.
7. Cookie pieces contain no calories. The process of breaking causes calorie leakage.
8. Things licked off of knives and spoons have no calories if you are in the process of preparing something. Examples: peanut butter on a knife when making a sandwich or ice cream on a spoon when making a sundae.
9. Foods that have the same color have the same number of calories. Examples: spinach and pistachio ice cream, or mushrooms and white chocolate. Note: chocolate is a universal color and may be substituted for any other color.

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
DOOLEY	JOHN R.	7	474 HEDGEWOOD	ZANESVILLE,	OH.	43701
EBERLE	CHARLES		B1-11 CLINTON GARDENS	CLINTON,	NJ.	08809
EFSEAFF	PETE			WACO,	TX.	
FAUNCE	MILLARD	391	3230 JASPER ST.	PHILADELPHIA,	PA.	19134
FLORES	MICHAEL			BROOKLYN,	NY.	
FURTADO	JOHN	7				
GIBBONS	FLOYD				NJ.	
HERSHENOW	WILLIAM J.	4	149 ORTEGA AVENUE	MOUNTAIN VIEW,	CA.	94040
JEROW	GORDON	18	59 FOREST OAKS WAY	SPARTINBURG,	SC.	29302
LARRABEE	JAMES			NORFOLK,	NE.	
LIVINGSTON	DALE		DIED 10 YEARS AGO		NE.	
MOORE	ORMAN			GORRE,	TX.	
MYERS	DR. KERMIT W.	18				
PARKER	M.B. 'TOMMY'	7	3237 E. LARK CIRCLE	LAS VEGAS,	NV.	89121
PAVLICEK	CHARLES JR.	4	2 TUTTLE DRIVE	OSSINING,	NY.	10562
POLLY	JOHN M.			CANNONBURG,	PA.	
ROCKEY	ROBERT		(IN 1954)	SAN BRUNO,	CA.	
STANDLEY	FRED			LA MESA,	CA.	
THOMAS	PAUL N.		(DIED IN 1970)			
TILGNER	DAVID				NE.	
TYMCZYSZYN	EDMOND	7	128 S. WREXHAM CT.	TONAWANDA,	NY.	14150

NEWLY FOUND

NEWLY FOUND (As of 1/31/89)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
CURTIS	S.W.		1959 DOUGLAS DRIVE	TAWAS CITY,	MI.	48763
ELMORE	FLOYD R.	4	432 VALE AVENUE	VINTON,	VA.	24179
GOLDSTEIN	IRV	4	1930 WHIPPLETREE AVE.	LAS VEGAS,	NV.	89119
HANNAH	P.W.		43 WYOMING AVENUE	DALLAS,	PA.	18612
HINKEL	GEORGE		P.O. BOX 39	CHRISTOBAL,	NM.	87564
HOPKINS	JAMES C.		1409 WILLISTON	PAMPA,	TX.	79065
KENNEDAY	GRANT		P.O. BOX 245	DUNELLON,	FL.	32630
KERGER	DONALD P.		2543 9TH AVENUE	NORTH RIVERSIDE,	IL.	60546
KIESCHNICK	CLARENCE		P.O. BOX 407	THORNDIKE,	TX.	76577
MARTIN	JOSEPH B.		203 SO. GLENFIELD RD.	NEW ALBANY,	MS.	38652
MATTHEWS	CLYDE		1337 E. 12TH STREET	OKMULGEE,	OK.	74447
MAUK	BASIL F.	4	716 W. HERON ST.	DENISON,	TX.	75020
MILLS	GENE		11500 HORNSBY	AUSTIN,	TX.	78752
MINGE	ROSS		10014 JUSTAMERE LANE	ELK GROVE,	CA.	95624
MOORE	BILLY E.		3213 ALTA VISTA	SAN ANGELO,	TX.	76904
NELSON	STEPHEN		22651 PUNTALLANA	MISSON VIEJO,	CA.	92692
PEDERMAN	KARL		2134 PARAKEET ST.	HOUSTON,	TX.	77034
RICHARDSON	CLARENCE J.		409 E. COLLEGE	ATHENS,	TX.	75751
SCANLAN	DENNIS R.	(A)	ONE SCANLAN PLAZA	ST. PAUL,	MN.	55107
SCHIFFERER	JOHN S.		1215 VIA RAMON	ESCANDIDO,	CA.	92025
STANBERRY	RALPH JR.	(A)	112 RABON CT.	SIMPSONVILLE,	SC.	29601
STOUT	KENNETH		3785 SO. 3100	E. HOLLIDAY,	UT.	84120
VENNE	DERRICK J.		345 SO. 58TH STREET	MESA,	AZ.	85206

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

UNREQUITED LOVE

by Vince Doran

Every military pilot wanted to fly fighter planes, but bombers and transports had to have drivers, too. So, only a fortunate few were assigned to the P-47 and P-51. While we were herding the B-17, we still dreamed of somehow getting into fighters. I heard of a small special group in England, headed up by Elliott Roosevelt, called KODAK RED. They flew stripped-down 51's without armament, which made them faster than German fighters. I didn't like the idea of having no guns, but if you can't shoot back, you had better be able to run away. One of their missions was to fly over target areas in Germany (at high altitudes) and take pictures right after bombing strikes. I developed a plan even though I had no idea how to implement it. Every man should have a plan. Just before finishing the bombing tour at Mendlesham in March of 1945, I would apply to KODAK RED. With my combat experience, and knowledge of flying conditions over England and Germany, I was sure they would welcome me with open arms. Since I would not have to learn fighter tactics, it would be only a matter of checking out in the P-51 before coming fully operational. After flying with KODAK RED for awhile, I would think of some way to transfer to a combat unit.

Before I could put the plan in action, the German jet fighter ME-262, made its appearance. It was so fast, KODAK RED planes wouldn't have a chance. I shelved the plan. With enemy jets in the air, this was no place for me in a slower, unarmed plane. I knew they were up there because they had already attacked us. And they were faaasst.

A FUNNY THING HAPPENED ON THE WAY TO THE ....

(Editor's note: What happened wasn't really funny but Pete Gray's account of it is!)

ACCIDENT REPORT

Accident date: Oct. 28, 1988

Accident place: On sidewalk along street one mile from victim's home in Va. Beach, VA.

Victim's Name: W.N. Gray

Victim's Address: 5601 Sedgemoor Rd., Va. Beach, VA.

Condition of victim before accident: Victim was stone cold sober. If he'd been drunk wouldn't even have stubbed his toe or fallen down.

Cause of accident: You'd think that any damn fool that's 70 years old would have sense enough not to trip over his own feet.

Details of Accident: Victim fell like a log while out walking. Just before crashing into sidewalk, victim began to realize "This is gonna be a duzzie," victim said to himself as he went down — and it was! Victim smashed into the sidewalk at a speed estimated to be about 64 MPH. This figure is found by computing the force of gravity, divided by the forward motion under the atmospheric conditions prevailing at that time and by using Newton's 2nd law of motion, which states: "Acceleration is directly proportional to the force in the direction of the straight line in which the force acts." In other words, it was a helluva blow!

Victim's Condition After Accident: Victim was in a daze for quite some time — or to put it more bluntly, victim didn't know his asterisk from third base! Two kind souls came to his assistance, got him up on his feet and then drove him home. There, a neighbor took him to the Emergency Room of a nearby hospital where they were kept busy for several hous trying to put back together what he had torn asunder. Numerous bruises, contusions, multiple abrasions and cuts including several broken ribs along with a broken wrist and arm! Cut along side of left eye required only 3 stitches.

Victim's Condition at Present: Arm in cast (left arm) from elbow to, and including thumb. No treatment for 2 broken ribs — #6 and #7 on left side — they will heal better if left alone. Cut around eye doing fine. Cast will be removed from arm about December 15th at which time both arms and ribs should be healed.

Damage to Head: Nil, because, as one neighbor put it, "You can't damage anything as hard as that, anyway!"

(Editor's sub-note: This was received in early December and we haven't heard much about it since. Get well, Pete!)

NEW LIFETIME MEMBERS

(As of 1/31/89)

(Total Now 124)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
CARROLL	GEORGE H.	7	RTE. 1, BOX 189	GILBERT,	LA.	71336
FREYSINGER	CARL (NICK)	7	6137 URBANA WOODSTOCK PIKE	CABLE,	OH.	43009
GIBBS	CLAUDE H.	7	RT. 2, BOX 514-A	CATAWISSA,	MO.	63015
McGOWAN	FREDERICK D.	391	2838 SUNSET CIRCLE	SIOUX CITY,	IA.	51104
SCHIFFERER	JOHN S.		1215 VIA RAMON	ESCANDIDO,	CA.	92025
SCHOCH	FRED	7	3305 W. HOUSTON AVE.	SPOKANE,	WA.	99208
SMITH	JAMES C.	7	17554 CORALINDA DR. NW.	CAPE CORAL,	FL.	33991
WALKER	ORAL	391	3141 FINE LAKE	BATTLE CREEK,	MI.	49017

HOLOCAUST OVER SUFFOLK (Conclusion)

By Stewart Evans

Someone shouted that the nose gunner was having trouble getting out of his turret so Jack scrambed forward through the tunnel leading to the nose. He managed to open the turret doors and released the trapped gunner as bullets began to fly through the aircraft yet again. Jack stood at the back of the turret a few seconds until the bullets stopped tearing through the aircraft. He crawled back through the tunnel to the bomb bay where he found that the left wing had been hit and blazing fuel was streaming from the tanks and following the trailing edge of the wing to the bomb bay, which then ignited.

Realizing that there was little time left, Jack reached up on the flight deck, grabbed his parachute pack and snapped it onto the harness he was already wearing. He then stood on the catwalk, bent forward and dived into the darkness below. He half somersaulted and, when on his back, pulled the rip cord of his chest pack, but the parachute failed to deploy. Jack threw out the white silk by hand, and, as the air caught it, the parachute opened. The abandoned bomber fell off on its left wing, completed a half circle and crashed into the ground amid a shower of sparks and flame. The wreck then exploded in a pyrotechnic display of exploding .50 caliber ammunition and Very flares. Unknown to Jack and his comrades at this time they had become yet another victim of the deadly night fighters of KG51.

Jack's B-24 had, in fact, crashed at Blacksmith's Green Wetheringset, just a mile north east of Mendlesham Airfield. Jack had leapt from the burning aircraft at just 1200 feet or so and, after a short descent, made a rather unexpected and somewhat heavy landing, in which he hurt his back and his right knee. He gathered his parachute and rolled it into a ball on the ground. A much needed cigarette was then taken from his pocket but he didn't have a match. He walked a few yards to a nearby road and, about 35 yards down the road, found a small dwelling. Unfortunately, the occupants were deaf mutes and, as they couldn't understand what he wanted, Jack left and returned to where he had left his parachute. He saw someone rise in the hedgerow so he approached and found that the person had a rifle. Jack quickly said that he was "Yank" and the welcome retort was "Oh, you're a Yank. Well, come on in and have a spot of tea." He had landed in the garden of Walter Pooley at Blacksmith's Meadow and he was made welcome in their home. The Pooleys brought him a cup of tea in the living room where Jack waited some twenty minutes.

Soon afterwards there was a knock on the door and it was opened to reveal a GI from the base, out in a Jeep searching for the aircrew who had bailed out. Jack gathered up his parachute and climbed into the Jeep which set off for the base. It was very dark and, as they travelled along the narrow country road, an ambulance, which had also been dispatched from the base in search of the aircrew, collided with the Jeep. The force of the impact almost overturned the Jeep and Jack jumped out saying he would prefer to walk! One of the GIs told Jack to get back in and they would be more careful. Off they went again and a short while later they entered the northern perimeter of the airfield. Sentries were alert and fired a shot at the Jeep, but the driver braked and stopped, shouting out a password. As they drove onto the airfield Jack saw the still burning wreck of B-24 252738 which had crashed on an equipment building at the edge of the technical site near No. 1 hanger. The pilot, 2nd Lt. Hazen D. Eastman and the majority of his crew had tragically perished in the crash and a large quantity of valuable flying equipment was lost. There was a group of officers standing in the middle of the field and Jack reported in, handing his parachute to Major Eaton, the group executive officer.

Tired and hungry, Jack left to find some food. He later found that three of his fellow crew members, Navigator, 2nd Lt. Anthony Grabowski, tail gunner Rober Erisch and ball turret gunner Willard Johnson, had perished in the crashed bomber. The 34th had lost four heavy bombers, the last one crashing at 11:50 P.M. Worse still, many young airmen had been lost. It was a night never to be forgotten by the young Americans caught so unexpectedly by the intruders who had given them a further reminder of the dangers for the day bombers returning after dark. It was the last such attack by the Luftwaffe on USAAF bombers over England and is remarkable as the only occasion on which the 34th Bomb Group lost aircraft to enemy fighther action. Not one of their aircraft was lost to enemy fighters over enemy territory.

Lost crew members were replaced and 294911 was replaced by a new machine, 440458 named "Picadilly Filly" and Jack resumed his missions on June 20 with a new pilot. The waist gunner, William Reschke, who had been wounded by pieces of exploding 20mm shells spent three weeks in the hospital before returning to the crew. They went on to fly a full tour of thirty missions, the last three in a B-17 Flying Fortress when the group converted to this type to fall in line with other groups of the 3rd Air Division. In November, 1944, Jack returned to the United States.

ACTUAL ANNOUNCEMENTS FROM CHURCH BULLETINS

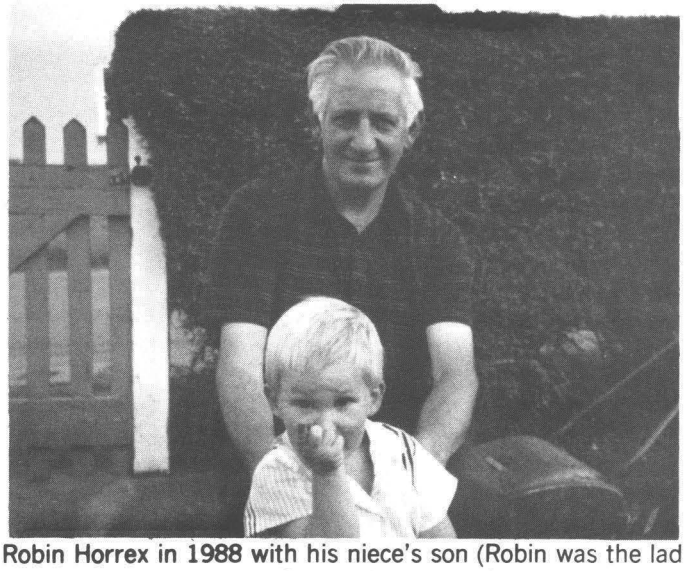
(Received from Crown Point UMC church bulletin)

1. This afternoon there will be a meeting in the south and north ends of the church. Children will be baptized at both ends.
2. Wednesday, the Ladies Liturgy Society will meet. Mrs. Johnson will sing "Put Me In My Little Bed" accompanied by the pastor.
3. Thursday, at 5 p.m., there will be a meeting of the Little Mothers' Club. All those wishing to become Little Mothers, please meet the pastor in his study.
4. This being Easter Sunday, we will ask Mrs. Johnson to come forward and lay an egg on the altar.
5. The service will close with "Little Drops of Water." One of the ladies will start quietly and the rest of the congregation will join in.
6. On Sunday, a special collection will be taken to defray the expense of the new carpet. All those wishing to do something on the new carpet, come forward and get a piece of paper.
7. A bean supper will be held Saturday evening in the church basement. Music will follow.

Then and Now
HORREX

Robin Horrex of Stowmarket in 1944 on hardstand at 34th B.G. airfield.

1944



Robin Horrex in 1988 with his niece's son (Robin was the lad who liked to clean Bruce Sothern's plane, "Gotta Haver"

1988

Memories

OPERATION MANNA OBSERVED
(Publication Unknown)

On May 1, 1945, after three days of cancellations because of weather, the 8th Air Force dispatched 3 wings, the 13th, 45th, and 93rd, of the 3rd Air Division. Its Flying Fortresses were loaded with nearly eight tons of food. At the pre-mission briefing Sgt. Cecil Cohen, who among other duties functioned as the photographer in his 34th B.G., recalled that he was told to take along a small reflex camera and "to get everything you can, but under no circumstances show the camera from the window." Cohen decided that he would take shots through the open bomb bay before and after the drop. Although the day's mission had not been scrubbed as the previous three, it was not an ideal day for flying, especially at low level.

As recalled by 1st Lt. Jerome Kagel, "The weather was bad — rain and gusty winds threw our ships about like model airplanes in a wind tunnel."

Cecil Cohen prepared his camera for his part in the mission. He placed filters over the lens to cut some of the haze. But the plane apparently strayed from the designated corridor as they approached the Dutch coast — "one of the meanest in the world for flak." As they came in lower, it was possible for Cohen to pick out German gun emplacements; there were even German troops moving around beneath their Fortress with seeming unconcern. But not a wary flak unit, which began firing at the straying plane. The pilot all but stood the big Fortress on one wing — Cohen and the other aircrew in the plane's waist were piled in a heap against the side — and returned to the correct flight path. Inside Holland they came down very low and the air was bumpy. On his stomach in the bomb bay, Cohen for the first time in his Air Force career became airsick. The strange position, the rough air had done it — and the result was the spoilage of the filter on Cohen's camera. It would be impossible to clean, so he merely threw it overboard and took several photographs with a filterless lens.

"When we came over the racetrack," Kagel saw a surging crowd of excited people, hundreds of them, of every age. They filled the grandstands and seemed to be everywhere — on the paddock, along the track, hugging the guard rail. Women and children danced around when they saw our planes. I even spotted a few enemy soldiers intermingled with the civilians."

"The people seemed to get all out of bounds as our supplies rained down. They ran toward the tumbling boxes of rations apparently heedless of the danger of being hit by bundles which fell with terrific impetus. I wouldn't be surprised if in their eagerness and their anguish for food some of them were hurt by boxes or from being jostled in that tremendous throng. The whole thing made an exciting, heart-wrenching picture that will remain with me for a long time."

"I was soon absorbed in the amazing spectacle below, as I saw — actually saw — thousands of people mobbing the streets, gazing skyward and waving frantically at us. Boulevards, street corners, everywhere, civilians clustered, looking up at these former dealers of destruction that were now playing the lead roles as angels of mercy."

Cohen, meanwhile, was recording the mercy mission (military installations were of no real interest). To get another angle he stood on several boxes that he had stacked in the nose of the plane. With a couple of crewmen grasping his legs, about half of his body projected from the upper nose of the B-17 as he snapped pictures blowing in the wind. If any German saw him, there were no official complaints registered. Aircraft did return to England with flak holes in their wings, but no serious incident marred the mission. For ten days these missions continued, missions the crews found more gratifying than their missions to Berlin — or Dresden.

Flight Lt. R.E. Wannop, RAF, summed up the emotions of all the men when he described one of the final missions. "We

Continued on page 20

Address Correction Requested

HDQ.
18 391
4 7
34th Bomb. Group

34th BOMB GROUP ASSN.
c/o RAY L. SUMMA
2910 BITTERSWEET LANE
ANDERSON, IN 46011

NON PROFIT ORG.
U.S. POSTAGE
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Anderson, Indiana
PERMIT NO. 1547

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 19

crossed the Dutch coast at two thousand feet and began to come down to five hundred. Below lay the once fertile land now covered by many feet of sea water. Houses that had been proud possessions of a happy, carefree people now stood forlorn surrounded by the whirling, surging flood, some with only a roof visible. A double line of poplar trees would show where once there had been a busy highway."

"Children ran out of school waving excitedly. One old man stopped at a cross-roads and shook his umbrella. The roads were crowded with hundreds of people waving....

"Nobody spoke in the aircraft...

"My vision was a little misty...

"Perhaps it was the rain on the perspex..."

The last Manna mission was flown on May 8, 1945; the Third Reich on that day lay in ruins and Hitler's wretched heirs surrendered to the Allies. Signing for Germany, Generaloberst Alfred Jodl, German Chief of Staff, said, "With this signature, the German people and Armed Forces are — for better or worse — delivered into the victor's hands."

Hitler's war was over; the most powerful air forces the world had ever known could turn to the shriveled Greater East Asia Co-Prosperity Sphere.

DOES ANYBODY REMEMBER?

by Darrell W. Bulis

I am seeking a picture of a certain B-17G. Possibly someone reading this can help me. It would mean a lot to me. At the Virginia Beach reunion I asked around about this and someone told me he had a picture and promised to send me a copy. I wrote down his name and them promptly lost it (during the banquet). And so, the story:

On Feb. 3, 1945, our target was Berlin. The aircraft name and number has been forgotten. Upon return, with no battle damage, it was lucky that the crew was all in crash landing position. Just after touchdown, and while still rolling rapidly down the runway, the pilot reached down and pulled up on the flight control lock handle. As long as the wheel stayed back everything was O.K., but when the pilot dumped the wheel forward the lock snapped into place. The tail went up and the nose started scraping on the runway. Both the pilot and co-pilot stood up on the brakes to stop the plane. When it stopped the tail came down real hard and the fuselage broke in two just aft of the radio room.

No one was hurt. The crew all got out O.K. The meat wagons and crash trucks all came charging up along with a large crowd. Also a colonel demanding to know who had wrecked his airplane. He was looking for someone to eat out. The crew was offering to fight anyone that said anything to the pilot who was crying like a baby.

The colonel insisted on knowing who had caused the wreck. The pilot admitted he had done it all by himself. The colonel then asked the crew if we wanted to continue to fly with him. We told him that we would not fly with anyone else. Noting our unity, the colonel then ordered the wreckage be taken to the scrap heap and the furnishing of another aircraft for the crew. Nothing else was said about the wreck.

What I am seeking is a picture of the plane after the crash.

ETERNITY OF PAIN

by Stephen Niatas

As I reflect now, as I did then, the pain has not left. The pain born by the loss of members of our team.

Our team was formed in Plant Park, Tampa, Florida. A group of ten very young men that were shipped to Gulfport, Mississippi to train as a crew on a B-17G. The crew was honed like a fine sword, then dispatched to secure a new aircraft to ferry to Wales, England.

Shortly after Wales they joined the 34th Bomb Group, 18th Bomb Sqdn., of the 8th Air Force at Mendlesham, England. Flying missions were dangerous. The crew were fortunate until the day of pain, April 5, 1945. Our suffering pain was not for one of our team but for THREE! They are gone! One of our team lost part of a limb. Each day he walks the pain is his. We all can not forget. How can we anesthetize our thoughts for the young buried in the North Sea. Their pain was dismantled by death. We, the survivors, cannot forget our pain for our fallen crew members.

Freedom for us all has not been free, but the price was paid by all the lives we lost in the defense of freedom.

VOLUME XII NUMBER 2 JUNE, 1989

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

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Eli Baldea (Editor)	(219) 988-4607

OBSERVATIONS

BACK HOME AGAIN, IN INDIANA. We've had a wonderful four plus months in Florida. The weather was exceptional, even for Florida. We've made many new friends and enjoyed many new or almost forgotten pastimes.

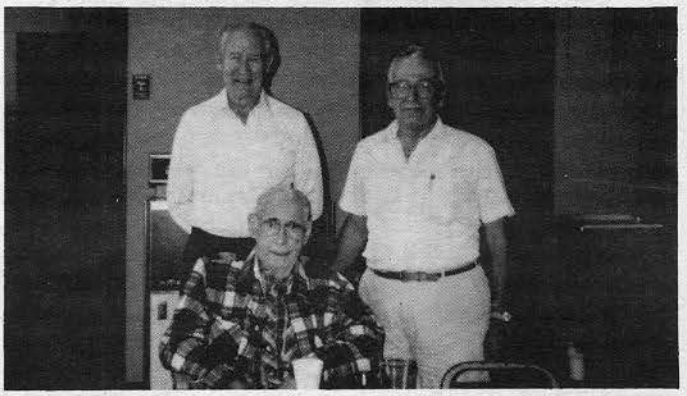
Walt and Ruby McAllister were our guides to life in Florida. They live only a short distance from our condo in Orlando so we saw quite a bit of each other. After more than 20 years away from it, both Rose and I got back into bowling. With the McAllisters we joined a senior bowling league which met every Thursday and totally enjoyed it although I'm unable to approach my average of 20 plus years ago. Thank you, Mac and Ruby.

In February, George Ritchie's son, Tom, and his crew flew the B-1 Bomber into McDill AFB at Tampa and we four were invited to the base by Maj. Gen. Hugh Cox, an old friend of Mac's, to see it. Hugh and his wife, Pat, were most gracious hosts. It was a most impressive experience enjoyed by all. We had the opportunity of inspecting the B-1 up close including a visit to the cockpit. It was most exciting for Mac and me to get familiar with this aircraft. (See photos).

L. to R.: Eli Baldea, Capt. Tom Ritchie, Ruby McAllister, Maj. Gen. Hugh Cox, Hugh Cox III, Rose Baldea, Walter McAllister, Pat Cox and Julie Harmon.

The B-1 Bomber flown by George Ritchie's son, Capt. Tom Ritchie.

The four of us had dinner with Tom at the Officer's Club. Rose and I had met him as a small boy many years ago when we visited the Richies at their home in Fayetteville, NY. It was nice seeing him again.



Walter McAllister and Eli Baldea with Keith Anderson a few weeks before he passed away.

Then, in March, Keith Anderson and Elly Veon came down to Florida and spent several days in the Orlando area. (See photo). This was only about two weeks before he died and we were very fortunate to have been able to visit with him. It seemed he knew he wasn't long for this world and decided to make the best of what time he had left. We'll all miss you, Keith!

This issue is being mailed to all names on our roster, whether paid-up members or not. This is in accordance with the ruling of

Continued on page 2

OBSERVATIONS

Continued from page 1

the membership at Virginia Beach. To those of you who have not yet paid your membership dues, we want you to know that you will be welcomed with open arms. I'm sure you will enjoy the camaraderie of people you knew some 45 years ago. The dues are not a great amount; just $7.50 per year, for which you will receive four (4) quarterly issues of Mendlesham Memories, an annual roster with addresses, plus the renewal of old friendships and memories. Should yours be a hardship case, let us know. I'm sure something can be worked out.

On other pages in this issue are the notices of upcoming reunions. The B-24 Liberator 50th Anniversary Reunion is from May 17th to the 22nd at Fort Worth, TX. Then the 34th B.G. Reunion from Sept. 14th to the 17th at Shreveport, LA promises to be one of the best yet. I urge you all to try to attend. You'll have a BALL!!

From what we hear, the Seattle reunion in 1990 promises to be a great one. As news arrives I will pass it on to you in future issues. Start making plans for that one.

Again, in this issue, we have included the Scholarship Application forms. If any member has relatives who would like to receive this scholarship, have them fill out the form and send it to Cleveland Romero. The address is on the form.

Also, in this issue, we have included the reservation cards for the Sheraton Pierremont Hotel in Schreveport and the reunion registration forms. Don't wait. Fill them out and send them in. We're all looking forward to seeing you in Shreveport.

Don't forget, I'm still looking for your letters and pictures. "Then and Now" is not included in this issue because nobody took the time to send me any pictures for it. I can only make this newsletter interesting with your help. Without your help there's not much I can do. SEND IN THOSE LETTERS AND PICTURES!!

Enough for now. May you all have a wonderful summer. Rose and I intend to.

Eli Baldea
Editor

PRESIDENTS MESSAGE

As the clock ticks down, Shreveport looms on the horizon. Your committeemen are working. LONNIE and DORABEL CROOK are mainly responsible for preparing and scheduling activities for you. BOB and ESTHER WRIGHT have met with them in the Sheraton Hotel to finalize everything. They say, "Shreveport will be fantastic!!". PLEASE plan to attend....It will be a Reunion of Remembrance...COME ON DOWN!!

In my last message I asked for suggestions on worthy ways to use some of our money. Unfortunately, only one suggestion came forth; for the preservation of the 18th Sqdn. Wall Art. A ballot was sent to the Board of Directors and it was decided to send $200.00. RANDY MARTIN suggested we solicit you-all for personal donations to assist this worthy work of preserving our memories. You may send your donation directly to: E.W.A.C.S., 35 Briardale, Stevenage Herts, SG11TR, England. Or, make your check out to the 34th B.G., marked for the 18th Sqdn. wall. RAY SUMMA will see it gets to England. Be generous...it's only a piece of paper.

Remember to submit scholarship applications to CLEVELAND ROMERO. He and his committee will make the award in Shreveport. May I ask those concerned with higher education to consider donations to increase our fund. Send NO money now...See CLEVELAND in Schreveport...talk over the idea...Thank you!

Our Board of Directors will meet Thursday, Sept. 14th, at 8:00 A.M. in the hospitality area. Any member wishing to bring business before the board or nominate a member must submit that in writing 5 days prior to the meeting, according to our constitution. Please mail any communication to me at my home before September 5th.

RAY SUMMA and BOB WRIGHT are meeting to compile our new executive organizational chart, job descriptions and parameters, along with a new and UNIFIED financial system. Our physical and financial growth requires streamlined and flexible changes. Their proposals will be reveiwed by the Board of Directors and, if approved, put into practice immediately. ELI BALDEA and RANDY MARTIN will serve as consultants.

A copy of our new 34th Bombardment Group History may be obtained from RAY SUMMA...price $50.00, postage incl...

Vern Ames reports good progress on our memorial monument. Under his direction the contract and estimates meet our budget and time frame. His committee will have a dedication ceremony that will make you PROUD!!

Gerry Pine will finalize his plans for disbursement of the reunion fund. It is my plan to set the management of all funds to follow the direction of the finance committee, whose procedures will be voted on in Shreveport.

Plans for a return trip to England are in the wind for next year...Keep your ear to the ground...We'll keep you posted.

This issue of Mendlesham Memories is being sent to EVERYBODY ever located thru the efforts of our committee and RAY and HANNAH SUMMA. We invite every former 34th-er to consider joining us in Shreveport. Your chance, possibly, to see a B1 up close, tour the 8th A.F. Museum, lay a wreath or bouquet of flowers on our new memorial, see the POW medal presentation, enjoy food at the NCO club, view a fly-over, bid at the Super-Auction, enjoy our banquet, good fellowship and dancing. Make us HAPPY...Come join us!

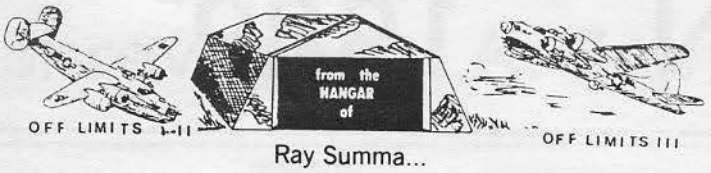
Sincerely,
George Ritchie

P.S. To receive every future issue of Mendlesham Memories...send in your dues...only $7.50 per year.

★★★★★★★

(Editor's Note: As we go to press we hear that George Ritchie has had a little set-back in the health department. We're sure that, by the time you read this, any wishes for a speedy recovery can be sent to his home address. GET WELL, GEORGE!!)

Bob & Esther Wright and George & June Ritchie when they met in Florida this spring.



Ray Summa...

Dear fellow members of the 34th B.G.:

Spring has finally arrived and I am glad. We have been home all winter except for a few short jaunts. (I think we are getting cabin fever.) One special trip was to meet for lunch with Dale and Marjorie Finley in Indianapolis at Murphy's Restaurant on St. Patrick's Day. We had a real Irish celebration, with the usual green beer as well as Irish food and plenty of entertainment. The highlights were the singers, accordian players and the bagpipe band. Mark your calendars for next St. Patrick's Day, Dale and Marge, to meet us at Murphy's.

We have lost some of our good friends this season, and it is heartbreaking. As you know, we lost a faithful 7th Sqdn. man, Keith Anderson. Keith had attended all of the 34th B.G. reunions since we found him and enjoyed every one. His last one was Virginia Beach. He passed away a few weeks ago and will be missed by all. Today I received another notice. Daniel Emberton of Westland, MI passed away on April 4th, 1989. We're all getting older so how many good years can we count on? We should all give a thought to attending a 34th B.G. reunion to renew old friendships and make new ones.

We will be attending the 50th Anniversary Celebration of the B24 at Ft. Worth in May. I have talked to the chairman, Bob Vickers, who says 3500 are registered as of April 1st, so you see it will be a "BIGGEE." As Joe Warth (44th B.G.) says, if you miss this one, the 100th celebration is planned for 2039. We have 40 registered from the 34th for this reunion.

As you can see later in this issue, the painting of the 18th Sqdn. emblem on the wall of their Day Room has been saved. It will be restored and preserved by the EWACS Group of East Anglia, England. They did this with no thought of remuneration. I do think we owe them something for their efforts in saving the painting. How about a donation from you all to help in the restoration and preservation? I appeal to all the members of the 34th B.G., especially those of the 18th Sqdn., to help me on this project. Send your donation to me, mark it for the painting, and I will send it to the EWAC Group for their use in this matter.

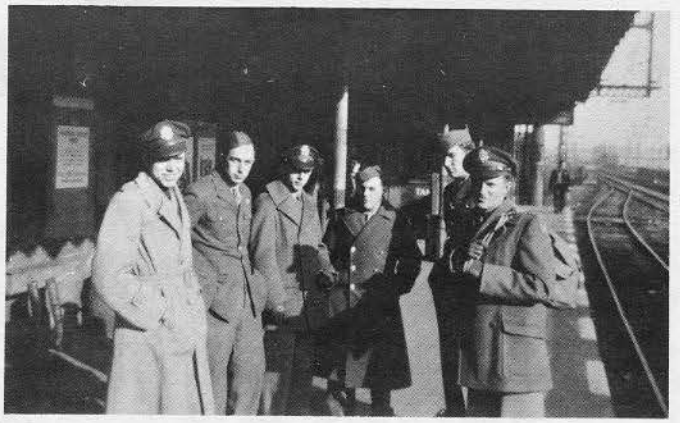
The Shreveport reunion is shaping up real well and it will be another place to share our war stories with old friends. I find each year that old friendships are strengthened and new ones acquired. Let us plan to attend this one before it is too late!

Let's all bring along a "First-Timer" to share our experience. We hope to see you all in Shreveport in September.

Hannah & Ray Summa

Don't Forget To Send Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011



L. to R.: Gene James, Jack Ashburn, Fred Schoch, William Burnell, Arnold Prillman, Tom Wright.

OLD AGE IS HELL

The body gets stiff; you get cramps in your legs,
And corns on your feet as big as hen's eggs;
Gas on your stomach; elmination is poor.
Take Ex-Lax at night and then you're not sure.

You soak in the tub or your body will smell.
It's like I said, folks, "Old Age is Hell!"
Your teeth start decaying; your eyesight is poor.
Hair falling out all over the floor.

Sex life is short; it's a thing of the past.
Don't kid yourself, friend, even that doesn't last.
Can't go to parties; don't dance anymore.
Just to put things mildly, you're hell of a bore.

Liquor is out; you can't take a chance.
Your bladder is weak; might pee in your pants.
Nothing to plan for; nothing to expect;
Just the mailman coming with your Security check.

Now be sure your affairs are in order.
And your will is made out right,
Or on the way to the graveyard
There will be a hell of a fight!

You feel pretty good. You look fairly well.
Thank God you're alive; "OLD AGE IS HELL."

Mendlesham Memories

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes. and deletions.

REUNION — 1989

TO ALL 34TH BOMB GROUP MEMBERS:

The reunion committee has made arrangements for the 34th Bomb Group to meet at the Sheraton Pierremont in Shreveport, LA. Shreveport is adjacent to Barksdale Air Force Base which is the home of the 8th Air Force. The 8th Air Force is constructing a museum and an avenue of vintage aircraft. The 34th will be installing and dedicating a memorial to all 34th personnel at the museum site.

The committee has been very fortunate to have a native son, Lonnie Crook. Lonnie has coordinated activities between the 34th and Barksdale A.F.B. He has put in a lot of time working on this and the committee thanks him. We urge all members that live nearby to attend. You can act as guides for those of us that are not acquainted with the city and its points of interest.

There will be two registration forms for you to complete and send. The form for the hotel is to be sent to the hotel with at least one night's room rate ($55.00). The other form is for the meals and activities. This form is to be sent to Robert H. Wright, 411 Parkovash Ave., South Bend, IN 46617. Enclose the money for meals and activities you wish to participate in.

For those of you that wish to play golf — you'll find instructions in this issue. See George Ritchie; he has this outing under control.

When you arrive at the hotel, register with the hotel first, then come to the 34th's registration desk and sign in with Bob Wright and his crew of ladies. They will issue to you the credentials you have singed up for.

We'll see you there.

Thanking you,
Your Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

P.S. RV's may park in the hotel parking lot.

SUPER AUCTION

This will be a special kind of auction. We will have "silent bidding", selected door prizes, raffles, and the "auction block." This variety will move your gifts faster and more smoothly to the new owners.

We ask everyone to bring something of exceptional value and local interest. A few suggestions to spark your imagination: Antiques, works of art, small appliances, cameras, 100 shares of a low-priced stock, your hobby creations, jewelry, sports equipment, airplane rides, amusement park passes, hotel, motel, resort weeks or weekends, condo, vacation home or time-share periods, golf packages or a free foursome at your private club obtained from your Pro, even agricultural products. Managers and public relations people are only too happy to grant a hideaway weekend or a mini vacation for advertising purposes.

Please be generous as in past years and bring your gift selection to the Auction. Money raised will help defer reunion expenses and the Board of Directors will direct where the surplus balance goes.

Thank you!

Your Super Auction Committee

GOLF..TENNIS..JOGGING..ETC.
INFORMATION

Golf and tennis are available Wednesday and Thursday. We will meet in the lobby at 8:30 A.M. each day. You will be responsible for your own equipment. Transportation will be by private autos or shared cabs. (Rates are reasonable — course is 3 miles away)

GOLFERS - Pay $8.00 green fees and $6.50 each cart fee to the Pro Shop on arrival. There will be a $2.00 "prize money" assessment. Bring your handicap if you have one...otherwise, we will assign one.

TENNIS PLAYERS - Lonnie Crook has available local courts at a reasonable rate. Details at the hotel. Bring your racquets and sneakers.

JOGGERS - Plenty of space. We promise good weather but in case of rain, no jogging in the lobby or halls. Jogging "in place" permitted in the bar and hospitality room. Jog anytime, you are on your own.

LADIES - Bring your dancing shoes. ENJOY!!

Your Committee On Athletics

8TH A.F. MUSEUM AND MEMORIAL WALKWAY
BARKSDALE A.F.B.

All members of the 34th Bomb Group are welcome to visit the museum while in Shreveport. Because of the generosity of former members of the 8th Air Force this museum with its Memorial Walkway has become a reality.

We wish to remind our members that they are encouraged to donate any pieces of memorabilia they may have. Please bring them to the reunion and contact Mr. "Buck" Riggs, who is the curator. Buck and his wife are volunteers and have found this has become a full-time position. Remember, all at no pay. The least we can do is contribute something. Yes, they do accept checks. Please see your way clear to assist them in their work. They deserve our help in making their work appreciated.

"Thank you for responding to my call for help."

Your President
George Ritchie

From Wally Brauks we have the following:

All Ex-POW's, widows, and next-of-kin of Ex-POW's are requested to bring their POW Medals to the reunion at Shreveport, Sept. 14-17, 1989, for formal presentation.

If you do not have your POW Medal you must apply for it. They are not sent automatically. A national 24-hour, toll-free telephone number (1-800-821-8139) offers specialized assistance for former prisoners of war. Calls received in Washington, D.C. after normal office hours are recorded for response the next business day. If you choose not to call the toll-free number, you may contact any of the National Service Organizations, i.e., DAV, VFW, American Legion, etc. It takes approximately 50 days from the time you apply for you to receive the POW Medal.

REMEMBER, BRING YOUR P.O.W. MEDAL TO SHREVEPORT.

Shreveport, LA. September 14 - 17, 1989

RV PARKS

For those traveling by RV and not staying at the hotel, Lonnie Crook has sent us the following information on RV parks:

1. Campers RV Center, 7700 West 70th St., Shreveport, LA 71129, (318) 938-5441. Located 13 mi. west of hotel on same street.
2. Shreveport-Bossier KOA, 6510 West 70th St., Shreveport, LA 71129, (318) 687-1010. Located 10 mi. west of hotel on same street.
   (Both of the above have usual hook-ups and services. Reservations probably not needed).
3. West Gate Park, 875 West Gate Lane, Bossier City, LA 71110, (318) 742-1371. About 9 mi. east of hotel and just outside main gate to Barksdale.
4. Davidson's Mobile Home Park, Hwy. 71 South, Bossier City, LA 71112, (318) 747-1456. About 7 mi. east of hotel and 2 to 3 mi. south of Barksdale.
   (No. 3 and No. 4 are mobile home parks with 3 or 4 overnight spaces and no services except water, electricity, maybe sewer. Rates are cheaper than #1 and #2, and reservations are advisable).

★★★★★★★★★★★★★★★★★★★★

FLASH-SUPER BONUS

As we go to press we've received this last minute bit of SUPER NEWS! Barring unforeseen circumstances, S.A.C. will have a B1-B Bomber at Barksdale A.F.B. during our stay at Shreveport. The aircraft commander is expected to be a 34th B.G. member's offspring. Expected arrival at Barksdale, with a fly-by, will be at 4:00 P.M. Thursday, Sept. 14th.

The plane will be open for inspection, especially for the 34th B.G., for two (2) full days. Any ladies who wish to visit and enter the aircraft are requested to wear slacks and flat or low shoes.

A vote of thanks is due from the 34th to Ralph Bush for coordinating this event. Thanks, Ralph!

★★★★★★★★★★★★★★★★★★★★

TO ALL INACTIVE MEMBERS
This "BUDS" For You!!

For the past 12 years many members of YOUR bomb group have been actively working to develop an association to make us PROUD!

The 1989 Shreveport reunion wants YOU to come judge for yourself. Under the leadership and direction of Lonnie and Dorabel Crook, your local reunion contacts, and Gerry and Wanda Pine's reunion committee, we have built a program deserving of your inspection and consideration.

YOU will experience the camaraderie of your former team members. YOU will enjoy fine accommodations, food, drink and conversation. YOU will swell with PRIDE, knowing you are part of this fine organization. Please participate. All Ex-POW's will be presented their medals.

YOU must allow your wife and/or family to enjoy the wonderful feeling of admiration and respect that permeates us all!

Please...No excuses this year...WE WANT YOU!!

Sincerely,
Your President
George Ritchie

Simplify!
Become a
Life
Member

Crew of "Duke the Spook". Standing L. to R.: Kramschuster, May, Tew and Mierendorf. Kneeling L. to R.: McLean, Nelson, Neal, Bawker, Blake and Clarkson.

Notes From Our Friends

JOAN STEDMAN - Stowmarket, England

Thank you so much for the beautiful book — I find it most interesting reading — it takes me back to those war years when you and all those others helped to make the serious times so much more enjoyable. Most nostalgic.

This winter has been one of the mildest on record, thank heaven. I was eighty the other day, but must say I don't feel it except for rheumatism in my ankles which makes walking rather difficult. However, that is something most people have to put up with (rheumatism, I hear), so I am lucky. Gerald and Loraine and family are well. Loraine gave me a lovely birthday party, bless her.

Thank you again for the book. Do hope you are all well.

★★★★★★

BILL CREER - Las Vegas, NV. (Response to Mrs. Stedman)

We are pleased you enjoyed receiving the 34th BG book. Walt McAllister and the committee put a great effort into the compilation. It has been well received by the members of the group. It is appropriate, in my view, to recognize the Stedman family contribution to our well-being during that critical period in the "PREFACE."

Our congratulations on being "80" years young. Must admit at "76" I don't feel far behind. Viv joins me in sending our best wishes. Give Gerald, Loraine, etc. our regards and appreciation for the help in looking after the 34th Memorial.

★★★★★★

FRED SCHOCH - Spokane, WA.

Thanks for sending us the pictures of the reunion at Virginia Beach. You folks did a super job and we all want to give our thanks again. We are making plans for Shreveport in Sept. We think the "Auction, USA" is a must.

Had Christmas greetings from Jean and Vince Doran and they are planning on the reunion in Shreveport. We sure look for his articles in MM. I think he puts into words what we all remember 45 years ago. He should be our feature writer and encouraged. We all need help in past memories.

We sure would like to know the name of our ground crew mechanic. Our hardstand was #16 off the taxi-way from runway 16. I recall we were close to the backyard of a local farm house.

★★★★★★

JOHN J. FLOOD - Valrico, FL.

Many thanks for the newsletter. It was good to hear from you! Many memories were stirred up, some pleasant, some painful. I will do my best to be at Shreveport. Also, if all goes well, I hope to go to Mendlesham in 1990.

JEAN P. BOULIANE - Houston, TX.

Ray Brown and his wife, Harriet, are coming over from San Antonio for a visit in early March. We are going to look over an assortment of memorabilia that I have hoarded for years from our days at Mendlesham. We'll try to identify certain photos before bundling the entire business together to send to you for disposition as you may choose.

Unfortunately, neither Ray nor I could make the Virginia Beach reunion, but the newsletter provided an absorbing account of activities and a fulsome picture display.

Recently I returned from a trip to Mexico where I visited with Walter Shore who lives at Jocotepec near Guadalajara, where I will be moving in about a month. Walter looked over some of the items mentioned above and identified a few subjects. Perhaps if you print some of the pictures in future MM's, your readers will recognize themselves or long lost friends from another time.

★★★★★★

FRED F. SAMPSON - New Hartford, NY.

There I was, sitting in my favorite chair in the living room on Christmas Eve, watching the television station which showed logs burning in a fireplace with background Christmas carols, etc. Dozing, just half awake, my wife taps me on the shoulder and said, "There's someone on the phone who hasn't seen or spoke to you in the last 44 years." I got up and said "Hello", and I heard, "Is that you, Sammy?." It was my waist gunner, Bill Moore, who I called "Tex." What a Christmas Eve surprise!

We talked and he began recapping some of the good times we had, like "Sammy, remember the time we were coming back over the channel kind of low and you intercommed up from the ball turret to tell me to look at all those sea gulls. Next thing I knew, there were feathers all over the channel and I can still feel the vibration of the ball turret when you let go."

We talked on the phone for about a half hour, going over this and that. Sure was great to hear from him. He is still in San Angelo, Texas. Now I know where 3 crew members are and will still try to find out where the rest of them are.

After we hung up I again settled down in my chair, half dozing again, but with a great big smile on my kisser!

★★★★★★

ROGER A. FREEMAN - Essex, England

I was surprised and delighted to receive the beautiful book on the history of the 34th. As yet I haven't had time to read it but on turning the pages I can see that it has been well produced and is most attractive. I am sure it will be very popular with the members of your association and, of course, it is a vast improvement on the picture book produced at the end of hostilities. Congratulations and many thanks for your kindness in sending me a copy.

Continued on page 7

Remainder of the crew of "Dinah Mite" after the splashdown of April 5, 1945.

Notes From Our Friends

Continued from page 6

BOB ST. LAWRENCE - Hillsboro, NH.

I retired from my job last June after working 38 years for one company. Figured that was long enough. Now I am working part time during the summer at a golf course. Don't make much money, but don't have any stress and strain, either. My wife works at a doctor's office so I have assumed some of the duties of a housewife. She hasn't fired me yet so I guess I'm doing a passable job. She's five years younger than I so she'll be working a while longer.

We are looking forward to spring as we like to go hiking in the White Mountains a hundred miles north of here. There are many marked trails to walk and the peace and quiet are really something. A couple of years ago we went Heli-hiking in the Canadian Rockies of British Columbia. This year we hope to hike in Colorado. We are spending our children's inheritance traveling.

★★★★★★

SAM BAGLIO - Exeter, PA.

From the bottom of my heart, "I THANK YOU!" I especially want to thank those of you who sent mementos from the reunion in Virginia Beach and to those of you who telephoned me in my hospital room the night of the banquet and the over 200 people who signed the menu and program at the banquet. I surely realize that the above acts of kindness played a major roll in my recovery for which I say, "Thank you, God."

It was very disappointing not being able to go to the reunion as I had planned. When the angioplasty failed to correct my problem, surgery was necessary on the day I had planned to be in Virginia Beach.

That is all behind me now. I've begun making plans for the Shreveport reunion and am hoping to see all of you, especially my crew, at the Sheraton Pierremont Hotel in September. Let's all try to repeat the "1984 REUNION IN NASHVILLE" with that tremendous attendance of our crews.

★★★★★★

FRED BERGLUND - Englewood, FL.

Saw the picture in the March issue of the "Sex Machine", no doubt a very sexy B-17. I remember Louis Gluek, the bombadier pictured on the far right. When Louis and I were getting out of the service his father met us at Ft. Snelling, MN to drive us home. They were of the Gluek Brewery family. I asked Mr. Gluek what he thought of the famous (or infamous) Glueks Stite, a green colored bottle of ale called the "Green Death" by all who drank it in WWII. He said he had never tried it! We had an offer at one base that anyone who could drink six bottles of Stite and walk out under their own power could drink for nothing.

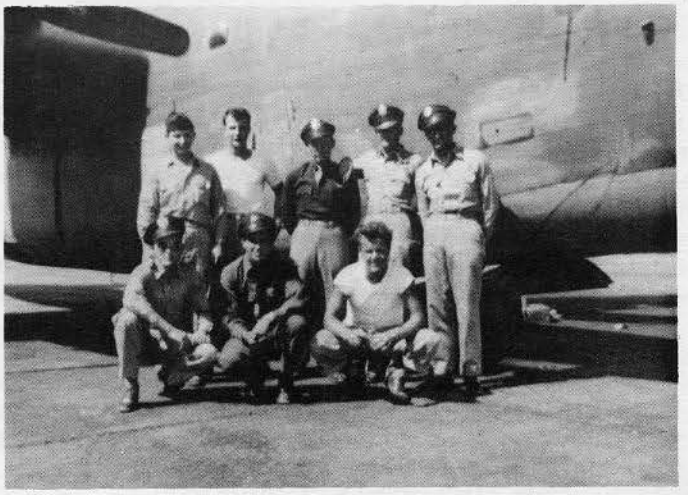
I called the Gluek family a few years ago and they sadly reported that Louis, the 34th Bombadier, had passed away.

★★★★★★

GEORGE RITCHIE - Swansboro, NC.

The Mendlesham Memories arrived today and I just want you to know that I feel you are doing a fine job. The officers, board of directors, and, I am sure, the membership appreciate your efforts. This publication is the "adhesive" that binds us together and all of us want you and Rose to know of our appreciation and gratitude. These feelings also embrace Ray and Hannah Summa because we know that their input and assistance are great. On behalf of the entire membership, we "Thank You, All."

I would also like to remind the membership that their contributions make for a more interesting newsletter and invite all to contribute some stories and reflections.



Standing L. to R.: Bowers, Duffelmeier, Anderson, Hayes and Maw. Kneeling L. to R.: McPherson, Gibbons and Gray.

EARL STRAWDER - Sanford, FL.

Merle and Rosalie Russell, who now live in Granby, CO came down to see me lately. He brought me a tape of the O'Grady crew reunion at Rev. Donald Forsman's residence in El Paso, TX this past November. It was great to see my crew again since I was unable to make it.

We visited Orlando together and had a wonderful dinner with Weyman and Carol Carver. He was our co-pilot. Don't think I'll be able to make it to Shreveport as I'm going to our 50th graduation reunion from Moultrie H.S. in Moultrie, GA.

★★★★★★

LaREE (ALVIN) GIBBONS - Clearfield, UT.

Alvin passed away on Sept. 20, 1984. He had gone on a 3 day fishing trip with 2 friends. They went to bed and he never woke up. He died in his sleep without any sign of a struggle.

Alvin often talked of his experiences with the 34th B.G. and I am sure he would have loved attending reunions and renewing acquaintances. He spoke so often of Bowers, Murphy and Hayes and tried several times to locate them. He had many fond memories of them.

I appreciate your efforts to find him more than you know. Please keep me informed of your activities as I feel a small part of your group. I received my experiences second hand, but over and over. Thanks again.

★★★★★★

GLENN R. GOODNOUGH - Portsmouth, VA.

I'm finally getting around to thanking you for the very nice picture you sent of us taken at the reunion. You and Walt were busy persons that night, acting as "official photographers." I'm so glad you were able to get all six of us in the picture. Thanks again.

★★★★★★

VINCE DORAN - Anchorage, AK.

In one of the stories in MM, I told about landing a B-17 at our base after a mission behind a plane that spilled a 2000 lb. bomb on the runway right in front of us. In the March issue, Ray Kubly wrote that he was the bombadier of that plane. He remembers it as only a itty-bitty 250 or 300 lb. bomb. I have two explanations for the discrepancy:

1. My wife, Jean, says that I add 100 lbs. to the bomb every time I tell the story.
2. At the time we swerved to miss it, while it was still rolling down the runway, it LOOKED like a 2000 pounder!

★★★★★★

Continued on page 8

Notes From Our Friends

Continued from page 7

BOB KORF - San Bernardino, CA.

I turned senile at 70 and entered my own car in the reinstigated Mexican Road Race. Judge Penick and I were 2nd through the worst (best) mountains. On a long straight part we blew the engine at 155 mph. We blew off John Von Newman in a Ferrari, several Porsches, many Jags, and a Maserati. It cost me $4200.00 and six months. It is tough for a guy 72 to get a good sponsor!

My old combat buddy, Johnny Soler, and I were in the 7th under Roy Tavasti. We found an old coal yard office where we could get some sleep. Bill Fandel was good about it but Tavasti was tough on Soler.

★★★★★★

ELLY VEON (KEITH ANDERSON) - Mantua, OH.

Keith got to read the article he had written in the last issue. He sure got a kick out of that one. One thing for sure — the 34th Bomb Group Reunions were the high-lite of his life. Always looked forward to getting ready for them. We had great times and many wonderful memories at those reunions. I only wish he could have lasted a little longer for he really looked forward to the one coming up at Shreveport. However, through the winter he knew we wouldn't make this one so we were thankful for the ones we had together. I feel honored and proud to know that the 34th accepts me as one of you. Thank you.

I wish to express my thanks for the telphone calls, cards and letters at the time of Keith's death. Also to those of you who sent memorial contributions in memory of him. The Kent Hospice (for terminal cancer) wanted to send their special thanks to all of you out there.

★★★★★★

JACK ASHBURN - Hastings, NE.

Always look forward to receiving the Mendlesham Memories. Keep up the good work.

★★★★★★

CHARLES HARMON - Fair Haven, VT.

Enjoyed the March issue. My wife, Grace, has had M.S. for 26 years so we get our traveling from books and magazines. Keep up the good work.

★★★★★★

AL BECKWITH - Stow, OH.

Keith Anderson was a great friend and a very sincere supporter of the "34th Bomb Group" and the members he had personal contact with. My pleasures in life include those times I've spent with Keith and his friends.

I look forward to your next reunion. Please keep me posted on anyone in our area that might like to share cost and airplane for the trip down. Depending on what Ellie Veon plans to do, I will have up to 4 seats available.

(Ed. Note: Contact Al at Commercial Aviation Corp., P.O. Box 1606, Stow, OH 44224 if you're interested in flying down with him.)

★★★★★★

Sit Down Now
and
Send In
Your Dues

NEWS FROM HERE AND THERE

From HAROLD RUTKA we have the following:

1. Permanent 34th B.G. "Name Tags" are available at $4.00 each. Tags are Azure Blue with Yellow letters; 3 inches wide and 2 inches high with a pin back. About 103 members and wives wear them at reunions. Send orders to me at address below.

2. The 34th B.G. is preparing to have a reunion at Mendlesham at the end of May, 1990. The dates have not been set until we find out when Memorial Day will be in England. During the past three reunions we have visited Mendlesham and our Memorial, hosted the Ladies of the British Legion at dinner, visited St. Mary's Church, the local pubs for lunch, Mattingly Cemetery, the 390th Control Tower Museum, Duxford Imperial War Museum, Hendon Royal Air Force Museum, and finally, into London for shopping, shows and sight-seeing. We are interested in people contacting persons and companies arranging tours for their suggestions and proposals. We would like your opinion on where to go, what to see, and the length of tour.

For both of the above items, contact:

Harold Rutka
Eleven East Artavia St.
Duluth, MN 55811

★★★

From VERN AMES we have the following:

Father Fred Brooks, our Chaplain, has asked to be replaced. All members are asked to send any suggestions for a suitable replacement to Vern Ames, 70 Greenfield Dr., Tonawanda, NY 14150.

★★★

The new 8th Air Force Museum had its grand opening at Barksdale AFB in January, 1989. The museum, complete with display of restored WWII aircraft, focuses on the history of air bombardment, especially strategic bombing.

On display are memorabilia from the beginning of air force operations. All of the exhibits trace either the physical pattern of operations or follow the movements of air and ground crews. This collection, presentation, and accumulation has taken over 10 years to bring into reality. The varied collection of art and photographs spellbind the visitor as they reflect on air battles, visualize air strikes and review the results of the combat missions through a fine collection of strike photos.

The exterior displays are meant to excite not only the former airmen of the 8th AF, but everyone who followed their exploits. There you will find P-51 Mustangs, the B-17 Flying Fortress, the P-47 Thunderbolt, the B-24 Liberator and more from WWII. Then you will find aircraft that saw service in the Korean conflict thru the Vietnam war. Strategic Air Command has presented a B-47 Stratojet plus the fighters of that era.

The museum curator is H.D. "Buck" Rigg who heads up a dedicated volunteer group that staff and service the museum.

Outside, along the aircraft static display, is the Memorial Walk where, on September 16th, the 34th B.G. (H), the oldest group in the 8th Air Force, will dedicate their memorial to their fallen comrades. Their memorial has a special location between a B-17 and B-24 on static display along the walkway. You are invited to attend.

The museum is located at the north entrance of the base and admission is free. COME ON DOWN!!

Continued on page 9

News From Here and There

Continued from page 8

COMMERCIAL SOURCES FOR MEDALS

George Ritchie writes that he has received a list of sources of medals from Randolph Records. Please note that this list does not necessarily constitute Air Force sanction of any or all of these individual companies. If you wish a catalog of available medals, write to one or all of these:

1. Kel-Lac Uniforms, 7016 West Highway 90, San Antonio, TX 78227
2. Sugerose, 3419 E. Commerce St., San Antonio, TX 78220
3. N.S. Meyer, Inc., 215 E. 91st St., New York, NY 10028
4. Hilborn & Hambuger, 15 E. 26th St., New York, NY 10010
5. Nash's Ribbons, 14359 Redwing Dr., Moreno Valley, CA 92388, PH: 1-800-433-3186 (Except California)

If any of you are in need of medals which you have not received or have lost, write to the above companies and we're sure you'll be able to correct that deficiency.

★★★

From TURNER PUBLISHING CO., who published our latest 34th B.G. History Book, we have the following:

Turner Publishing Co. will publish a comprehensive history of the B-24 in conjunction with the 50th Anniversary reunion. This book will take the participation and assistance of every unit associated with the B-24 to be both successful and complete.

We will mail a brochure announcing the project to everyone involved with the legendary Liberator. This brochure will explain the book and invite everyone to participate in this historic project.

We firmly believe the time is right for this tribute to the B-24 Liberator, the workhorse of the bombers, and the people behind her. This book will be sought out not only by those associated with the plane but also military and civilian libraries and everyone interested in military history. We ask for the support of each and every one of you.

★★★

The Collings Foundation, who are restoring the only flying B-24 known, again write us that they are in need of funds. Progress is going well on the restoration and they hope to have the plane ready for the B-24 50th Anniversary Reunion at Fort Worth in May. Anyone interested in helping can send their donations to:

The Collings Foundation
River Hill Farm
Stow, MA 01775

★★★

We hear via the "Grapevine" that in December of this year, 1989, Ray and Hannah Summa will be celebrating their 50th Wedding Anniversary. Although we do not have an exact date, I'm sure this is enough advance notice that we'll all be interested enough to ask them at the reunion in Shreveport.

★★★

VETERANS OF THE BATTLE OF THE BULGE

We have been requested to advertise that the VBOB, established in 1981, is looking for new members. It was organized to help commemorate that historic battle. If you are interested but have never been awarded the Ardennes Campaign Battle Star, you can still be an associate member with full membership privileges. Dues are $10.00 per year. For more information write to:

Vice President for Membership
Veterans of the Battle of the Bulge
P.O. Box 11129
Arlington, VA 22210-2129

LOU DUBNOW (446th B.G.) writes:

Recently I visited the Air Force Museum at Dayton, OH and enjoyed it immensely. I found one thing lacking..."a WWII ETO Control Tower". I'm sure that many of the air and ground personnel would be interested in seeing the interior of a typical tower and the primitive equipment we had. I would like to see the tower built at Dayton, together with ambulance, crash truck, fire truck, checkered caravan, etc., just the way it was, way back in 1942-45. It would be a good project for the 8th A.F.H.S. to undertake. It wouldn't be TOO difficult to build, nor too expensive, either.

If you'd like to see a WWII ETO-type Control Tower at the Air Force Museum at Dayton, please write to: Lou Dubnow, 1189 Galesmoore Court, Westlake Village, CA 91361, and I'll see to it that your card or letter gets into the right hands.

★★★

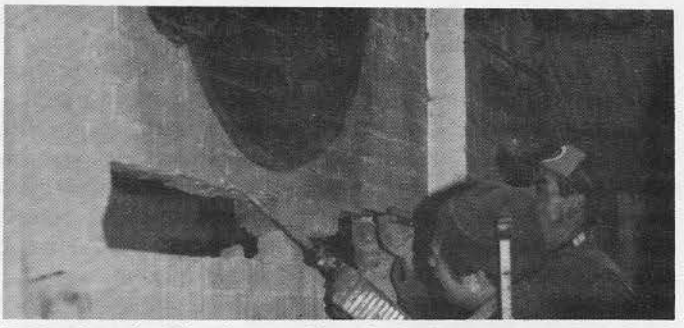
18TH SQDN. DAY ROOM WALL ART

From Mr. Bill Espie of the Eighth Wall Art Conservation Society (EWACS) we have the following report:

Mission Accomplished! The mural has been removed keeping our success rate at 100%. Our artist will have to do some restoration work on the painting. Damage was incurred when the owner of the factory knocked down half the wall, which in turn lifted some of the paint off the brickwork. This work will be done during the summer months and a protective coating will be applied which will give it a new lease on life, well into the 21st century.

As you already know, the painting is now housed in the "Red Feather Club" at Horham, home of the 95th B.G. The "Red Feather Club" is being turned into a museum and part of this will become an 8th USAAF Wall Art Centre. If anyone in your group has any photographs taken during 1944-1945 with any crews or individuals in front of the mural, we would sure appreciate receiving them. They would be nice to display with the painting. Anything sent for the display would be gratefully received.

All our work is sponsored by ourselves. We do not have anyone to back us, just some loyal and sympathetic friends who lend us generators and cutting equipment and the USAF to provide the transportation. All help is appreciated.



Beginning the job of removing the wall mural from the 18th Sqdn. Day Room wall.

Moving the wall mural into the "Red Feather Club" by manpower.

9 Oct. 1988 — Fr. Douglas Culver, Vicar of Christ Church, Bayfield, WI.

ROSE'S CORNER

Greetings to all of you who are taking the time to read this column. I feel that I must make another plea for the St. Mary's Church in Mendlesham, so bear with me, please!

The following two words and their meaning are very important to the cause that we should all be backing. They are: Need and Solace.

NEED: A necessity created by some emergency or crisis.

SOLACE: An easing of loneliness or discomfort. Something or place that eases and consoles.

These two words tell the tale of St. Mary's Church, where some of our young boys turned to during the dark days of the war and where there is a real NEED today. We can erase the present day discomfort by sending money to be used for repair of the floor or putting in a loo, which they've never had.

The parishioners have adorned a corner, on the inside of the church. with flowers and a list of names of our young men who lost their lives and pray for them every week. This memorial corner will always be there and, being that this church has withstood the ravages of time (built before 1066), it will be there for many more decades to come.

Let's send the money now so that we can see the results of its use when we get to England next year, the Good Lord willing. How many years can we say that we will be here to make that long distance trip? If we look upon our mortality, we must get this project done and hope to find another good cause, whatever it may be.

Always look forward, but stop once in a while to look back and see what you have done in the past.

My column may look a little different this time but attention had to be brought to this cause. Also, I haven't received any input from you out there. I was hoping for some letters to let me know if you've tried any more of the recipes I gave you. Let me hear from you!

With my best regards and wishes to see you all in Shreveport!

Rose

Special Notice

At our meeting in Virginia Beach last September the hat was passed for donations to Rev. Douglas E. Culver's church in Wisconsin, which was badly in need of funds. A total of $500.00 was collected and given to Harold Rutka to deliver to the reverend. Following is Harold's report and Rev. Culver's response:

On 9 October, 1988, Gen and I left Duluth and traveled to Christ Episcopal Church in Bayfield, WI, where we met Rev. Douglas E. Culver and Lucy Culver. We attended services and presented the check for $500.00 at the Offertory and explained how the money was raised at our reunion at Virginia Beach. We posed with the treasurer, Esther Thayer, Vicar Rev. Culver, and Lector Robert Tucker after the services, presenting the check. (See photo).

The church was established in 1856; the nave of the present building was erected in 1870. A luncheon was held at the Rittenhouse Restaurant; the food was excellent. It was a pleasure to take the day off and spend time with such fine people that make you feel that you have known them for many years. If any of you are in the Bayfield, WI area, stop by and say "Hello" to Culver and Lucy. Services are at 11:00 A.M. on Sundays.

Harold Rutka

To the Members of the 34th Bombardment Group (H):

On behalf of the congregation of Christ Church, and myself, I wish to extend our deepest thanks for your most thoughtful and generous gift to our church. Thanks, also, to Harold and Genevieve Rutka for driving over from their home in Duluth to make the formal presentation. The whole congregation was greatly impressed.

Personally, both my wife, Lucy, and I were deeply touched, having been part of the Group from the very beginning at Blythe. Your thoughtfulness merely confirms what I have known through the years since we all flew together; that the 34th was (and still is) the best outfit in the whole Corps.

Thanks again, and
All Blessings,
Fr. Douglas Culver
Vicar of Christ Church

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

by HAROLD PROVINCE

The event I am about to relate occurred subsequent to the "bomb on the runway" happenings in Vince Doran's story. The Wm. H. Wilcox crew engaged in considerable, oft-times heated, discussion regarding the reaction of the airplane following the release of the bomb load. Sitting in the nose I was never aware of any particular reaction of the plane, but the waist and tail gunners said they felt the plane jump when the bombs were released. On this particular raid I felt I would be especially aware of the feel of ten five-hundred pounds bombs leaving the ship.

We finally made the IP and the bomb run. When the smoke bombs on the lead plane broke away I hit the SALVO switch and sent two and a half tons of bombs on their way. And I was aware of their leaving! It felt like someone had run into the plane with a bulldozer. I SURELY DID FEEL THE LIFT WHEN THE 5000 LBS. LEFT THE SHIP.

While I was musing on why I had never before felt such a response the intercom crackled and the waist gunner said, "Hey nose, you've got a bomb hung-up back here!" And I thought "How can that happen? It's never happened before." For the next few minutes I tried every way I had been taught to get rid of that bomb. That darned bomb wasn't about to let go, regardless of what I did to get rid of it. Since we were leaving the target area we decided to temporarily table the issue until we were under more favorable conditions.

As we headed back toward friendly lines and lost some altitude, I polled the crew to see what their reactions might be to returning to Mendlesham with a de-fused bomb on the bomb rack which would be safe and give no-one concern about being able to land safely. All the crew were willing to land with the bomb EXCEPT our flight engineer, Tony Courtrous. He remembered the "bomb on the runway" and wasn't about to let our plane land with a bomb aboard, fused or defused. Wilcox then ordered me to see what I could do to get rid of the bomb after we lost a little altitude and were closer to friendly territory.

Since I had tried every way I knew to get rid of the bomb, I decided to go to the bomb bay and see why it had not released. I took my chute and portable oxygen bottle and made my way to the bomb bay to find that "the No. 2 bomb" was hung low on the right outboard rack. The salvo operation normally released the bombs in rapid sequence with just a slight delay between releases. What we felt was one or two bombs falling and hitting on the hung-up No. 2 bomb. No wonder it felt like a bulldozer hitting the plane!

By this time we were approaching the Zeider Zee and figured that the least damage to the Dutch would be to drop the bomb into the Zee where it could explode harmlessly. With my chute on one "D" ring and the bomb bay walkway rope hooked into the other "D" ring I sat down on the walkway and leaned over to see why the bomb had hung up. It was readily apparent — the electronic release had functioned properly but the arm had managed to trip without taking the bomb shackle arm with it. I motioned to Tony to open the doors and then leaned over to try to throw the shackle arm. The release arm prevented the shackle arm from releasing and there it hung while the air was streaming into the bomb bay. And there I was with my feet dangling in Dutch airspace about 15,000 feet above the countryside. I needed something to beat the shackle arm past the electronic release arm. Seeing the emergency hand crank for the flaps and landing gear hanging on the bulkhead, I motioned to Tony to hand it to me. I leaned over and gave a mighty swipe to the shackle arm. With that we had our second "bombs away" of the day. Seeing the fall start the fuse propeller spinning I thought "At least I'll get to see the darned thing explode." It was impossible to see your own bombs explode from the chin turret position. But it was not to be. Tony had signaled Clyde to close the bomb bay doors and he did. After all of my hard work I still wasn't going to see the bomb explode.

And so, Dear Reader, the Wilcox crew was able to restrain the Mendlesham tower from having to call you with the message, "Please keep to the left of the runway when you land." And we did have a Happy Landing (WITHOUT THE BOMB!).

HOMING BICYCLE

by STEPHEN NIATAS

It was now May 12, 1945 and spring in Mendlesham, the home of the 34th B.G. In the 18th Sqdn. area this evening there was much activity in one special hut. George Mehling's crew was sprucing up in dress OD's to a party given to our ground crew in honor of our return form our splash-down in the North Sea in our B-17G, "Dinah Mite", on the 5th of April. Our welcome-home party is being held at the pub in Mendlesham tonight.

Then, as now, I was an ardent bike rider so I decided to ride alone to the pub. The others decided to walk. The pub was happy with activity and the evening air was warm so many of the customers were on the lawn as well as in the bar.

In my brief time in England I drank scotch whiskey when available and that was very limited due to rationing. As for beer, it would be half-and-half with, normally, only two mugs in three hours. Boy, was I in for a wet surprise. Our hosts, our ground crew, could drink a barrel of beer each and walk a sober, straight line. Not me! This Greek lost count after four mugs. By the time the pub had "Lights Out", my lights were not ON or OFF! OOPS!!

I now straddled my bike, singing a variety of tunes, most not recognizable. In my liquified state I talked to my bike. It's a good thing it was an English bike for it understood me. I told it we must go through the farm field, which was a short cut. I said, "Dear Bike, use your homing skill to get us home." Don't ask me how we got back to our hut in one piece without broken limbs or damaged bike.

I walked into our hut, sat at my bunk and looked at my wife's picture. I then turned her picture to face the wall so she would not see me in my sorry state. Believe me, I was a sick pup for days and was unable to taste beer for better than two years.

Yes, I still ride my bike every day, but I have not talked to one to this day. Nor have I found one that could home in, over all terrain, as my bike in Mendlesham did in May of 1945.

The Mendlesham Memorial after the memorial service, Nov. 13, 1988. Wreaths laid by British Legion and U.S. 3rd A.F. (Bentwater AFB).

ADDRESS CHANGES

(As of 4/30/89)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
BALDEA	ELI	2576 BROOKWOOD DRIVE	CROWN POINT,	IN	46307
BARTA	ALAN J.	721 LAKESHORE DRIVE	WICHITA,	KS	67230
BASSINGER	JIMMY	6211 CARMEL ROAD	CHARLOTTE,	NC	28116
BROOKSHIRE	LESTER	P.O. BOX 413	LINDALE,	GA	30147
BUJALSKI	FRANCIS	206 DESSA DRIVE	HAMDEN,	CT	06517
BUXTON	JOHN A.	2425 JAKE ALEXANDER BLVD. N, #502	CHARLOTTE,	NC	28144
CASSELL	ALBERT	10000 PARK BLVD, HOL. CP. GRDS.	SEMINOLE,	FL	34643
CLARK	AMY	15 ROSECLIFE ST., AP. 2	ROSLINDALE,	MA	02131
DOZIER	JOHN	P.O. BOX 2557 BSL	SOUTHPORT,	NC	28461-9270
FRANGELLA	PATRICK	P.O. BOX 8078	WEST CHESTER,	OH	45069
GOLDEN	ROBERT	3401 MEAD STREET	APPLETON,	WI	54915
LEVI	MYRON	P.O. BOX 4321	VISALIA,	CA	93278
NELSON	HENRY B.	1050 S. VRAIN AVENUE	ESTES PARK,	CO	80517
OKRASINSKI	STANLEY	Zip Code should be			18702
PETERSON	RALPH C.	2477 WALDORF CT., NW.	GRAND RAPIDS,	WI	49504
POOLE	WALTER	Change Zip Code to			33447
PRITZ	JOHN	347 AMAZON	CINCINNATI	OH	45220
RILEY	JAMES W.	3561 THUNDERBIRD LANE	LAKE HAVASU CITY,	AZ	86403
SCHARMEN	MERRILL E.	162 LEASON COVE DRIVE	LUSBY,	MD	20657
SCHROEDER	ROBERT	2440 HIGHWAY 39	AMERICAN FALLS,	ID	83211
SCULLY	RICHARD	1649 QUAIL DRIVE	SARASOTA,	FL	34321
STRAWDER	EARL	2600 GEORGIA AVE.	SANFORD,	FL	32773
SUTTON	CHARLES	Zip Code should be			62946
WORKMAN	BENSON	3570 RIVERSIDE A.P. RD.	ZANESVILLE,	OH	43701
ZELENESKI	JOHN	BROOK RD., BOX 133	LANCASTER,	NH	03684

LIFE MEMBERS

(Total now 126)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
CONKLIN	CLAUDE R.	1001 9TH AVENUE	BELLE PLAINE,	IA	52208
SPAYDE	DONALD E.	156 E. 7TH STREET	BLOOMSBURG,	PA	17815

NEWLY FOUND

(As of 4/30/89)

LAST NAME	FIRST NAME	ORGN. ADDRESS	CITY	STATE	ZIP
ARCHER	VERNON	3000 MONROE VA FACILITY	GRAND RAPIDS,	MI	49505
BREWER	GARLAND	RR. 1, BOX 77-1	KENNARD,	TX	75847
BROWN	RON	6205 VISTA SIERRA ST.	ALBUQUERQUE,	NM	87120
COUTROS	ANTHONY	11 CARRIAGE PLACE	EDISON,	NJ	08820
FLOOD	JOHN J.	4016 HIGHGATE DRIVE	VALRICO,	FL	33594
GARFINKEL	BERNARD	209 ANITA COURT	REDLANDS,	CA	92373
GARRETSON	WILLIAM	1004 HOLLIS ST.	PORT HURON,	MI	48060
GOLDEN	ROBERT	2616 KIRKLAND CT.	APPLETON,	WI	54911
LYNN	JOSEPH	2685 - 11TH AVE.	SACRAMENTO,	CA	95818
NELSON	JOHN JR.	316 CHURCH ROAD	MOUNTAINTOP,	PA	18707
OLDENBURG	WILFRED F.	6907 FISHBORN AVENUE	BELL,	CA	90201
RATHBUN	EDGAR H.	2780 CONBUSIER DR.	MELBOURNE,	FL	32935
TANKING	EUGENE	76 BROTHERS ROAD	WAPPINGERS FALLS,	NY	12590
WOMACK	FRED H.	1069 TRYON CIRCLE	SPRING HILL,	FL	34606
ZEMAN	ROBERT	1940 6TH STREET SO.	WISCONSIN RAPIDS,	WI	54494

TAPS

(As of 4/30/89)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
ANDERSON	KEITH M.	7 (LM)	3327 WORK ROAD	RAVENNA,	OH	44266
BABCOCK	ROY JR.	18	520 COO RIDGE DR. #8	CARMEL,	IN	46032
CHAMPION	FRANKIE L.	4	RT. 3, BOX 47	MORTON,	MS	39117
DICKERSON	JOHN N.			OXFORD,	OH	
DINGELDEN	GEORGE E.		DIED IN 1967	LA CROSSE,	WI	
EMBERTON	DANIEL P.		7780 LOUISE STREET	WESTLAND	MI	48148
ERICKSON	TRUMAN			ARGYLE,	WI	
FLORIO	MIKE					
GIBBONS	ALVIN		1146 E. 1050 SO.	CLEARFIELD,	UT	84015
HANN	JOHN F.	18	501 HOLLY (DIED, DEC. 1987)	DENVER,	CO	80220
KING	THOMAS C.	18	3330 TEMPLETON GAP RD. #3	COLORADO SPRINGS	CO	80907
LASKY	DONALD J.		DIED IN 1957	KENOSHA,	WI	
McLEAN	LEWIS					
MOEN	ERWIN			BLACK FALLS,	WI	
OKEY	JOHN L.			CASSVILLE,	WI	
TEPPER	HENRY	391	5074 VILLAGE DRIVE	LAS VEGAS,	NV	89122

MEMORIES

REMEMBERING
By BRUCE SOTHERN
Crew Chief of "Gotta Haver"

We hadn't been in England long when I noticed a young lad with his bicycle watching our activities from the far side of the nearby fence. We soon got acquainted and, our being short-handed, he soon became a very efficient helper. He took over the duties of going through the plane replacing the equipment; oxygen masks, mikes, etc., to their proper place, usually from the floor to a hanger. In exchange he occasionally found a chocolate bar or some such tid-bit that the air crew had left behind. Sweets were something hard to come by in those war years.

When we returned home, I had left without getting the chance to tell Robin how much I had appreciated his help and enjoyed his friendship. We did correspond briefly. Then, like many others, I got busy trying to settle into civilian life, raise a family and get all that grease out from under my fingernails. In so doing the war years and most of my service-connected friends gradually vanished from my life.

The years went by and, finally, I went to a 34th B.G. reunion. Gradually the light bulbs in my head, one by one, started re-lighting. Names and places, long forgotten, started coming back. While searching through some old letters I found one from England with the name Robin Harrex, the lad I once knew at Mendlesham Air Base, station 156. With help from Ray Summa and Ian Hawkins we discovered that Robin lives and works only a short distance from his boyhood home.

The boy I once knew is now 55 years of age. I am looking forward to the day we meet again and get re-acquainted. A trip to England is now something I can start planning.

Editor's Note: In the "Then And Now" section of the March, 1989 issue you can see Robin Harrex as a lad and as he is now.)

★★★

KAMIKAZE?
By FRED BERGLUND

I was the co-pilot on Bob Schwartz's crew and remember flying 12 missions in 13 days. Why we got a day off after our first mission I'll never know, unless it was to wash our underwear. I "browned out" on the Kiel raid where we were trying to hit a German battleship and saw the big 155 M.M. flak explosions.

We then bombed 11 targets from Nurnberg thru Aussig in 12 days. I remember Col. Creer was leading the raid near Munich on the marshalling yards and we had to go around twice thru the heavy flak. Pilots were breaking radio silence to bitch about the heavy flak. At the Orlando reunion I asked Gen. Creer if he was looking for a D.F.C. or a Purple Heart — and he couldn't answer; being modest, I guess.

I was amazed (from the new 34th BG book) to find out that our third mission (Gustrow) was all that I thought it was. The Germans had a kamikaze squadron which attacked the 34th and the yellow-tailed group ahead of us. I saw two B-17s hit by two ME-109s flying straight down and all that was left of the four planes was two big black puffs of smoke and no debris! When I reported this to the intelligence de-briefing officer he stated that it was just inexperienced German pilots.

Bill Cheek's story in the new book titled "The Last Big Splash for the Luftwaffe" clears this up. It tells about the German suicide squadron called the Sonderkommando Elbe, comprised of 300 of Germany's finest (though maybe not the smartest) pilots formed at Stendal, Germany. He used excerpts from Roger Freeman's book, "The Mighty Eighth", in his story.

The 34th hit Stendal a few days later and one of our planes was knocked down and fell right through the lower elements. I have since found out that the plane was none other than Bruce Sothern's "Gotta Haver". The pilot, Paul E. Roscher, was badly injured and the crew bailed out. Some of the crew were back in Mendlesham a few days later. The co-pilot was severely beaten by the German civilians when he was captured. I met Paul Roscher at the 8th AF Los Angeles reunion years later. He says he has never been able to get in touch with any of his crew. Does anyone recall the co-pilot's name and where he is now?

MEMORIES

"GEE WHIZ — A PIECE OF CAKE"
By ROY TAVASTI

The events I am about to relate would not have happened if it had not been for Giles Avriett. So, a little background information is necessary for this tale to have any rational continuity.

First of all, it should be known that Giles Avriett commanded one of the B-24 flight crews at Blythe when the 34th Bomb Group was activated for combat operations. Avriett as a 2nd Lieutenant seemed much more mature and experienced than the rest of the pilots (2nd Lts. and Flight Officers) who also had recently graduated from flight training. In fact, if I recall correctly, he had served as an adjutant in his unit before going to flight school, and was promoted at Blythe to 1st Lt. at the time orders were issued for the 34th BG to move overseas.

In my judgment, at the time, I considered him to be a capable pilot and an outstanding officer and individual. The same, however, could not be said for the rest of his crew. It was my impression that they were by far the most motley collection of renegades ever to be dignified by the designation of "flight crew." I am sure they individually or collectively sorely taxed their commander's ingenuity and patience just to keep them out of the stockade (guardhouse), but in the air these troops were well disciplined and apparently knew what they were doing. At least I, as their Squadron Commander, never heard of any goof-up on an operational mission. On the ground, however, it was an entirely different story. For example, on the very day that Avriett and crew landed in Sweden, I was about to "lower the boom" on John Soler, the copilot, for the unauthorized confiscation of my jeep "Bessie Mae Mucho" a few nights previously. I was determined to court martial the scoundrel for that dastardly deed, but Soler outwitted me by getting shot up and evading to Sweden. All I could gracefully do was to tear up the "Statement of Charges" (basis for courts martial). My apologies to the surviving members of Avriett's crew, but for the most part, I believe they will agree with my evaluation at the time, and even be damn proud of it.

As they were creeping up on their last mission, Avriett and crew were badly shot up over northern Germany but managed to make it to Sweden where they were duly incarcerated, ostensibly for the "duration." Some months later, however, they were unexpectedly released from Sweden. Avriett appeared in the squadron area, en route to the States because of some rule that he could no longer fly combat missions after having been incarcerated in a neutral country.

Having held Giles in such high regard, it was not surprising that I greeted him like a long lost brother when he reappeared on the scene. In fact, his appearance was almost like an answer to a maiden's prayer.

Now, some may think that I had ulterior motives (which I did) when I tried to persuade Giles to consider rejoining the 7th Squadron in a noncombatant capacity as Squadron Administrative Officer. This vacancy had been recently created when the wiley Group Adjutant, a.k.a. Robert Gay, snatched Leonard Arteel from the 7th Squadron to fill what in my view at the time was some "Mickey Mouse" position at Group level.

Although Avriett was somewhat reluctant at first, I was able to sweeten the ante with an assurance that I could guarantee his promotion to Captain in the minimum time then prescribed in the regulations. I was elated when he finally agreed to stay with the 7th Squadron, because I had gloomy visions of having

Correction — I'm afraid that I was indeed in charge of that fiasco!

Roy Tavasti

(see page 8, Dec. MM)

to spend more and more time in the Orderly Room shining my britches behind a desk, tussling with administrative headaches instead of being on the flight line where the action was. Adjutant Jim Mansfield and recent Admin. Officer Arteel, ably assisted by our no-nonsense First Sergeant Walt Wolinski, up to that time had been keeping things on a relatively even keel, but then with Arteel's departure the future took on a somewhat gloomy aspect. Now, with the fortuitous arrival of Avriett, who "volunteered" to take Arteel's spot, a potential dilemma had been eliminated.

To celebrate the occasion I invited Avriett to the Officers' Club that evening for a drink or two before chow time. We were in the bar relaxing, as he related some of the details of having been shot up over Germany and finally limping into Sweden, when we were joined by the Group Flight Surgeon, Harry Morgan. Giles continued with a description of the trials, tribulations and delights of his incarceration and subsequent release. He also pointed out that when he went to Sweden the 34th was flying B-24's, and now that the Group had converted to B-17's, he wasn't qualified to get his monthly flying time for his flight pay. I resolved that problem by suggesting a four hour checkout ride the following morning. Knowing in advance that Avriett was a competent B24 pilot, I figured I could have him qualified on the B-17 in a breeze. Doc Morgan suggested that since he, too, needed four hours for his flight pay he would like to join us the next morning. I was pleased that one routine four hour flight was to simultaneously solve several problems.

The next morning the weather was near zero-zero, so all combat missions were scrubbed, along with the projected checkout ride. So, with time on my hands I was wandering around and, more by accident than design, found myself in a building where a so-called "Gee-Box" was set up to train navigators who were not familiar with that particular piece of equipment. The "Gee", incidentally was a navigational system developed by the British, somewhat similar to Loran in that it displayed bearing data from two selected ground based transmitters simultaneously. This information appeared on a scope and then was plotted on a special chart with an overlay of Gee LOPS (Lines of Position). The intersection of the Gee LOPS was supposed to be your position at the time the scope reading was taken. Since I had never seen the gear operate, I asked the

Continued on page 15

MEMORIES

Continued from page 14

sergeant in charge to demonstrate it for me. In about thirty minutes he showed me how to turn on the set, select the most appropriate Gee LOPS, and how to plot one's position on the "Gee" charts from the reading on the scope. Up to that time the "Gee Box" had been something of a mystery to me, so I felt somewhat smug when I left the trainer facility.

★★★

The next morning the weather was still marginal enough to scrub any operational missions, but as far as I could see, no reason why Giles and I couldn't proceed with his B-17 orientation. Doc Morgan was also free to join us. I don't recall the particular airplane that was assigned to us for this training mission, but I do remember that the crew chief elected to go along for the ride. The weather wasn't exactly ideal, but for our purposes it seemed adequate. The ceiling at take-off time was a good 1500' to 2000' and visibility was perhaps a mile or more. So, compared to the morning before, it was a "piece of cake."

Giles was in the left seat for his first B-17 take-off and all went off quite routinely. We went through several layers of low stratus clouds up to 6000' where we leveled off. There was another solid deck at roughly 8000' so we had about 2000' to maneuver in and the visibility between those layers was reasonably good.

Since this was Avriett's first ride in a B-17 and we had time to kill, we went through the whole gamut of basic needle, ball, and airspeed maneuvers — all the conceivable stalls, power on and off, plus a variety of simulated single and multiple engine failures. I recall that Giles was amazed at how simple it was to control the B-17 with both engines feathered on one side, as compared to the B-24. After we had been airborne a little over three hours, it seemed reasonable to head for home, knowing that by the time we landed and taxied to the hardstand we would be able to log the necessary four hours. As a consequence, Morgan and Avriett would be qualified for their flight pay for that month.

Although we had turned on our "Bird Dog" (radio compass) and tuned in on our home "Buncher" (low power/short range radio beacon, located near Ipswich) shortly after take-off, we complacently forgot about it while goofing around with the check-out exercises. Now, when we were ready to return to base, I was somewhat surprised that the "Bird Dog" had apparently malfunctioned, because we were receiving no signal whatsoever.

My immediate thought was to request a position fix and a bearing to Mendlesham from "Darky" (a British emergency ground based triangulation network). Doing so, however, would obviously indicate that we weren't exactly certain of where we were (which was indeed the case) so I relegated "Darky" to a last resort option. Furthermore, I was interested in trying out my new found prowess with the "Gee Box." I plunked Doc Morgan into the copilot's seat to help Avriett eyeball for airborne traffic in our vicinity. I then went down into the nose compartment to find the "Gee Box" while keeping my fingers crossed that the proper charts would be aboard. Luck was with me and I was breathing easy as I flipped the set on and started going through the motions of getting a fix on our current position. When I finally plotted the fix on the chart, I was less than complacent. In fact, I was downright terrified, because the fix placed us over the North Sea — due west of and within a stone's throw of Helgoland. We were on a 180° course heading for the German coast between Emden and Wilemshaven. I should point out that Helgoland is an island about 30 miles off the coast of northwest Germany, and fairly bristled with 88mm antiaircraft batteries. In addition, it was a base for a substantial number of Luftwaffe fighters. Furthermore, the coast of Germany where we were headed was even more formidable. I called Giles on the intercom and asked him to pick up and hold a heading of 270° due west.

I was certain that I had goofed up on my original fix but I was in no mood to relay that information to the crew. After recovering from my initial shock, I took another fix 15 minutes later. I could now see that we had a little extra breathing room, away from the flak and fighters on Helgoland, although our progress seemed painfully slow. Further, it served to verify the accuracy of the original fix that I had found so hard to believe. I then informed the crew that we were somewhere over the North Sea, but neglected to tell them that we had come within an eyelash of being in range of the 88mm flak guns on Helgoland.

Knowing how deadly the 88s were, even at 20,000' and above, I'm sure we would have been a sitting duck at 6000' had we gotten within their range. Also, we could easily have been bounced by the Luftwaffe fighters, so I could only speculate that crummy weather had kept them on the ground. We continued on the 270° heading until I could plot a southwesterly course to Ipswich and be well clear of the heavily fortified coast of Holland.

It seemed like it took forever, but finally our "Bird Dog" slowly came to life and the needle steadied down onto the Ipswich buncher as we came within its limited range. Then and only then did I start to relax. I crawled up to the flight deck and eased Doc Morgan out of the copilot's seat. Although the "Gee Box" was, without doubt, instrumental in saving our fannies from a possible catastrophic fate, I still felt much more at home with the faithful "Bird Dog."

The rest of the flight was quite uneventful. We broke into the clear at a comfortable 2000' in our standard let-down corridor off the Ipswich buncher, and Giles was pleased because he managed to "grease-in" his first B-17 landing at Mendlesham.

I was more than a little curious to find out what had gone so far amiss with our routine 4-hour training flight that had ended up more like six hours and had taken us uncomfortably close to enemy territory. Checking with the weather troops in the tower, we found that the winds at our flight altitude were in the ballpark of 80 knots out of the southwest. The unanticipated high winds provided a logical explanation for our having been so far out over the North Sea. When I asked Giles what his reaction was to having been blown more than halfway back to Sweden because I goofed up by not checking the winds aloft before takeoff, he said "Gee Whiz, it was a piece of cake."

It is only after putting this down on paper for the first time that I fully realize what a stupid (but lucky) ass I was. In retrospect, I did everything wrong with the exception of accidentally stumbling into the "Gee Box" trainer the previous day for my serendipitous 30-minute orientation. First of all, I should have checked the winds aloft information before, not after, the flight. Knowledge of the 80-knot winds would have altered our procedures and alerted us to pay closer attention to our position. Even better, I could have commandeered a navigator to keep track of our position while Avriett and I were preoccupied with B-17 orientation procedures. However, if I had done all the right things, there would not have been a yarn to spin about a semi-routine training flight which, unbeknownst to all but me (and now you), for a few hairy minutes was a disaster about to happen. To be jolted unexpectedly with the prospect of being blasted out of the sky by flak or fighters was a real shocker. So, what started out as a relaxing interlude between combat missions ended up being, at least from my point of view, ANYTHING BUT "A piece of cake."

★★★ Continued on page 16

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Address Correction Requested

HDQ.
391
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34th Bomb. Group

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MEMORIES

Continued from page 15

TRADITION
By VINCE DORAN

At rare intervals we were given a two-day pass. Usually we went to London, an exciting city, well prepared to entertain the hundreds of thousands of military men and women who were always there on pass looking for entertainment. It was only three or four hours away.

Somehow or other I had access to a small, private men's club across the street from Hyde Park. I can't remember now why they let me in. It was probably that most of the members were away in the armed forces, and they needed the money to keep the club going. Its most notable feature was that every evening at least a dozen attractive, well-dressed young civilian ladies were in attendance. They were not prostitutes, but they did not encourage questions about themselves, either. That was all right with us; it was enough that they were there and friendly.

It was a delightful, miniature two-story structure sandwiched between other buildings. The bar, library and meeting rooms were on the ground floor. With hardwood wall paneling and old leather the club reeked of British tradition.

Half of the upstairs was occupied by a stately dining room. The dining table and hand-carved high-backed chairs were obviously priceless antiques. The leaded crystal and delicate bone china could have been museum pieces. The linens were faultless and the ornate sterling silver service was fit for a king. The walls were covered with brocade, the ceiling was graced with oak beams, and the monstrous ancient chandelier had held candles in the distant past before being converted to electricity.

Sadly, the uniforms of the elderly doorman, bartender, and waiters were becoming thin and frayed. The building and furnishings were also showing wear and tear. The war had been going on since 1938 and, in those days of privation and sacrifice, there was just no way for the club to maintain its former glory.

One evening I was favored with an invitation to dinner. About twenty of us gathered at the festive table. We toasted the King and Queen, drank to victory, and to each other's survival. There was plenty of hard liquor, but no wine. Wine in Britain seemed to be a casualty of war. The service was impeccable. The two waiters were splendidly attired in white tie and tails. They anticipated our every desire and responded instantly; seat the ladies, refill our glasses, light our cigarets, etc. The room had a romantic dimness that only candle light could provide.

The meal started off with a light consomme. It was followed by a dish of spaghetti covered with a thin, reddish sauce, served in modest portion. Then nothing. That was the end of the meal except for brandy and small talk. I was stunned; they had almost no food! They were going through the motions of a nightly ritual that had been carried on since the club began. The scene had the unreal quality of actors in a stage play pretending to eat a meal. Being a private club, they had very low priority in obtaining food rations, but they were determined to carry on tradition as well as they could. The people in the U.K. didn't really go hungry in those war years, but food was not plentiful nor choice. I never felt sorrier for, nor prouder of, the British than that evening in that dining room!

★★★

NIGHTMARE
By FRANCIS JACKOVICH

On 24 Aug., 1944, 12 B-24s of the 4th Sqdn. took off from Station 156 to attack a high-priority target in Kiel, Germany. When we started our bomb run at the I.P. we only had 9 B-24s left; 3 had aborted.

Kiel was heavily defended with anti-aircraft guns, ground and naval ships. I saw a B-24 on our left wing receive a direct hit from AA fire. The hit blew off the right wing and the plane and crew took a dive for the ground. I know they were killed, not missing in action. The B-24 on our right side caught fire from AA; the whole wing and fuselage were burning. Then we hit maximum prop-wash from a B-24 directly in front of us. It almost turned us upside down. What a nightmare!

I was so upset when we landed I never reported it to our intelligence officer when I was debriefed after the mission. Our B-24 was heavily damaged. It was my 23rd and last mission. (Maybe someone else can remember more about this mission.)

HOPE TO SEE YOU IN SHREVEPORT, LOUISIANA

VOLUME XII NUMBER 3 SEPTEMBER, 1989

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

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Eli Baldea (Editor)	(219) 988-4607

OBSERVATIONS

Here we are again, trying to keep you entertained and informed with another issue of the newsletter. We do try our best and, hopefully, the format and contents are as you like it. At least, whatever feedback I get seems to substantiate that.

This is being written in mid-July and, here in the midwest, the weather is horrendous. Temperatures have been hovering between 90 and 100 degrees for the last two weeks and it has not rained for several weeks, so we are on the verge of a severe drought.

This issue is largely devoted to the upcoming reunion at Shreveport. It promises to be one of the best we've ever had. Barksdale Air force Base authorities have been most cooperative and our visit there should be most exciting. First of all, we will be the beneficiaries of a visit from the B-1 bomber. We will have time set aside exclusively for the 34th to inspect the plane and, personally having had that privilege, that is most exciting. Secondly, we will be dedicating our own memorial on their Memorial Walkway. Thirdly, we will have dinner Friday evening at the Officers' Club, being entertained by the 8th Air Force Band, which plays in the old Glenn Miller style, and we all must remember that so well. Also, P.O.W. medals will be presented in a military ceremony for those that are present.

The Saturday night banquet promises to be great. All in all, we think this will be the best ever. Those of you who are as yet undecided can rest assured that you will have an unforgettable experience. Just meeting with folks from your past is, in itself, an experience you shouldn't miss. But, with all the side attractions, it's an experience you had better not miss!! COME ON DOWN!!

Our "Then & Now" section has again come to life. I had written to those members whose pictures appeared in the new 34th B.G. book and asked for their pictures inasmuch as the book sold relatively poorly and our newsletter reaches well over 1000 members. The response was gratifying and I now have pictures for that section to last a couple of years.

In our "Address Changes" section you will see several "ADDRESS NOT KNOWN" inserts. This is because items mailed to their last known address have been returned marked "NO FORWARDING ADDRESS" or "NOT AT THIS ADDRESS". We try to keep current on this but, without your help, it is difficult. Also, we are still receiving mail back marked "TEMPORARILY AWAY". Again, I repeat, we have two (2) mailing label discs for our computer. One covers the June and September issues and the other covers the December and March issues. If you winter at an address other than the one we have, "PLEASE LET US KNOW". It's no big problem to send your copy to the proper winter address unless your term away doesn't agree with our separation. ENOUGH SAID?

Rose and I are looking forward to seeing and meeting all of you at the Shreveport reunion. "BE THERE!!"

Eli Baldea
Editor

PRESIDENT'S REPORT -- AUGUST, 1989

This important development occurred as we went to press for the June issue and was too late to get into print. Vice President Everett Rose, who was to succeed to the Presidency in Shreveport, requested that the Board accept his resignation. I was devastated, yet felt that we must respect his wishes and, so, we accepted his resignation. The Board of Directors is indeed saddened by this resignation and are happy to report that Everett will maintain his membership.

The Executive Committee, with a prospective list of candidates, filled the vacancy with Walt McAllister. We feel very fortunate and pledge our support and full cooperation.

The Reunion Committee of Gerry Pine, Harold Rutka, Bob Wright and Lonnie Crook have a reunion program fit for a KING. Grab your QUEEN and swing into Shreveport!

On Wednesday and Thursday there will be early bird registration followed by golf, tennis, jogging, auction bidding, swimming, shopping, noshing, loafing, rendez-vousing, reminiscing and an early viewing of the B-1. Also, on Thursday at 0800 hours, the Board of Directors will be meeting in the Hospitality Room.

Friday morning will feature a "mini" phase of our Silent Auction headed up by June and Dana Schrupp. At 1300 hours we

Continued on page 2

PRESIDENT'S REPORT -- AUGUST, 1989

Continued from page 1

bus to Barksdale for a windshield tour, aircraft displays, cockpit inspections (ladies, be sure to wear flat shoes and slacks if you wish to climb up into the cockpit), a tour of the 8th Air Force Museum and dedication on the Memorial Walkway. After retreat we will proceed to the Officers' Club for dinner, presentations and music by the 8th Air Force Band.

Saturday, following breakfast, is our general membership meeting. Please remember our constitution calls for any new business to be submitted in writing to any Board member. Shopping, trips, auction bidding, horse-races, cocktail party; all precede our final Banquet and "under the gavel" AUCTION.

After Sunday breakfast...check the lobby for church services...don't forget to thank your reunion committee for a job well done...then FAREWELL until Seattle! Thank you for coming.

George J. Ritchie
President

P.S. I wish to thank all members for their cards, calls, and best wishes received during my recent illness...(I'm fine now!)

Robert T. Harrison

Kneeling L. to R.: J. O'Leary, H. Lamar, L. Babcock, H. Blagrave & L. Warner.
Standing L. to R.: W. Fager, R. Jones, J. Scholle, & E. Erwin.

Ray Summa...

Dear members of the 34th B.G. Assn.:

Our reunion at Shreveport is drawing near and it should be a good one. We should have a large crowd if all who have said they'd be there do come. As you can see in this issue, a good program is planned.

On our way to the B24 celebration at Ft. Worth, TX., we stopped off at Shreveport to meet with Vern and Millie Ames and Lonnie and Dorabel Crook, who are on our memorial committee for the memorial at Barksdale. We arrived at Shreveport on a Saturday and called Guy Gipson and his wife, Sena, who live there. They picked us up at the motel to take us out to dinner. They also gave us a tour of the air base, Bossier City, and Shreveport. We all must remember, when we are on the base, not to get on the wrong road. We happened to make a wrong turn and, as we approached an intersection, a Jeep with MP's came toward us. One got out of the Jeep holding a gun, that seemed longer than he was, and asked where we were going. When told that we were looking for the lake, he suggested we turn around and go back the way we had come. That young man didn't seem as old as our youngest grandson, but I guess we looked the same way when we were in the Service back in the '40s.

On Sunday we met Vern, Millie, Lonnie, and Dorabel at the 8th AF Museum, took a tour of the Museum, and selected a spot for the 34th B.G. Memorial on the Memorial Walk which has a good view of the planes that are parked there. Before leaving the museum, I presented some memorabilia I had collected to "Buck" Rigg, the director. He was very glad to get them and let us know that he would be very appreciative for any and all memorabilia our members could donate. Bring any you have to Shreveport and present them to "Buck" at the Museum.

On Monday, Vern, Millie, Hannah and I were invited to breakfast at Lonnie and Dorabel's, which we enjoyed very much. Need I say that Dorabel is a wonderful cook? After breakfast Lonnie, Vern and I made a trip to the stone mason to pick out a stone for the Memorial. It's beautiful and will look great when installed on the Memorial Walk.

At noon on Monday we started toward Ft. Worth and the B24 celebration. We stopped overnight about 60 miles from Dallas and started out again the next morning. A rainstorm started and it rained so hard we couldn't see the road so we stopped at a roadside restaurant for breakfast and had to stay there for over two hours. The lightning lit up the sky and struck several places nearby. When we thought the rain had slackened off we started out again, but, as we drove on, it came down in sheets. We could see where the water was lapping at the sides of the road bed. But, as we neared Ft. Worth, the rain stopped and then the sun came out as we went to our hotel room.

For the B24 reunion the exhibits were really great. I have not seen so many things for a GI at any one place since the war. The Exposition Hall was crowded and many were outside waiting to come in. With Vern's help, I set up a dinner for Saturday nite. This was no easy task for I had only received the names of the 39 attending a few days before leaving home. Everybody seemed to enjoy the dinner and comradeship while we were there.

Buster Thomas took VHS pictures, as we were introducing ourselves, when one man arose and said, "I am Howard Green". Buster about dropped his camera, for he and Howard

Continued on page 3

FROM THE HANGAR OF RAY SUMMA

Continued from page 2

were on the same crew and had not seen each other since the war. Neither knew that the other lived in Texas. Needless to say, someone else had to take over the camera while Buster and Howard got reacquainted. It makes me feel good to know that I have brought so many crews together these last few years. If you can, get Buster to tell you the story about the debt of gratitude he owes Roy Tavasti and Bill Creer for the help they gave him at Mendlesham. It's a good one. Buster also donated the stone for the Memorial at Wright-Pat.

Sunday nite dinner at the Convention Center, which had been emptied of all exhibits, was attended by over 3500 people. At the banquet we met Ken and Renee Humphreys and their guests, Francis and Dorothea Rowley. Ken and Francis were on the same crew in the 4th Sqdn. and were on one of the planes shot down when that intruder hit four of our planes on June 7th, 1944.

I will say this for the Ramada Inn at Ft. Worth. We were treated very well. On the evening we arrived there was a cocktail party and a buffet dinner. Every morning we had a free breakfast buffet.

After leaving the reunion, we stopped, in Mississippi, to see Evelyn Breedlove, widow of Bill Breedlove, who passed on several years ago. Bill had been a Flight Chief in the 18th Sqdn. Evelyn had not been feeling very good, having just returned home from the hospital a few days before we arrived. Her daughter-in-law prepared a lovely lunch for us which we enjoyed very much. Hurry up and get well, Evelyn. The catfish in the pond are waiting to be caught. Evelyn loves to fish in the small lake Bill had built near the house before he passed on. She would like to hear from any of you who would care to write. Her address is RR. 5, Booneville, MS 38829. Come on, how about writing or sending a card to her. She will appreciate it.

Not long ago we received a most interesting letter from Molly Gardner, wife of Jesse Gardner of Bagley, IA. Her home during the war was Debenham, England and many of our boys made her parents' home their home away from home. I'm sure Eli will print it in this issue of MM.

The rain in Dallas followed us home and it rained for four days. Now, with all the rain I look down to see if I have webbed feet. The river and lakes are up so high and so muddy that we've not had a chance to go fishing.

Since coming home we have sent out 700 delinquent dues notices and, so far, have had answers from about 200. So, you see Hannah and I have been busy sending out cards and answering. Several have become LIFE MEMBERS and others have sent in their dues for 1990. We thank them very much. If you become a LIFE MEMBER you will not forget to send in your dues nor will you receive those delinquent notices from me. We wish everyone would become LIFE MEMBERS.

I have been asked when the dues are due. Our Fiscal Year starts Dec. 1st and ends Nov. 30th. This was done to aid me in getting the books ready for the Indiana income tax. Yes, we pay some Indiana tax, even though we are non-profit. Indiana makes us pay tax on anything we make or sell, except for donations or dues over $1000.00. So you see dues are due from December on. Why not get them in early and help make my job easier?

Many of the June newsletters were not delivered due to address changes. The Postal Service will not send back the copy but just a slip of paper showing a change of address. This costs us $.30 for the return and $1.25 postage plus the cost of the newsletter to send out another one. If you move, or have a winter address, please notify Eli so he can change his address labels. The Post Office will furnish change of address cards. Then our cost won't be so high.

After we left Ft. Worth, Vern and Millie Ames went on to Arizona to visit their daughter. On the way home they stopped here at the Summa residence for a visit. We enjoyed their visit very much. We are hoping they will stop in again sometime. Also not long ago, Dex and Beulah Jordan stopped by for a visit on their way home from a trip out west. We are hoping they, too, will stop by again. We do like company. If any of you are traveling close to Anderson on I-69, turn off and stop by for a visit. We are about 5 miles from I-69 and Indianapolis is jut 30 miles away. The Wright-Pat. Museum is just 100 miles away.

We are hoping to see many of you at Shreveport, so do not disappoint us. As you know, we have the PX, so if you need caps or anything for the reunion, send for them and we will ship them to you. I still have a few of the new 34th B.G. books left, so order them from me and help the group make a little money. The books are $50.00 each.

Michael Derenge

Sit Down <u>Now</u>
and
Send In
Your Dues

REUNION 89'

An Invitation

Your 34th Bomb Group (H)

and

The Eighth Air Force Museum

Barksdale Air Force Base

Cordially invites you to participate in a dedication ceremony of your memorial to your deceased at the Memorial Walkway on Friday, 14 Sept. '89 at 1700 hours

Vern Ames - Chairman

Memorial Committee

HONOR ROLL

At the suggestion of Hal Province, for which we thank him very much, we will establish a new tradition at Friday night's banquet in Barksdale. That tradition being: The reading of the names of members who have passed away since we last met.

For this, our first reading, members may bring forward any name, or names, whom they wish to be included and read by the Chaplain at the invocation. Please include the name, squadron, and home town of each deceased. Give it, in writing, to any officer or board of directors member before the banquet.

Thank You,
George Ritchie

REUNION — NASTALGIA FOR WAR?

by Mac MacFarland
from THE SWISS INTERNEE

Do we hold a nostagia for war? No one seeks the separation from loved ones, the sacrifice, noise, boredom, loneliness of the killing and dying in war.

We who have been in a war seek a nostalgia not of war but of the unusual brotherhood shared therein. This does not exist under any other circumstance. We knew that we could count on the other fellow without question as they risked and often sacrificed for us, their brothers in uniform. We knew in ourselves we were willing to do for another. For the first time in our young lives we were great — truly great. Most crews, it is believed, developed this sense for survival and made us better than we had been before, better than we could ever be again. The bonds were forged in self discipline, nurtured in laughter and a casual air such that the depth of committment was hidden. This made men of boys and made us perform beyond abilities.

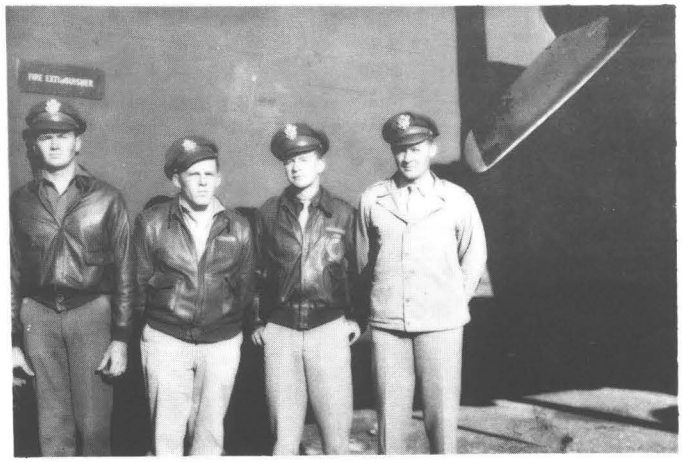
Nostalgia is for the things the war made happen between diverse men making them become brothers. Forever afterwards, without knowing what we seek, we search for the greatness war brings out in others and ourselves.

If we could find these things in peace there would be no more war.

A woman wrote a note about why her husband desired to attend a reunion of his B-29 crew. "Watching the men at the reunion, I began to understand what makes them come back. It's not just the comradeship. It's the sense of continuity, the need to link past and present, to weave pieces of life into a connected pattern. There has to be a focal point, a central experience around which everything crystalizes. For some it is the Senior Prom, College graduation, or the Championship game. For these men it was the experience and time shared in an area and time of extreme danger."

NOTICE

BOARD OF DIRECTORS MEETING
Thursday, Sept. 14th, 0800 Hours
In The Hospitality Room



L. to R.: R. Jones, D. Gombert, J. Scholle & E. Erwin.

THANK YOU, BARKSDALE

On behalf of the membership of the 34th Bomb Group, I want to thank everyone at the base for their contribution in the preparation of a most memorable week-end.

A special mention to Colonel Joseph F. Mudd, Commander, 2nd Wing; Lt. General Ellie G. Shuler, Jr., Commander 8th Air Force; and Colonel Gary R. Hinkle, Commander 2nd Combat Support Group for the efficient and cooperative way they and their men received our support people and assisted in the development of our program.

To the 8th Air Force Museum and Memorial Walkway personnel, another "Thank You" for the reception and placement of our memorial. We appreciate the concern and insight of Curator "Buck" Rigg and want him to know how much we appreciate his cooperation and attention to detail.

May I remind our members that YOUR 8th Air Force Museum will be pleased to accept YOUR gifts of money and/or memorabilia....That's how it GROWS!!

Sincerely,
George Ritchie
President

THE MIGHTY EIGHTH AIR FORCE BAND BARKSDALE AIR FORCE BASE, LOUISIANA

Friday evening, Sept. 15th, we will be entertained by the Mighty Eighth Air Force Band. The principals involved are Capt. Stephen T. Kimmons, Commander/Conductor; Sr. MSgt. Wesley E. Boyd, Supt.; TSgt. Patrick R. Fegan, 1st Sgt.; MSgt. Leroy Tatum Jr., Dir. of Operations; and TSgt. Robert S. Peck, NCOIC.

Personnel include: Trombones — TSgt. Bob Peck, SSgt. Joe Vasquez, A1C Tony Acosta, & A1C David W. Frost; Saxophones — SrA. Randy Dahl, A1C John B. Coyle, A1C Daryl Risinger, & Amn. Brian Doyle; Trumpets — MSgt. Leroy Tatum, SSgt. Dan Fullerton, SSgt. Hal Sterling, & Sgt. Dave Jarrett; Rhythm — MSgt. Tony Whack, SSgt. Dan Ciufo, & Sgt. Dan Johnson; Vocalists — SSgt. Brian Sivils & Amn. Kristi Engelbrecht; and Audio Engr. TSgt. Patrick Fegan. (SEE PHOTO)

One of 20 Air Force Bands worldwide, the Eighth Air Force Band performs throughout northern Louisiana, Arkansas, and eastern Texas. In the tradition of the great Glenn Miller Band which was also associated with the Eighth Air Force during World War II, they perform music from the Big Band Era, as well as contemporary hits of today arranged in the Big Band jazz style.

WANTED

Your Memorabilia for display in the

8TH AIR FORCE MUSEUM

Barksdale A.F. Base

"Bring it to Shreveport"

THANK YOU!!

"BUCK" RIGGS - CURATOR

The Mighty Eighth Air Force Band

REUNION 89'

SUPER AUCTION — SILENT AUCTION

"A HALF AND HALF"

Because of your tremendous support of our past auctions, the Committee people (Dana & June Schrupp and Eli & Rose Baldea) have modified the format. Now it will be SUPER and SILENT!

On Wednesday and Thursday, Phase One of the Silent Auction will be on display in or near the hospitality room. Bid cards, instructions and directions will be on the scene. Bidding on Phase One will close Thursday at 8:00 p.m.

Phase Two will be on display Friday morning with the bidding closing at noon.

Phase Three will be held most of Saturday with bidding closing around cocktail time.

The SUPER AUCTION..."goods under the gavel...will be held following the Saturday night banquet. Merchandise for the SUPER AUCTION will be on display before and during the banquet.

Members, please be as generous in your gift selection for this reunion as you have in the past. Most of you will bring your gifts to the reunion, but, in the event it is not possible, please feel free to send them prior to 9/12/89 to:

34th Bomb Group Reunion
c/o Sheraton Pierremont Hotel
1419 E. 70th Street
Shreveport, LA. 71105

With your support we will make this auction another huge success. Thank you for being a part of it.

Your Auction Committee

***

"ANOTHER MAXIMUM EFFORT"

You've heard the words before..."THIS IS A MAXIMUM EFFORT". Now you are having another — at BARKSDALE!

Your own Ralph Bush contacted General John T. Chain, CINC SAC at Offutt A.F. Base, NE. As a result, the general ordered a B-1-B from the 46th Bombardment Sqdn. (SAC), Grand Forks A.F. Base, ND., commanded by Lt. Col. John P. Priecko, into Barksdale for YOUR inspection.

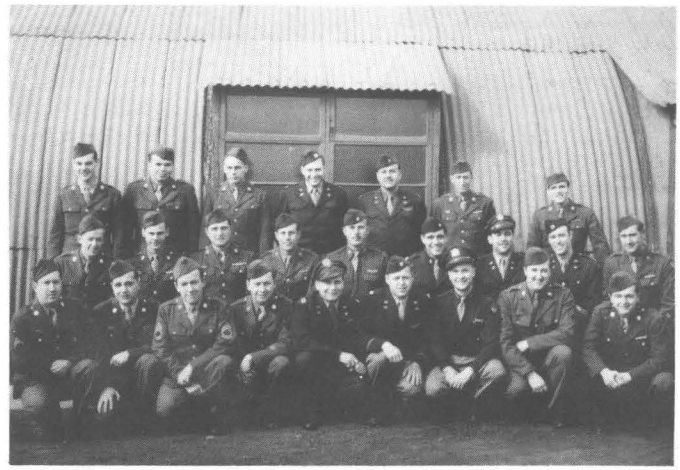
The 34th is privileged to have been selected to inspect this supersonic bomber at their reunion in Shreveport. It will be on display Thursday & Friday, Sept. 14 & 15, exclusively for your members. This is an unprecedented honor...a chance of a lifetime to "GET INTO THE COCKPIT."

So, get to a telephone...call in your reservations...MAKE BARKSDALE YOUR MAXIMUM EFFORT!! YOU'LL BE PROUD!

Thank You
Your B-1 Crew

SCHOLARSHIP

Our first scholarship winner is Laylene Rich Drennan, 1045 West Center, Proud, UT 84601. Relative/spouse is Val. J. McClennan, 1711 Lakeside Drive, Lakeworth, FL 33460



Front row, L. to R.: Gist, Jackowitz, Shanley, Schnittgrund, Smith, Cook, Metz, Wilson, Bannon.
Middle row, L. to R.: Martin, Brown, Glicksmann, Hammond, Tavasti, Fandel, Arteel, Wright, Burcham.
Back row, L. to R.: Messmer, Dilworth, Knudsen, Crook, Smith, Smythe, Rhodes.

B-24 Reunion Report

From Harold Rutka we have the following regarding the B-24 Reunion at Fort Worth, TX.:

The 50th Anniversary of the Liberator was a great success. Personnel from the following Air Forces; 5th, 8th, 10th, 13th, 15th, 20th and three units from the USN/PAC, England and Australia were in attendance.

The memorial service was impressive and the three fly-overs by the B-24s added to it. The sound of those piston engines sure brought back memories — some good and some bad. There were 3700 at the Reunion Banquet and 500 had to be turned away — just no place to seat them. Tex Beneke's Orchestra provided the kind of music that we could listen to without breaking our ear drums.

The 34th Attendees were:

Vern & Millie Ames
Rose Marie Anderson & Son
Alex & Betty Antanovich
Bud & Lucille Babcock
Tom & Blanche Cannock
William Creer
Leo Daniellan
Robert & Juanita Grway
Willis Griffis
Glenn & Kay Henry
Alf & Maye Johansen
Dexter & Beulah Jordan
Lindsey & Dee Lipscomb
Harold & Carol Logan
Joe & Kay Marks
Jack Nuding
William & Jacque Pedigo
Rich & Mabel Richards
Harold & Gen Rutka
William & Jean Schildman
Don Shee
Walter & Lois Sturdivan
Ray & Hannah Summa
Buster & Wilna Thomas
George C. Weddell

Don't Forget To Send Your Dues

Mail $7.50 to:
Ray Summa
2910 Bittersweet Lane
Anderson, IN. 46011

WORKING COMMITTEE REPORTS

by George Ritchie

REUNION COMMITTEE— Soon Shreveport will be history. I hope everyone reading this report will be on hand to enjoy it. In case you haven't made reservations, it's never too late to join us...we will do our best to accommodate you. Seattle is taking shape. Our local contact, Bill Burnell, will have his attache case full of brochures showing popular tourist attractions in the great Northwest. Come and help make the plans for Seattle.

MEMORIAL COMMITTEE— Through Vern Ames' able leadership and the cooperation of Mr. Chet Day of Mahopac, NY, Mr. Vito Sorrentino of Presbrey-Leland Monument Co., Valhalla, NY, and Mr. Richard D. Simmons of the Allen Monument Co. Shreveport, LA, the monument honoring the 34th BG deceased has been designed, constructed and placed at the Memorial Walkway for our dedication. A fitting ceremony has been planned and it is fitting that all of us attend. (See photo of plaque on page 4)

POW PRESENTATION COMMITTEE— Wally Brauks and Bill Creer will conduct the ceremony for our former Prisoner of War Medal presentation at the Friday night dinner. They wish to remind all former prisoners to bring their medals and contact them upon arrival at the hotel to assure participation in the ceremony.

DECORATION COMMITTEE— Dorabel Crook and Doris Brauks will see that there will be appropriate floral and bunting decorations at the Memorial dedication, the POW medal presentation and our banquet.

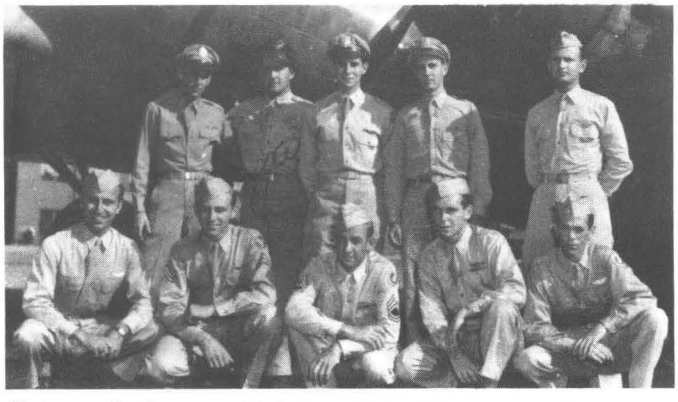
FINANCE COMMITTEE— Ray Summa and Bob Wright will report on their progress to bring the group finances under one unified system, per the recommendation of last year's audit committee.

CONSTITUTION COMMITTEE— John Farley is heading up a Constitution review committee and will report their recommendations at Shreveport. Any member wishing input, or wanting to volunteer assistance, should contact John. He has developed a "kit" to simplify the task of review and making suggestions...when returned, all suggestions will be considered in his report.

CHAPLAIN SEARCH— Three qualified members have been contacted and, hopefully, we will have positive responses from them.

RETURN TO MENDLESHAM— Members of the group have shown interest in a return trip to England in 1990. As of this writing, two members have volunteered to secure the necessary information. More details will be available at Shreveport.

AUCTION COMMITTEE— The Schrupps and the Baldeas head up this year's auction. They have a detailed report in this issue. To be successful, they need a gift from everyone.



Not sure who these are. We believe Michael Derenge is 2nd from left kneeling.

WILLIAM G. SHOVE - San Diego, CA

I received the Mendlesham Memories and group roster yesterday and was happy to receive them. I want to report that there will be an observance of the 50th Anniversary of the B-24 in San Diego, Sept. 20th-24th, 1989. Anyone interested can contact the International B-24 Liberator Club, P.O. Box 481, San Diego, CA 92112.

It has been 44 years since I visited the St. Mary's Church in Mendlesham so I want to make a donation to them as soon as I can.

***

SAM WOLSTENCROFT - Westerly, RI

Sorry I haven't written sooner but I've been so crippled with arthritis I haven't been able to write or do very much. I've been doctoring with the VA since last November and they are just about to give up on me as they can find nothing wrong in the blood tests. I guess it's just old age and we have no cure for that.

While in Florida in February, I called Sidney Sugarman and had a nice talk with him. Last month I received a call from Morris D. Otto who was with the 34th at Westover. He stayed in and became a major and now works for civil service. I tried to talk him into coming to the reunion in Shreveport. Hope I'm able to make it but, do or die, I'll do my best! Hope to see you all there.

***

SEYMOUR ISAACS - Summit Park, UT

Was disappointed at the response for the 34th History Book. More than that, I was really bothered by the less than diligence and care in the use of material sent in by the 34th members.

My "Then and Now" story on page 99 was correctly printed. Now for the HOWEVERS! The photo on page 59 of the P-51 was part of our story. The photo on pages 2 and 3 was of our B-17 "Sugah". The insert, however, was not a member of our crew. The book is certainly handsome, but I wonder about the liberties taken with the contents.

I, for one, enjoy and certainly appreciate what you folks do, but I don't envy the work that must go along with it.

***

H. ARNOLD PRILLAMAN - Martinsville, VA

We were members of Lt. Eugene James' crew and finished our missions on March 20, 1945. We were on the Dresden mission when the 34th was first attacked in strength by German fighters and, along with two other B-17's, we once carried chaff in front over Berlin at 30,000 feet.

I am looking forward to the reunion at Shreveport and will try to bring some photos for Mendlesham Memories.

Continued on page 8

Notes From Our Friends

Continued from page 7

RAYMOND J. KAISER - Alpena, MI

I was a radio operator on Giles Avriett's crew. On the last mission of B-24's from Mendlesham, we were flying J. C. Smith's "The Blind Robin" and were damaged by flak over Kiel, Germany. We landed in Sweden and, of course, we were interned there.

I have one 5 x 7 picture of the burial ceremonies of nine American airmen buried at the same time in Stockholm, Sweden. I have other pictures showing some of the other aircraft and their flak damage that landed in Sweden, which you are welcome to use.

***

GEORGE RITCHIE - Swansboro, NC

Son Tom got to Mendlesham. Two B-1's were in the British Air Show. They were the first B-1's to fly thru European airspace and were the hit of the show! They flew with Lanks, pits, and all the modern aircraft. Ian Hawkins and his son were at the show displaying and promoting the book and the museum.

Tom was excited about Mendlesham and the people. He said the air show was unbelievable, exciting, and overwhelming. He enjoyed the attention and the very courteous British people. He was very proud plus the feeling generated by Ian, his son, and the people from the museum went thru not only him but all the B-1 people.

Then, at Mendlesham, he really felt like he had been a part of the 34th since he knows the Baldeas, McAllisters, and has heard of the Summas and the rest. He ran all these names around during his visit. He and his wife are planning a vacation sometime this year and expect to go back to England and Mendlesham. (Editor's note: See photo)

Capt. Tom Ritchie at the 34th B.G.'s Mendlesham Memorial.

FRANK B. YATES - Guilford, CT

I have a suggestion for the Mendlesham Memories. There are several old WWII types I get into discussions with relative to WWII trivia. One subject that comes up most often is Air Force Commands and where they were located during WWII; such as...1st Air Force (East coast of USA), 8th Air Force (England), 2nd Air Force (West coast of USA), 15th Air Force (Africa & Italy), etc. If a world map could be printed in M.M. with the Army Air Force Commands located, it would provide facts to help settle many good arguments. At one time, years ago, I had such a map that was put out by the New York News as a centerfold, but, of course, I can't recall what I did with it. It would be even more complete if the numbered bomb groups were also listed. Now, ain't I a real nice guy requesting such a job by a real great volunteer bunch of guys?

I am always looking forward to receiving the M.M. — it is most interesting and I feel you people do a real fine job. I talk with people that were in other bomb groups in WWII and they are amazed that such up to date and interesting information is in the M.M. Their old units provide nothing or less than nothing. (Editor's Note: — If anyone has such a map we would be only too happy to include it in a future issue of M.M.)

***

WALTER STURDIVAN - Stockton, CO

I have asked Alex Antanovich to write his story for the MM. He was an evadee for 8 months, having been shot down on May 29, 1944. The rest of his crew were taken captive by the Germans and were released by advance Allied armies. We then came back to Mendlesham before being sent back to the U.S.

We had a good time at Ft. Worth attending the 50th ann. of the B-24. There were sure a lot of Liberator men there and it wasn't too safe to even mention the B-17. Personally, I felt real proud to have flown in both bombers, an experience not everyone had. As strange as it may seem, the first B-17's, earlier models, that were assigned to the British were flown by Coastal Command which was tantamount to being considered as unfit for further service. This, coming from a bunch of men who drove on the left side of the road and poured cream in their tea, I can understand.

***

WILLIAM E. CREER - Las Vegas, NV

Received my June copy of the MM. I have enjoyed reading it very much. The confession by Roy Tavasti and the little story by Vince Doran were my favorites. This statement is not to depreciate the other fine contributions. You fine folks are doing an outstanding job.

I attended the B-24 50th Anniversary Party in Ft. Worth. In my view it was well done. Bob Vickers deserves a lot of credit. The 34th was well represented. Understand some 40 members were in attendance. Ray and Hannah set up a hospitality room, which, as you can imagine, was well received. We also had an excellent Group dinner Saturday night (5/20/89). This gathering provided an opportunity to further embellish Group camaraderie.

***

DALE T. VAN LANDINGHAM - Crete, NE

In the May issue of the Legion Magazine I saw that the 34th Bomb Group is having a reunion in September at Shreveport, LA. I was in the 7th Sqdn. at Geiger Field, Spokane, WA, Euphrata, WA, and Blythe, CA (1942-43). I would very much like to attend this reunion. I am still in touch with an old buddy at St. Paul, MN and would like to see if I can meet some of the others again.

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Notes From Our Friends

Continued from page 8

WILLIS GRIFFIS - Vernon Hills, IL

Since there are a couple of weeks between the end of our reunion and the CAF Airshow in Harlingen, TX, I plan to do some research at the USAF Historical Center at Maxwell AF Base. I want to find out how far back I can trace the histories of the 34th Bomb Group and its squadrons.

If anyone remembers their aircraft number, let me know and I'll look it up and let you know what happened to it. In 1987 I wrote Maxwell asking about my old plane, "Set 'Em Up", A/C 42-94787, and they sent me the following:, "Records indicate that it was transferred from the 8th AF to the 15th AF at Bari, Italy on an unknown date. Aircraft survived the war and was condemned to salvage by the 12th AF authorities in Italy in August, 1945." I hope to find out more.

***

ROY O. JONES - Atlanta, GA

Of E. E. Erwin's crew only Babcock, Fagar and I survive. Dirk Gombert also was on our crew but wasn't with us when we were shot down as a lead crew on August 7, 1944. The four of us, along with wives, were together for the first time at the Colorado Springs reunion and had a good time.

Flying with us on our last mission were LCol J.J. Eaton, Capt. "Red" Ackerman, & Lt. Herb Alden. Only 6 (of 11) survived that mission.

I haven't been to a reunion since Colorado Springs, but plan to be in Shreveport in September. Like most of us, I've had health problems but am doing better now. The "Golden Years" begin to turn green for some of us (Old age ain't for sissies). However, it beats most of the alternatives (cliches ad nauseum).

My apologies for this messy letter, but I'm not the man I used to be, and never was. Age and John Barleycorn have taken their toll. Nostalgia ain't what it used to be, either, and it's deja-vu all over again.

***

FRED L. SIMMONS - Ashville, NC

I want to thank the whole group's effort for putting on such a grand reunion at Virginia Beach. I really did have a great time. Sorry I'm not going to be able to make it to the reunion at Shreveport as my wife's health is getting worse. She had Parkinson's Disease and arthritis and is unable to get up and down by herself. I have to be here to help her. As yet we don't have outside help to do these things but we may have to be getting some outside help some day soon.

***

ROLAND R. BEACH - Santa Ana, CA

Somewhere in my albums I have a large photo of the headquarters personnel at Blyth just before we left for England. The identities of most of those shown have been lost. Its size is about 6" x 8" and would have to be blown up so the faces of the men can be carefully studied. If you think you can devote one full page for this picture I'll make an exerted effort to locate it and send it to you. (Editors Note: If the picture has good contrast so the enlargement will not be blurry, I'd be glad to print it.)

It's a pity that so many of the 34th's veterans didn't subscribe to the recent history book. I do complain that there was more about the flight crews and their missions than with the unglamorous ground hogs such as myself. The crews came and went, seldom associating with the folk who remained at Mendlesham all those fifteen months.

FREDERICK G. SCHOCH - Spokane, WA

We are enjoying beautiful spring weather here in the inland Northwest. The photo is in regard to the article on page 20 of the March, 1989 issue by Darrell Bulis regarding Byron Sheesley's B-17G accident. I've sent a copy on to Bulis with a note. (Editor's note: See photo following letter)

We are making plans for Shreveport in September. If you'll send me the information on the reunion, I'll see that it gets into the local papers around here.

Our local economy got a boost last week. Boeing Aircraft Co. broke ground for a large plant just north of Geiger Field and will be hiring 250 people in 1990.

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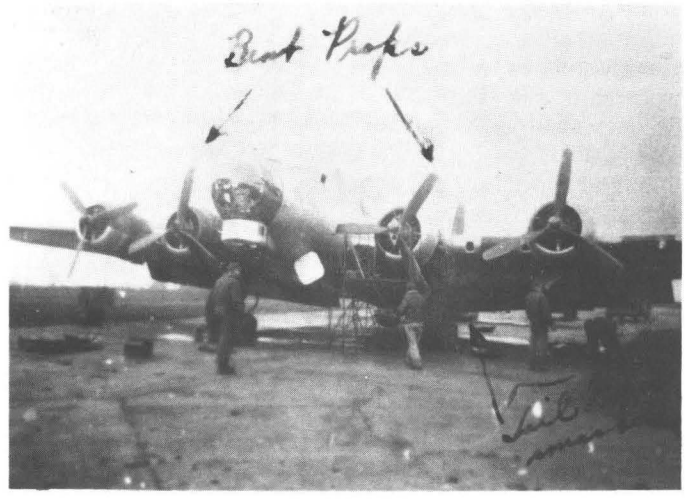

Byron Sheesley's B17G after accident. Note bent props and smashed tail wheel.

BERNIE GARFINKEL - Redlands, CA

It was certainly very thoughtful of Ray to make the effort to look me up. One of these days he can tell me what triggered him to do it.

After returning to the U.S. and some milling around, I wound up back at Fort Worth in the 7th Bomb Wing in Oct. '46. Back on a B-29 crew. Later on we got B-36's and flew them 'til '53. Went to Guam, Westover, Beale, Mt. Home, and March AFB. then retired in '68. Worked for State of California 'til '85 and here I am!

I'm not much of a reunioner, but thanks for the invite. The only thing I know about B-24's is what they look like and that they were the boxes that B-17's were shipped in.

***

JOSEPH P. RAPISARDA - Richmond, VA

After reading Rose's column I do recall St. Mary's Church in Mendlesham. I don't know how to get in touch direct so I'm enclosing a donation check for St. Mary's which I'd appreciate your forwarding to the proper place.

***

WILLIAM "PETE" GRAY - Virginia Beach, VA

I have a drawer full of ribbons testifying that I'm one of the world's worst spellers. I started back in the 1st grade when I began spelling words like they sounded, such as WAR (strung between telephone poles), CHEER (what you sit on), HERRING (what Gramma is losing as she gets older.)

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Notes From Our Friends

Continued from page 9

CLEVELAND ROMERO JR. - Lafayette, LA

One night in the month of of May, my wife was reading the bound book of the Mendlesham Memories that Ray Summa had bound for the auction at the Virginia Beach reunion. She was reading the April, 1983 issue when she came across the name and address of Ervin Hanken in the lost and found section. Hanken was one of the two survivors of the other B-17 that was shot down at the same time I was. I was the only survivor from our crew. Hanken and Clayton Erwin survived the other crew. I had been hit real bad and was unable to walk due to the hard parachute landing that had crushed my left leg. These two guys carried me when I needed help. The Germans took us to an underground flak battery where we met a P-51 fighter pilot by the name of Allen Packer from Marshalltown, Iowa, who had also been shot down that day. Those helgoland gunners were some of the German's best. We were downed on January 14, 1945. The last time I saw these two guys was in September, 1945 at Miama Beach.

I had tried the addresses they had given me in POW camp but was unsuccessful in getting any replies. When my wife found Hanken's name with a different address, I grabbed a tablet and pencil and wrote a short note to Hank at this new address. On Saturday, April 29th, 1989, I was on the patio with two of my boys and one of my sons-in-law preparing to boil 5 dozen fresh blue point crabs, when my son called me to the phone. I was really surprised and thrilled to hear Hank. He had received my note. We reminisced for a while. He reminded me that this day, April 29th, was the 44th anniversary of our liberation at Mooseburg by General Patton's army and a day that we will never forget. I was hoping that he would come to the reunion in Shreveport, but he said he could not make it this year.

***

JOHN G. MANGAN - Gloucester, MA.

I just want to tell you how much I enjoy Mendlesham Memories. Every one of the issues is interesting and full of good memories. When I paid my dues to Ray Summa last year I told him that I was surprised that so few copies of the new 34th Bomb Group History Book had been sold.

I was sorry to see Frankie L. Champion's name in the Taps column. He wrote and gave me some input on the B-24 which I was writing up at the time. With the 34th I was a radar mechanic working on the installation, maintenance and repair of the AN/APS-15A radar Bomb-nav. set installed in P.F.F. aircraft.

***

MILT BRAVEMAN - Harrisburg, PA

The large red letters on the cover of the 28 May issue of the Philadelphia Inquirer Magazine, "Raising a Fallen Flier" referred to "My Father, the Hero", the cover story by Tom Infield. The author chronicled his quest for his father's experiences as a ball turret gunner with the 390th B.G. at Framlingham. He attributed some problems of his father, who died before Tom really knew him, to the psychological trauma of combat.

His search brought him to Ian Hawkins and a visit to Framlingham's tower/museum. Of possible interest to MM is a tale Ian related about the local matron, who upon seeing a busload of 34th Bomb Group veterans, yelled out, "Lock up your bloody daughters. The Yanks are back!!" I've written Mr. Infield to thank him for the flattery.

34th Bomb Group Cryptographers
Front row: B. Goodnough, W. Jansen.
Back row: W.O. Brown, Lt. Woost, R. Caldwell.

FRED BERGLUND, Wahkon, MN

I visited my old Air Corps instructor pilot, A.C. Eggleston in Cameron, MO, just north of Kansas City. He was also in the 34th and I found his address in a recent 34th B.G. letter called "Mendlesham Memories". He is still flying charters and was a career Air Force pilot.

We reminisced about flying formation in the Grand Canyon in Mexico which was bending the rules a little. A.C. (as he's still known) told about a mission he flew with the famous 34th B.G. pilot who spun his B-17 in over the base **two days in a row,** bailed out his crew, and landed after pulling out of the spin with the help of his bombadier. I can remember seeing the guys in their parachutes going down by us as we climbed in turns over the base thru the pea-soup fog.

I've often wondered why Col. Creer didn't give those guys who stayed in the spinning B-17 and pulled out and saved the plane (two days in a row) a D.F.C.? Guess the wing was bent up cockeyed and the gear was damaged when the great ground crew pulled the poor B-17 out of the mud, (after a down-wind landing). If memory serves me, I think Col. Creer shipped the crew back to the states for a little more instrument flying training. Has anyone in the 34th B.G. ever heard from anyone on that crew who bailed out twice? I think they deserve a medal for flying with those pilots.

***

AL ISRAELSEN - Silver Spring, MD

I've enclosed an operations sheet for the 5th mission of the 34th on May 28, 1944 to Lutzkendorf, Germany. The 34th led the 93rd Wing that day and the Deputy Wing Commander, Col. Bostrom, was the command pilot. He was the excitable type. Group Navigator, Jim Reed, and I remember that mission well! This sheet brought back lots of "memories" for me. Perhaps you could use it in an issue of MM. I think it would be of interest to pilots and navigators. Perhaps not to lots of others on the crews, or to the ground folks. (Editor's Note: We also have an operations sheet of the Aug. 13, 1944 mission received from "Pete" Gray which has not yet been published because of space. Each one takes up a whole page. Please write if you would enjoy seeing them and they will be included in a future issue.)

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Notes From Our Friends

Continued from page 10

LOUIS J. TAMBURRO, Tarpon Springs, FL

One day last December, while walking, I'd bumped into Charles O'Hara and his wife, Elvira. On this particular day I was just starting my walk and met them close to my place. All I said was, "Boy, I can't get up in the morning and, back when I was younger, in World War II, I was up early every morning." Chuck asked me what outfit I was in and I told him the 34th after which he asked what squadron. When he said he was in the same outfit in the 18th squadron, WOW!!! You just can't believe the shock, and we've been close friends ever since.

Chuck said they can't make it to the reunion in Shreveport, but Terry and I will be there.

***

ROBERT S. HESS - Omaha, NE

I was surprised to see a picture of my old crew on page 5 of the March '89 issue of MM. Francis Bisher must have sent it. My memory must be better than his because I remember all of the names. Kneeling are James "Mo" Morelock, George Miller, Jerry Wade and Joe Baj. Standing are Bob Sweigart, Steve Shear, Cleveland Triplett, Bob Hess, Francis Bisher and John Towery. The picture was taken when we were in training at Alexandria, LA. Bob Sweigart and Joe Baj did not go to the 34th with us.

***

JOSEPH POLIQUIN - Sanford, ME

I want to thank you for the continued mailing of the news letters. I have thoroughly enjoyed reading them and was very impressed with the 1989 roster.

Adrienne and I are in Zephyrhills, FL from early November to late April. We live in a park called Palm View Gardens, which is an R.V. park.

***

BOB HASSETT - Houma, LA

We had a visit from Ralph Livsey late last year. He has a daughter down here. I enjoy the Mendlesham Memories very much. Every now and then a name or an incident will "pop up" that brings back memories.

I'm still working in oilfield sales and plan to continue as long as I feel O.K. Hope to see you in Shreveport. Cheers!!

Seymour Isaacs' plane "Sugah" was flak-crippled on a mission and escorted home by a P-51. This picture shows the crew with the P-51 pilot, Richard A. Peterson, when he visited the base at the request of the crew to give him thanks.
Standing L. to R.: Peveroff, Jones, Rabun, Oliver & Mason.
Kneeling L. to R.: Isaacs, Peterson, Muntzer, Platz & Hood.
At time of the picture, Pereira was still in the hospital and Brownmiller was away.

BERT OLIVER - Worcester, MA

Perhaps you are aware of the New England Escadrille Group which is restoring WWII warbirds. I am an early member and have worked on the Collings Foundation B-24 when it was in Stow, MA. A handful of us stripped her clean of wiring, tubing, armament, inst. panel, turrets, etc...Well do I know that plane!! He found it in the desert in India and it was filthy plus the sea voyage and salt spray added to its woes. I personally recruited over 70 original parts manufacturers for donations. Just thought you might be interested.

***

BETTY (BUD) SWICK - Ft. Lupton, CO

We have two new lovely litters of puppies which keeps us hopping. We also have an 8 month old male that we just started showing. He's burning up the show ring. His mother was the top winning Boston in the country in '86 and '87. Guess he's going to follow in his mother's footsteps.

Bud is doing quite well. He's ornery, but that's normal. He's going out to cut the grass, so I thought I'd take a minute to write to you.

***

LA VERN GASS - El Paso, TX

A couple of years ago it appeared I would never get together with any of my crew, so I asked you to drop my name from your mailing list. I was never more wrong as they have now begun to appear. I thank you for the latest roster. Maybe the enclosed check can get me back on the regular mailing list.

***

SIMON J. LUNA - San Antonio, TX

I've been plagued by diabetes and weak legs that prevent me from walking more than a block. But I get around some now and plan to see you and other acquaintances in Shreveport in September. I didn't get to meet many people of the 34th since I was at Mendlesham only 5 months. I was tail gunner in a B-17.

After WWII I joined the USAF Reserve. In Feb., 1949, I became a 2nd Lt. in the Army Reserve from which I retired as a LTCol. in 1972.

***

CALVIN DALCHER - Pekin, IL

I am so pleased to hear that the 34th is alive and well. I am, of course, proud to be a part of the past of it now and, especially, of the participation from December, 1944 to return of the group, flying back June 19, 1945. I was a member of Bob Tyson's crew, which we called "Tyson's Tramps". I hope to meet you all in Shreveport in September.

***

JOHN J. GOLDEN - Amherst, NY

I am looking forward to renewing old friendships. All of my original crew members are already members; Bice, Rowley, Dreher, Humphreys, Blackham, Forrister, Reschke, and Woeful. Three of our crew were killed over England during the invasion; Grabowski, Eresh, and Johnson. Thanks again for keeping me posted.

***

JOHN R. WOOTEN - Rialto, CA

When I was stationed in England one of my buddies always used my cigarettes as I never smoked them. He would buy them and sell them on the Black Market. He had quite a set-up as he used the same process from several of the boys. Also, he told the English girls that he was a talent scout for Hollywood movies. He sure got lots of photos of the most beautiful girls in all kinds of poses. I see his name appears in the latest roster.

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Notes From Our Friends

Continued from page 11

GEORGE C WEDDELL - Sacramento, CA.

Our crew was one of the close-knit ones in the 7th Squadron, having been through a lot of experiences together from Salt Lake City, Blythe, Lincoln, NE, Miami Beach, Puerto Rico, South America, Africa, and finally, Mendlesham, where most of us finished our 35th mission on the last flight of the B24s, before the group converted to B17s. We started having crew reunions in 1966 and have had them every 4-5 years ever since. We even went back to Mendlesham in 1981 for one of our reunions, with all of the crew members attending except one. Since then we have had one death in the crew; Tommy Parker, the bombadier.

I appreciate your efforts in editing the MM...I know what a demanding task that can be.

***

LORAINE STEDMAN - Suffolk, England

Thank you for the beautiful book. It is most interesting and much work and thought has gone into it. We also enjoy the Mendlesham Memories. It is good to read news about your get-togethers, etc. Our best wishes to the 34th B.G.(H.) We look forward to your next visit to Mendlesham.

***

WELLER W. FRANKLIN - Ft. Worth, TX

I was sent to the 34th about the middle of 1944 from 8th AF Headquarters to set up a lead crew briefing room, (Mickey — radar navigation and bombardment). When I got there I remember the Group Intelligence Officer called me in and asked me, "Do you know what you're supposed to do?" I said I did to which he replied, "Well, I don't, so get with it and if I can help let me know!". I was housed with the 4th Bomb Sqdn. The only person I remember was Capt. Frank Miller who I worked with. In February of '45 I returned to the States to teach in the Radar Intelligence Officers' School at Langley Field, VA.

Because of the brief association I naturally do not have the feeling of closeness that many of you have. I seldom ever went to the Officers' Club or sat at its bar. I can't even tell you what it looked like. I do remember sitting up some nights with crews who were about to fly their last missions. I also will remember the excitement around our 'standdown' (100th mission party) just before Christmas, 1944. That was a busy and wild Christmas Eve and Christmas Day.

***

DON E. TUTTLE - San Jose, CA

I enjoyed reading Roy Tavasti's write-up on Giles Avriett. We called him the "Sheriff" — supposedly he had been a deputy sheriff in Texas. In our barracks, when not on a mission, he was usually the host of a good poker game on his bunk. He was a sharp poker player but he had a little competition from Jerome (Jerry) Boshiers. Many a time, after a game broke up, Jerry would come over to my bunk and wake me up to tell me he had put $100, $200 or more under my pillow and be sure to wire it to his wife. He would hold out so much for the next game. Sometimes I would let a few nights' winnings accumulate and keep the money in my foot locker until I could wire it to his wife. The one thing I always dreaded happened; one day Jerry didn't make it back from a mission. When I got back to the barracks and opened my foot locker, I was really relieved to find that Jerry hadn't given me any of his winnings since my last wire. After that, my sleep was only interrupted by a tap on the shoulder by a C.Q.

Standing L. to R.: H. Marm, F. Kramer, H. Sedowski, L. Harkleroad & J. Bailey.
Kneeling L. to R.: J. Gibson, D. Puffer, A. Glenn, & R. Mahaffey.

CHUCKLE FOR THE DAY

Sumitted by Hanna Summa
(Author Unknown)

REMEMBER, old folks are worth a fortune, with silver in their hair, gold in their teeth, stones in their kidneys, lead in feet, and gas in their stomachs.

I have become a little older since I saw you last and a few changes have come into my life since then. Frankly, I have become quite a frivolous old gal. I am seeing five getlemen every day.

As soon as I wake up, Will Power helps me get out of bed. Then I go to see John. Then Charlie Horse comes along, and when he is here he takes a lot of my time and attention. When he leaves Arthur Ritis show up and stays the rest of the day. He doesn't like to stay in one place very long, so he takes me from joint to joint. After such a busy day I'm really tired and glad to go to bed with Ben Gay. What a Life!

P.S. The Preacher came to call the other day. He said at my age I should be thinking about the hereafter. I told him, "Oh, I do all the time. No matter where I am, in the parlor, upstairs, in the kitchen, or down in the basement, I ask myself what am I here after?

William Frick of Warren Kiley's crew.

NEWS FROM HERE AND THERE

From George Ritchie we have the following:

Any serviceman who wishes a review of the awards he is entitled to, write a request to:

Department of the Air Force
HQ. Personnel Center
Randlolph AF Base, TX. 78150-6001
Attn: Recog. & Spec. Prog. Divn.

Also, any New York State resident at the time of his military service or at time of application, request an "Application for Award", DMNA 1060-R (1 July '87) from:

Division of Military Affairs
330 Old Niskayuna Road
Latham, NY. 12110-2224
Attn: MNPA-AD

***

From Wally & Doris Brauks we learn that they have purchased 100 ½" diameter P.O.W. lapel pins which they will have on hand at our reunion in Shreveport. If interested, look them up at the reunion.

***

Charles F. Metz writes the following:

The attached letter to Ann Landers regarding disgraceful conditions in VA hospitals so exorcised me that I immediately wrote to my three Congressmen. I urge all our members to flood Washington with their letters of protest. (See following copy of letter to Ann Landers)

Dear Ann: I know you care about our veterans because you asked your readers to remember them on Valentine's Day and more than a million and a half people responded. Please be their friend again.

Did you know that supplies are so short in many VA hospitals that the nurses are scrounging the little souvenir bars of soap and shampoo bottles from hotels to bring to VA patients? In one VA hospital in the south, the nurses were so frustrated by the refusal of the prosthetics department to supply wheelchair cushions that they raised $25.00, bought a large foam matress, borrowed an electric knife and cut the foam to make wheelchair cushions for their patients.

Another VA nurse reported that in her hospital it was impossible to give diabetic patients proper care because they did not have insulin syringes. This could be life-threatening.

At a congressional hearing last September, VA officials said they faced a $600-million to $1-billion shortfall in their budget for medical care. Yet we seem to have billions of dollars for the Defense Department. Does any of this make sense to you? (Editors Note: We concur with Charles and urge all our members to write their congressmen regarding this disgraceful condition.)

***

A Mr. Ben Griffin has an A-2 flight jacket with a 4th Bomb Sqdn. patch on the left breast and would like to have information about its original owner if anyone can help. Description: On the left breast is the squadron patch; a black widow on a yellow background. There appears to be a Roman-numeral X on the tail of the spider. Below the patch, in yellow, are the words "Didi-Dum-Dum-Dum-Didi". On the right breast, in yellow, are the words "The Ship Worrybird". On the back is a yellow B-17 with bombs beneath it, symbolizing missions flown.

Anyone with information can write to: Ben Griffin, 9701 Welwyn Lane, Charlotte, NC. 28210, or call collect to: (704)542-7705.

Jack E. Bolton of Wayne, IL. would like to know if anyone knows the whereabouts of Capt. Pal G. Howard from Kentucky. He was the Group Mess Officer and a fine fellow.

***

From the National Warplane museum we have the following:

The highlight of this year's 1941 "WINGS OF EAGLES" airshow will be the return of at least six (6) B-17 "Flying Fortresses" as well as a B-24 "Liberator" and an Avro Lancaster. In addition, over 75 vintage WWII aircraft will be featured.

From biplanes to jet fighters, helicopters to current military aircraft, the sky will be filled from early morning until late afternoon.

Confirmed dates for this event are August 19th and 20th. For further information write: the National Warplane Museum, P.O. Box 159, Geneseo, NY. 14454 or call (716) 243-0690.

***

For a book about the experience of Eighth Air Force life on both bomber and fighter bases, I seek diaries, frank recollections and vintage photos. The book will be based on verbal firsthand accounts and diary excerpts from both combat crews and ground personnel. Diaries and photos are welcome..(all will be returned). Write to: Dave Lande, 4455 West Fourth St., Appleton, WI. 54915.

***

From a Mr. A. Thibodeau we have the following:

I am a former Marine. I need help from anyone for my son, Kevin L. Thibodeau, who is 22 yrs. old. He went swimming in Lake Palourde on June 20th, 1988, dove into the water and broke his neck because it was too shallow. He is now a quadraplegic, being paralyzed from his neck to the bottom of his feet. He is completely indigent and I need help from anyone who can. I am a 100% service connected disabled veteran from Korea and cannot work. Please help me! If you can't send money, send him a letter or card. His morale is devastated. Write to: Kevin or Arthur Thibodeau, 1117 4th Street, Morgan City, LA. 70380.

***

We have received several letters recommending that we appeal to all of you to write President Bush supporting him on his stand regarding the flag burning issue. I'm not sure how anyone else feels about it but I'll never get over the feeling of pride I had when I saw Old Glory going up over the little town of Moosburg on the day we were liberated by Patton's armies. The flag was more than just a symbol then...It was a piece of the good old U.S.A. Come on, all...Let's support our flag. WRITE!!

***

Wally Brauks writes that several years ago he wanted to get information regarding his stay in the German P.O.W. camps. He wrote to Washington, DC. and received some information including records of German Air Force Commands. Anyone wishing to obtain information regarding their P.O.W. experience can write to: General Archives Division, National Archives and Records Service (GSA), Washington, DC. 20409.

***

Harold Rutka says PERMANENT NAME TAGS are still available. Send $4.00 to Harold Rutka, 11 E. Artavia St., Duluth, MN. 55811 and your tag will be delivered to you at the Shreveport reunion or mailed to you after that.

***

ROSE'S CORNER

"When are you going to write your column so that I can get the Mendlesham Memories printed and mailed?", asked Eli. Well, I had the answer right here, sent to Ray Summa by Mollie (Jesse) Gardner and, I must say, it is a joy to read because this beautifully composed letter tells it like it was and as it is!

Our sincerest thanks, Molly, and may you be blessed with good health so that you may contribute more of your "memories" to our group.

THOUGHTS OF AN ENGLISH BRIDE

by Mollie (Jesse) Gardner

Life and time are moving along too fast and we are slowing down. Jesse, "Gabby" as they called him, still does some repair work on cars, tractors and plenty of lawn mowers at present. He takes his time and enjoys our quiet and peaceful one-horse town. Despite his war-time nick-name of Gabby, he is a quiet chap by nature.

We both have enjoyed the news of old Air Force buddies. It's worth the time to sit down and write a few letters. The return letters and the news letters from the group are a joy. Much has happened to us all. From the mail it looks as if we all are the hard working group of the war days. Most of the men were happy then, despite the hardships of it all, because everyone knew there might not have been a tomorrow.

The article by Vince Doran, in the June issue of M.M., was very good. Our house was home to the G.I.'s and English Tommies alike. Mother was a seamstress and sewed many patches onto uniforms. Our one egg per person per week spread a long way. Mother mixed it, scrambled it, mixed with cheese and put on toast or plain old baked beans spread on toast; all was shared. Luckily I did not like egg, so that helped. Sunday a rare treat was a cream-like jello; only one spoonful per person. Jesse said it was so good he could have eaten the bowlful! That was not blooming likely, as they say.

The feelings between the Yanks and Tommies was not good as the Americans had so much more; more food, better beds, and the uniforms of the Englishmen were rough, hot wool, not to mention the difference in pay between what the Tommies got and what the Yanks got. Yet we all knew that if it hadn't been for the American men, there would have been NO ENGLAND.

My home village was Debenham, "Debenum" as the Suffolk say it, while the Yanks had a definite "Ham" on it. It's a town out of the back gate of the base, five miles away. I hope some may remember going there on their bikes to visit its 5 pubs; Red Lion and Cherry Tree were the popular ones.

I have received letters from Ex-G.I.'s who said they didn't go to the reunions because it sounded like all they did was drink there. I want to assure them that just is not so. I felt quite comfortable amongst the group and I'm a tee-totaler. One has to go to enjoy great fellowship amongst our old buddies.

I want to thank the many of you for the great effort you are putting out, making this a very special group which many of us enjoy being a small part of.

Dignity: A country's dignity is like a top hat; the more we tramp on it, the less impressive it becomes. Lest we forget, don't allow the passing of time to dim our thoughts about the "flag burning issue"! Write to your Congressmen, your Senators, and even the President!

See you all in Shreveport. Have a safe trip!

Rose

NEWLY FOUND

(As of 7/19/89)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ACKERMAN	HARRY		7 CREEKMERE CT.	TROPHY CLUB	TX.	76262
CONNER	JOHN		24402 SMITH AVENUE	WEST LAKE,	OH.	44145
CURSI	ATILIO		24 BURCHELL AVE.	FREEDOM,	CA.	95019
DALCHER	CALVIN		P.O. BOX 753, #7 STARCEVICH CT.	PEKIN,	IL.	61554
DOBRIK	GEORGE		513 JAMES STREET	STREATER,	IL.	61364
GOLDEN	JOHN		4545 CHESTNUT RIDGE #206A	AMHERST,	NY.	14221
GRIMM	UDELL		181 WOODLAWN ST.	HINCKLEY,	IL.	60520
HAGEN	JOHN M.		721 E. LARPENTEUR AVE.	MAPLEWOOD,	MN.	55117
HAYES	MARVIN G.		3262 CLEVELAND AVE.	GAINESVILLE,	GA.	30503
HEIKKILA	HAROLD J.		409 GALLAGHER	ROSSCOMMON,	MI.	48653
HODIS	VINCENT C.		133B PIERCE ROAD	SEQUI,	WA.	98282
ICE	WILLIAM B.		RT. 3, BOX 312	WEST FRANKFORT,	IL.	62896
JOHNSON	DR. DONALD R.		602 E. GREEN STREET	CHAMPAIGN,	IL.	61620
LEE	JOSEPH W.		518 RIDGEDALE AVE.	RICHARDSON,	TX.	75080
MADDOX	WILFORD		#2 MEADOWBROOK	HANNIBAL,	MO.	63045
METZLER	JAMES		RT. #2, BOX 30	COLBY,	KS.	67701
NETH	CECIL		2313 ANTELOPE ROAD	FORT COLLINS,	CO.	80525
PALERMO	PHIL		187 NO. LOVEKIN	BLYTHE,	CA.	92225
PILLO	TONY	391	14833 - 438TH AVE. S.E.	NO. BEND,	WA.	98045
SPARKS	JAMES		#8 DAKOTA DRIVE	WAYNE,	NJ.	07040
TENNANT	CHARLES		3345 MORRISON LANE	WALLA WALLA,	WA.	99362
VAN LANDINGHAM	DALE T.	7	RT.2, BOX 148	CRETE,	NE.	68333
WILSON	HENRY	RADAR	108 MARIAN DRIVE	FT. THOMAS,	KY.	41075

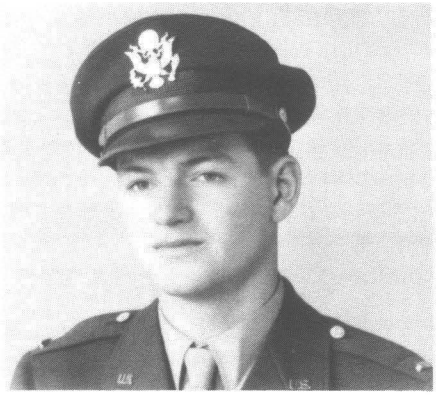
ADDRESS CHANGES

(As of 7/19/89)

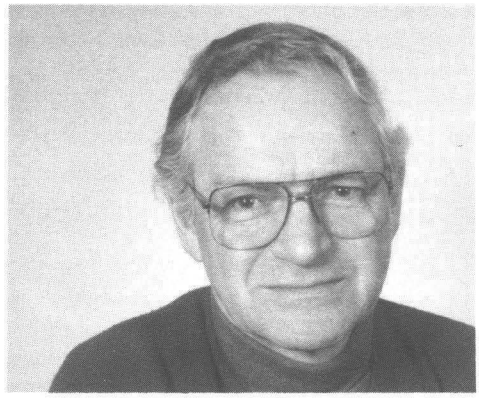
LAST NAME	ZIP	FIRST NAME	ADDRESS	CITY	STATE
ABRAHAM	87110	WILLIAM	1512 MESILLA ST. N.E.	ALBUQUERQUE,	NM.
ANDRINGA	56716	JOHN	P.O. BOX 21	CROOKSTON,	NM.
ANTHONY	79072	THOMAS, P.	1102 W. 11TH STREET	PLAINVIEW,	TX.
ASHLEY	27278	DAVID L.	122 E. SHORT ST. RT. #4	HILLSBOROUGH,	NC.
ASHWOOD	44107	NORMAN	2096 McKINLEY AVE.	LAKEWOOD,	OH.
BAUM		MRS. CLINTON	NO KNOWN ADDRESS		
BLACK	38079	WILLIAM B.	421 SO. COURT ST.	TIPTONVILLE,	TN.
BOULIANE	MEXICO	JEAN	AQUILES SERDAN #2	AJIJIC, JALISCO,	MX.
BRUNE	33566	RALPH B.	731 DON TAB WAY	PLANT CITY,	FL.
BRYANT	03106	ARNOLD M.	Zip Code Should Read:		
BURKE		GERALD	NO KNOWN ADDRESS		
CAITO	43230	ANTHONY	811 DARK STAR AVENUE	GAHANNA,	OH.
CARNAHAM		FRED W.	NO KNOWN ADDRESS		
CASEY		PERCY E.	NO KNOWN ADDRESS		
CASSELL	43201	ALBERT	2194 INDIANA AVE.	COLUMBUS	OH.
CLARK	01138	AMY	P.O. BOX 80215	SPRINGFIELD,	MA.
COHEN	12455	CECIL	BOX 16A, KINGSTON MTN. RD.	MARGARETSVILLE,	NY.
CROOM	38306	DEWIN H.	RT.5, BOX 896, LEXINGTON HWY.20E	JACKSON,	TN.
FARLEY	07044	JOHN	Zip Code Should Read		
FOURNIER	02877	LOUIS	P.O. BOX 49	SLOCUM,	RI.
FRANKLIN	76107	WELLER W.	170 N. BAILEY	FORT WORTH,	TX.
GAMBRILL	19063	STEWART	Zip Code Should Read		
GILLISPI	27249	HUGH W.	P.O. BOX 2408, 300 BROAD ST.	GIBSONVILLE,	NC.
GILREATH	35114	JAMES H.	132 CHESTNUT LANE	MAYLENE,	AL.
GIRSON	34685	JAMES L.	3565 FAIRWAY FOREST DR.	PALM HARBOR,	FL.
GOLDBERG		SID	NO KNOWN ADDRESS		
GOLDING	21014	ROBERT	955 SABLEWOOD RD. 'K	BELAIR,	MD.
HANSEN	80017	TIMOTHY	9748 S. IVORY CIRCLE	AURORA,	CO.
HASKELL	48657	ROBERT	4380 FRANKSHORE DR.	SANFORD,	MI.
HENSON		HAROLD L.	NO KNOWN ADDRESS		
HINKEL	87654	GEORGE	City Should Be:	SAN CRISTOBAL,	NM.
HOLCOMBE	30080	CHARLES	1230 KINGSVIEW DR. S.E.	SMYRNA,	GA.
HOLLOWELL	93446	JAMES L.	805 SNEAD	PASO ROBLES,	CA.
HOPPER	97701	JOHN A.	1314 N.E. 8TH STREET	BEND,	OR.
HUDECEK	72632	THOMAS J.	144 APPALASSO DR.	HOLIDAY ISLAND,	AR.
JONES	18353	WILLIAM T.	R.R. #3, BOX 3425	SAYLORSBURG,	PA.
KANTORAK	44107	JOHN	Zip Code Should Read		
KIEC	14206	STANLEY	60 REIMAN ST.	BUFFALO,	NY.
LAURIE		CYRIL	NO KNOWN ADDRESS		
LAYMAN	79342	WILLARD E.	BOX 836	LOOP,	TX.
MAHAFFEY	43610	ROBERT F.	2721 SCOTTWOOD AVENUE	TOLEDO,	OH.
MARJAMA	34619	ALVIN H.	Zip Code Should Read		
MERKLEY	84003	FLOYD R.	421 EAST 400 SOUTH	AMERICAN FORK,	UT.
MERMELSTEIN	44313	HERB M.	909 CARRIAGE WAY	AKRON,	OH.
MILLER	99123	CORDELL	P.O. BOX 606	ELECTRIC CITY,	WA.
NELSON	80517	HENRY B.	P.O. BOX 1335	ESTES PARK,	CO.
NEWTON	72211	THOMAS H.	11325 JAMESTOWN DR.	LITTLE ROCK,	AR.
PANCAKE	47150	CHARLES E.	922 GREENLEAF DRIVE	NEW ALBANY,	IN.
POLIQUIN	04073	JOSEPH N.	R.R. #2, BOX 1105	SANFORD,	ME.
RANKIN	17579	EARL W.	805 WHITE HORSE ROAD	STRASBURG,	PA.
REISS	08008	LEONARD	8302 BAY TERRACE	HARVEY CEDARS,	NJ.
REVETTI	44515	JOSEPH D.	6597 SO. TIMBERIDGE DR.	YOUNGSTOWN,	OH.
SCHAFANTI		DANTE	NO KNOWN ADDRESS		
SHOVE		WILLIAM G.	4906 LA CUENTA DRIVE	SAN DIEGO,	CA.
SMITH	92124	FRANK	P.O. BOX 1365	COLUMBIA,	SC.
SNOW	44124	WEBB C.	1609 CRESTWOOD	CLEVELAND,	OH.
STAFINAK	18218	JOHN	142 E. HIGH STREET	COALDALE,	PA.
STONEHAM	44883	ROBERT A.	1796 S. WINDFIELD DR.	TIFFIN,	OH.
STOUT		KENNETH	NO.KNOWN ADDRESS		
SWANSON	97537	SAMUEL C.	6442 E. EVANS CREEK RD.	ROGUE RIVER,	OR.
TALLICHET	77050	ED	Zip Code Should Read		
TOMPKINS	39702	FRANK M.	RTE. 10, BOX 41	COLUMBUS,	MS.
TURNMIRE		LEE	NO KNOWN ADDRESS		
VAN KIRK	92083	CHARLES	1506 OAK HILL DR. #111	VISTA,	CA.
VRONZ	64068	JOHN M.	610 NO. SPRING ST.	LIBERTY,	MD.
WISSMAN		DON B.	NO KNOWN ADDRESS		
WOLSTENCROFT	02891	SAM	32 OLD POST ROAD	WESTERLY,	RI.
WRIGHT	45244	BURCH	P.O. BOX 44209	CINCINNATI,	OH.
YATES	28215	GRAEM M.	9516 GLENBROOK DR.	CHARLOTTE,	NC.
ZELICH		MRS. FRED	NO KNOWN ADDRESS		

Then and Now

Arnold Bryant



1943



1988

Bill Creer

1938

1988

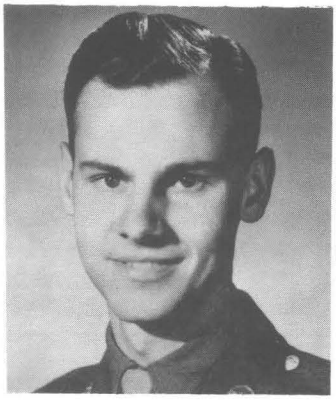
Fred Berglund

1945

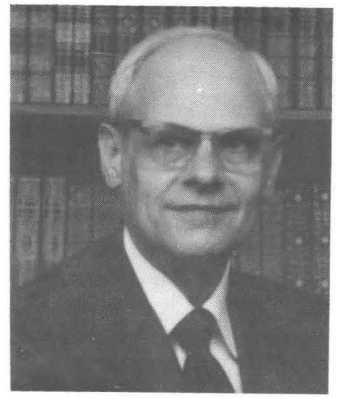
1988

Then and Now

Homer Brown

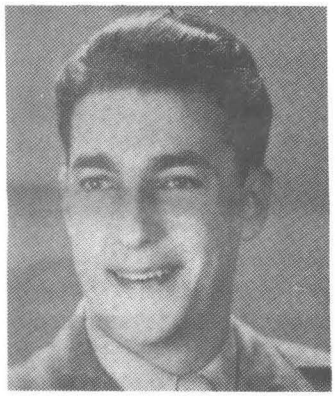


1944

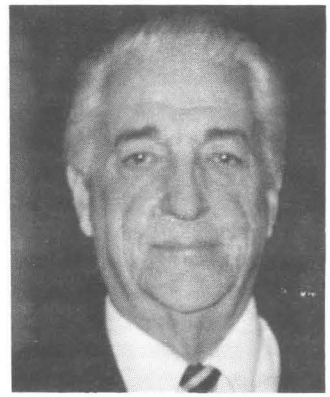


1988

Wally Brauks



1945



1988

Millie and Vern Ames

1946

1987

TAPS

(As of 7/19/89)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BEASLEY	ERNEST			LOVINGTON,	NM.	
CAROTHERS	REX W.D		18750 LIVE OAK ROAD	RED BLUFF,	CA.	96080
DETERDING	LEO			PRAIRIE DU ROCHER,	IL.	
HENNIS	HOWARD			HOMER,	IL.	
KASKIEWICZ	RAYMOND			CHICAGO,	IL.	
KESTER	HUGH		DIED IN 1953, PENNSYLVANIA		PA	
PILLO	DOMENIC	7		SEATTLE	WA.	
ROHRBAUGH	GEORGE	18	164 TIMBERLINE DRIVE	BRENTWOOD,	NY.	11717
SAWYER	CLYDE	7	813 EDWIN DRIVE	VIRGINIA BEACH,	VA.	23464
SMETHILLS	JOHN J.	4	2153 SO. XAVIER ST.	DENVER,	CO.	80219
WOOD	JOHN R.		2842 PEMBROKE RD.	TOLEDO,	OH.	43606

NEW LIFE MEMBERS

(Total now 136)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
CORBIN	BOBBIE J.	4-391	BOX 535	GROOM,	TX.	79039
DWYER	HAROLD	391	1116 SUMMER	HASTINGS,	NE.	68901
JOHNSON	DR. DONALD R.		602 E. GREEN STREET	CHAMPAIGN,	IL.	61620
MUELLER	PAUL	4	4017 W. CHICAGO ST.	RAPID CITY,	SD.	57702
REED	DONALD E.	4	1093 MAIN STREET	NORWELL,	MA.	02061
SHULL	PAUL A.	391	8901 E. 52ND TERRACE	RAYTOWN,	MO.	64133
SUBJECT	PAUL	18	101 HARVEY STREET	GRASLAKE,	IL.	60030
THOMAS	HAROLD E.	7	RT. 6, BOX 432	AUSTIN,	TX.	78737
THOMAS	JAMES E.	18	1538 E. OAKDALE AVE.	TULARE,	CA.	93274
WHITAKER	FRED	18	813 S.E. WHIPOORWILL CT.	BARTLESVILLE,	OK.	74006

Memories

I REMEMBER

by Bill Fulton

We had been stationed along the East Coast from Dec. 7, 1941 until Oct. 1943, in the Army Air Force Anti-Submarine Command. The Navy did not have long range four engine planes or crews to do this work. We, in the Army Air Force, did this coastal patrol until we could check out Navy crews to do it. I arrived at Blythe in Nov., 1943 after a two week drive from Otis A.F. Base (Remember 35 mph and gasoline rationing). I was stopped twice for "speeding" in Connecticut and Oklahoma. I dropped Louise off in St. Louis.

I worked in the Turbo Supercharger shop on the flight line. Louise wanted to come out to Blythe so, sometime in mid-November, I met her in Los Angeles and spent a night or two. On our way back we stopped for a night in Palm Springs. Louise went job-hunting there and in Indio. She could have had a job in Indio but there was no place to live at the hospital.

We drove up to Prescott, AZ, and found a room in the Vendome Hotel. Louise found work at the hospital. I would have driven up to Prescott on my days off but it was a long trip at 35 mph. I then went job hunting for her at the Blythe Hospital. They didn't need nurses at the time, but they took her name in case an opening came up. A few days before Christmas they called and said they had a job for her. I drove up to Prescott on Christmas Eve and spent the night at the Vendome. We drove down to Blythe on Christmas morning. On the road we again were stopped for "speeding" near Quartzite. We told the officer we were trying to get to the base for Christmas dinner and he let us go with a warning. Louise worked at the Blythe Hospital until I moved to England in April, 1944. She and Millie Baker drove back east, Louise to St. Louis and Millie to Poughkeepsie, NY.

As we look back on the memories of those times when we were young and carefree, we also think of the boys who did not make it back. The war years, in spite of the really bad times, were certainly the most exciting of my life. As I see it, at a young age, we hit the climax. Everything after that is anticlimatic. "We shot the last act in the first reel!"

REMEMBERING

by Edward H. Quinn

You may not believe it but I never once had the opportunity to visit the town of Mendlesham while I was stationed there. I certainly did take advantage of the frequent visits to London. Not too long ago, while reading a copy of MM, my mind dropped about forty-four years and I found a series of snapshots exploding before my eyes...the American Bar in London where we met Lady Cavendish (Sister of Fred Astaire and his first dance partner) and Billy Conn...the restaurant in London we often fre-

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Continued from page 18

quented and devoured delicious steaks which turned out to be horse meat. The proprietor took care not to let us know the "source" of his wares until we visited him for the last time prior to returning stateside...Johnnie Walker Red Label for $20.00 per fifth (5 pounds)...Having our personal laundry done for us by the local neighbors...Pre-mission confession and communion given by the local (Brit.) priest who helped service our group when our assigned padre was unavailable. He probably had never heard the likes of those confessions before or since...Home made ice cream (canned evaporated milk) made by our great cooks, especially for the combat crews...Running back and forth (braving pneumonia) for those fourth class showers in the winter...The mice sliding down the sides of the Nissen huts and having to store our goodies in metal boxes so the mice wouldn't feast on them...British hard candy rewards and Salvation Army hot cocoa plus a "shot" offered post missionand pre-interrogation (I wonder how many extra "kills" were reported during these briefings which were the results of those welcome favors)..."Oh, my aching back", Armed Forces "disc jockey" Broderick Crawford...Vertically positioned props at the entrance to orderly rooms indicating we were up again tomorrow...Those impossible midget belly stoves in each hut which kept at least two E.M. flying crews warm during those hard winter days/nights...Great two-wheeled bikes which were our only transporation, the cost of which was recovered when you resold them as soon as you received your stateside orders...We called them matresses, the Brits called them biscuits...We trained in B-24s and converted to B-17s...Food drops over the Netherlands and cook's tours to the targets we hit for the non-flyers...We'd buy eggs from the farmers and take them to the Aero Club to be cooked to order, but didn't dare drink the unpasteurized milk from the farms...and, last but not least, the 100th mission party.

Unless I'm very much mistaken, I think the priorities of the majority of the combat crews was quite different than that of the support troops. If fortunate, the crew's major goal was to complete their missions and return home, whereas the supporters were reasonably sure that they would spend much more time with the group. Anticipating longer stays at a station usually fosters closer and expanding relationships and a desire to visit near and far interesting localities and settle in for the duration. Consequently, the crews remained fluid.

AN EVENTFUL CHRISTMAS

by Sidney Doppelt

On December 24, 1944, coming back from the mission to Frankfurt, a few other groups were weathered out at their bases and allowed priority landing at Mendlesham. We made many round trips to Cambridge and back, awaiting our designated turn to land. Our esteemed pilot, Jerry Murphy, the greatest, was patient, as always. Finally we were in line behind a B-17 shooting (out-of-gas) flares who were allowed to land. On our final approach the runway lights went out (they changed runways), and we had to get back in line again and fly the pattern until the next tower approval.

Upon finally landing, with little gas to spare, the sight on the field was something from a classic cartoon depicting what should not happen. Planes were off the runway, in the mud, many parked at odd angles near the hard stands and a scattering of ground personnel running in different directions to handle the "load".

Next, the scene at the mess halls to feed the unexpected guests and the bedraggled Officer-of-the-day trying to find sleeping arrangements. Then on to the Officer's Club. The revelry continued with joyous holiday celebration for many hours. Flying personnel being rambunctious without much encouragement, the game of "cut the tie" proceeded, until someone snipped the Colonel's tie...at which time it was announced, "The bar is closed!".

Someone may recall that we could have been scheduled to attempt a mission the next day. If so, the planes were loaded by the overworked armament personnel...then the mission was scratched and they may have been obligated to unload the bombs. Anyway, the next day the guest planes did take off for their home bases. The extra mattresses were retrieved from the mess hall and other make-shift dormitories...and the Officer-of-the-day, we believe, asked that the bar open early so he, too, could find some relief.

An eventful Christmas Day — I can't remember how we fared at Frankfurt.

MORE VIGNETTES

from a letter to Vince Doran
by Milt Braveman

Your vignettes in Mendlesham Memories are priceless; not only delightful when read, but even more enjoyable in that they bring to the surface episodes that had been deeply recessed.

In the June '88 issue you recall your first night with the 391st. It easily could have been in a Nissen hut we shared. Since I spent the month of November '44 at the 482nd BG Mickey School, I can't claim involvement in the reception for your crew. I do know that other crews were greeted by practical jokers (including me) who simulated being "flak-happy". True, there were all too many poor souls whose nightmares and other symptoms of combat fatigue were only too real. Others, supposedly asymptomatic, chose to subject newcomers to what we would now consider a cruel initiation. I believed, until I saw your article, that you all realized, before long, that much of the carrying on was an act and that you, too, participated in the charade for newer crews. It was a way of blowing off steam (perhaps a symptom in itself). I apologize for my part in the indiscretion.

You reminisced, also, about the laundry boy, Davey Eistol (pronounced Dive-ee East-all) who was 10 to 12 years old. His mother was the laundress and identified different customers by sewing a colored thread to the hem of the items she laundered. I still see, in my mind's eye, an olive drab handkerchief with a faded red thread in a corner.

There was a period when Davey didn't come around. it was rumored that he'd been barred from the base for security reasons. It was feared that the stand-by crews, which had been briefed but not needed for a mission, would return to their quarters and discuss classified elements of the day's sortie while Davey was making his rounds.

In May '85, when we visited Mendlesham, I spoke with one of the gracious ladies who helps care for the memorial. She knew the Eistols and told me that Davey had moved up the road, towards Norwich, and that his mother was still in Mendlesham. She assured me that she would tell them that they were fondly remembered.

In your December '87 article, "Eeenie, Meenie, Minie, Mo", you wondered to which combantant's prayers God responded...this was a classic, profound and often quoted.

In the June '87 MM, you lamented the lack of sanitary facilities in the B-17. I remember a Capt. Mower who I believe

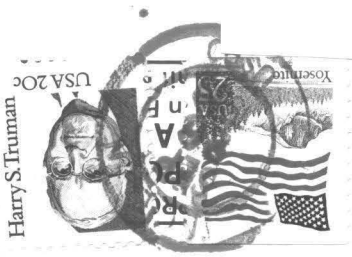
Continued on page 20

Address Correction Requested

HDQ.
18 391
4 7
34th Bomb. Group

34th BOMB GROUP ASSN
c/o RAY [illegible] SUMMA
3910 BITTERSWEET LANE
ANDERSON, IN 46013

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944



Memories

Continued from page 19

was the group maintenance officer or group engineer. 'Though he wasn't on flight status, he coveted an Air Medal. After carefully evaluating the performance records and qualifications of combat crews, he selected the most proficient with which to fly. The last of the 6 missions he flew with us was the 30 Dec. '44 trip to Kassel which coincidentally was the last my crew flew as a unit.

What does all this have to do with sanitary facilities? I learned early on that there were enough pressures on the bomb run without the additional strain on the urethral sphincter. I don't know if the system was original, but it worked...not for Capt. Mower...but for me!

Many of us considered the B-5 driftmeter to be useless at our flight altitudes. Far from it. Before we reached the IP*, I would roll a map into a tube, project the tube thru the hole on the starboard side of the nose provided for the driftmeter and I had, in effect, a relief tube which functioned well when held at the proper angle to the slipstream. What didn't pass thru the tube froze to the inside and quickly evaporated. Since Mower was aboard as an observer, he chose to position himself in the nose where I could point out the White Cliffs of Dover, the Zuider Zee, windmills, the canals around Bruges, barges on the Rhine, trains being strafed by "Little Friends", flak areas, and other attractions of interest on the different excursions. When he witnessed my routine as we approached the IP, he experienced an uncontrollable urge. I handed him the rolled map and invited him to use the facility. At this point, it became apparent that the countless hours of map study to which I'd been subjected were paying off. Capt. Mower just didn't have the experience with maps and, aim as he might, it all came back. His eyes vacillated between expressions of panic and frustration. Luckily, with the temperatures and humidity where they were, all residuals disappeared in a short time.
*I'll bet you though IP stood for Initial Point!

A FRIGHTENING EXPERIENCE

by Earl Parenteau

As many crews know, journey to the war took us on a long and, sometimes, boring flight to Mendlesham. But, all moments were not boring, and the instance I'm about to relate was quite frightening.

This leg of our flight took us from Fortaleza, Brazil to Dakar, West Africa. Time of take-off, as I recall, was around midnight, in order that we arrive at our destination during early daylight hours. Weather briefing warned us to be aware of thunderstorms over the South Atlantic. We were several hours or more into the flight...memory is vague as to actual time...when Capt. Emory Ralls, pilot, saw flashes of lightning in the distant sky. Since we could not climb above the storm nor return to Fortaleza (point of no return, etc.) Capt. Ralls decided to head for any break in the storm clouds. He and Lt. Westman, co-pilot, saw what appeared to be thin clouds in the distance and headed in that direction.

On entering this area we were immediately buffeted and tossed around violently. We dropped from 10,000 ft. to 8,000 ft. altitude in a matter of seconds. Sgt. Gable, engineer, and myself were sitting in the pilot's compartment, our backs against a bulkhead wall leading to the bomb bay. The two of us went flying headlong and landed on the instrument panel; anything loose flying around the cabin; and St. Elmo's Fire crackled within the interior of the cabin like a frightened snake. Meantime, both pilots were frantically using their skills to right this plummeting aircraft. This was eventually accomplished after a frigthening few minutes. Capt. Ralls later told me that the plane's attitude was nose up, tail down, full power, and, yet, we were going down.

After all of us caught our breath...no doubt we held it for several minutes...we flew on to our destination without further ado. Probably other crew members may recall further details. If so, I wish they would elaborate on this flight.

We went on to fly 30 missions as a lead crew in the 18th Squadron. Fortunately none of our crew was injured (we lost our ball-turret gunner when he filled in on another crew). I vaguely recall that we were known as "The Milk Run Boys" — Well, so be it!

VOLUME XII NUMBER 4 DECEMBER, 1989

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

OFFICERS

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2nd Vice Pres.; Ray Hinchee	(703) 389-4192
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Past Pres.: George Ritchie	(919) 393-8806
Corresponding Secr.: Ray Summa	(317) 644-6027
Reunion Chairman: Gerald Pine	(608) 836-3939

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Eli Baldea (Editor)	(219) 988-4607

OBSERVATIONS

Winter's coming - Winter's coming!! Here we are in late October and we've already had our first substantial snow fall of the season. It's just much too early for that! Rose and I don't leave for Florida until this issue is in the mail and that should be late November. We try to get out of the north before the heavy winter weather hits. Hopefully, anymore snow will hold off until we've gone.

As to the reunion, here I was telling everyone to get to Shreveport and, as luck would have it, we didn't get there ourselves. Rose didn't feel up to the trip so we had to cancel our plans. From all reports this was one of the best and we were sorely disappointed in not being able to be there. You can bet your boots that, barring unforeseen circumstances, Rose and I will be at both the England trip and our Seattle reunion.

This issue has all the coverage of the Shreveport reunion. Because of all the informative reports and photographs, it will probably be one of our largest issues. We try to show as much as we can of the activities, etc. so those who have never been can get a taste of it and, maybe, plan on being at our next one.

We've had a busy summer, what with selling our home and moving into a townhouse, which we decided to do since we spend a few months in Florida each year and leaving a house unattended for that long a period of time is much more difficult than leaving a townhouse unit. I do believe that the move helped to put Rose under the weather. Be that as it may, we are now settled in our townhouse unit at the address shown on the cover of this issue.

We plan to leave here in late November and remain in Florida until April. Our mail, we are told, will catch up with us for those months that we're away, so don't stop writing.

Our new treasurer, Hal Province, has taken a large load off of Ray and Hannah Summa and we're sure he will do a great job. Inside this issue you will find his address for sending in of dues. I have also been informed that Life Membership dues have been reduced to $85.00 so now is the time to think of that.

Enough for now. Rose and I want to wish you all a HAPPY AND HEALTHY HOLIDAY SEASON.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

First of all, let me express my appreciation to one and all who were responsible for the planning, scheduling, and management of the activities that made the Shreveport Reunion such a success. For those of you who didn't go; you missed a good one. As Eli has often said, those who have never attended one of our reunions should make it a high priority in the near future. One day, it will be too late.

And speaking of Eli, he and Rose were much missed at this one. (Very poor timing on your little medical detour, Rose.)

For those who took video pictures at the reunion, PLEASE don't forget George Ritchie's request for the inclusion of your footage in a comprehensive tape to be assembled from TV news coverage of various events, including material not seen in the TV broadcasts, and from the combined efforts of Group members with camcorders. Send your tapes (or copies) to KIVETT IVEY; Route 3, Box 452; La Grange, NC 28551. He will have all the tapes or parts thereof edited and interwoven into one GOOD documentary record of our reunion. If there are parts of your tape that you don't want included, just identify these for Kivett and he will leave these "on the cutting room floor". (Note: your tape WILL NOT be cut into little pieces in the process. Kivett does not use the old Hollywood film technique. Electronic editing.) Your tape will be returned intact and unharmed.

In early October our past Treasurer, Ray Summa and Hannah, hosted a gathering that included Hal Province,

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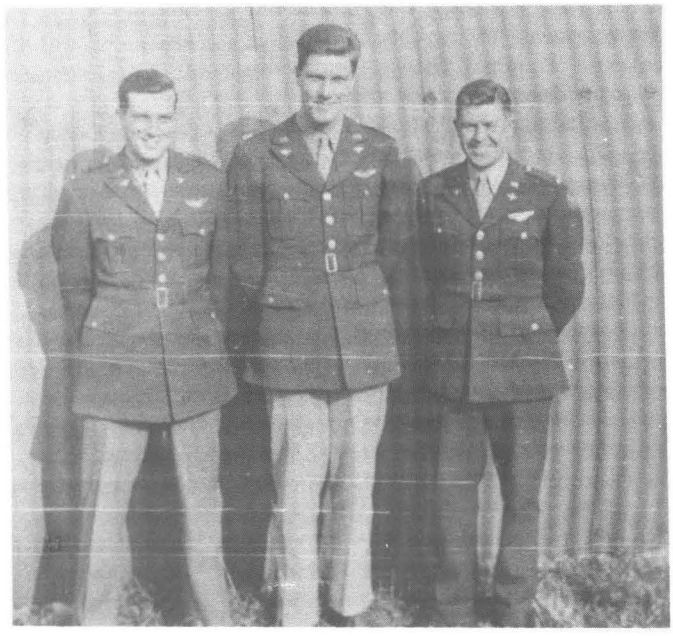
PRESIDENT'S MESSAGE

Continued from page 1

our new Treasurer; Bob Wright, one of our principal financial accountants for the past several years and, hopefully, for years to come; and Eli Baldea, our esteemed editor of the MM newsletter. At this meeting the general funds of the Association were transferred to Hal Province, with the funds now in CD's to follow at their maturity, so that we don't incur penalty for early withdrawal. The excess balance of the Memorial Fund and the excess of the operating level of the Reunion Fund will follow in an orderly fashion into a unified financial system that will provide us with maximum effectiveness in the management of our funds.

At this point, I would like to say that we all owe a standing ovation to Ray and Hannah Summa, who inherited, by volunteering, the additional chore of Treasurer of the Association many long years ago, when there was nobody else to take on the job. For those who are relatively late arrivals, in the early days there were very few people involved, and far fewer who were willing to take on such a large responsibility. Ray and Hannah undertook this job, on top of Ray's already taxing job of Contact Man, i.e. trying to find current addresses for names on the original rosters of the 34th B.G., names long lost even in the local postmasters' files in their WWII hometowns, and his associated job as Corresponding Secretary. Most of you probably had your first clue as to the existence of a 34th Bomb Group Association from a communication "in the dark" from Ray Summa. How many of you would have willingly taken on this monumental task of trying to locate all those guys with whom you flew day in and day out, or with whom you worked on the ground to keep those guys in the air? And, if you were doing this, how many of you would have taken on the additional generally thankless job as treasure? Not me, and probably not you. And, ON TOP OF ALL THAT, Ray compiled, edited, and published our Mendlesham Memories newsletter for many years. (With a little help from Hannah, of course.)



L. to R.: Juris, Ralls, & Parenteau, Mendlesham, 1944

Ray Summa was not the father of this 34th B.G. Association; that distinction goes jointly to Grady Deatherage, Doug Underwood, and Bill Cheek, all of whom had previously gone to England along with Bob Wright as the sole representatives of the old 34th on an 8th Air Force Historical Society junket, but, by golly, Ray Summa is the undisputed Godfather of this organization, and may we never forget that!

Looking ahead, there is the anticipated trip to England in early summer, and it's not too soon to start thinking about Seattle next fall.

Eli says I've run out of space, so until next time — MERRY CHRISTMAS AND A HAPPY NEW YEAR!

Walt McAllister (Mac)

Ray Summa...

Fellow members of the 34th B.G. Assn.;

Here it is time for my column for the newsletter. Seems as if I just wrote the Sept. column. Time sure has flown this year. It's just late fall and we have a real heavy snow on the ground, about 6 inches and it's still snowing. This is a record for Indiana to have this much snow so early. Guess it's still better than for some of you in the south and those of you who live in California. We think about all of you and what some of you have been thru. Hope none of you were injured seriously.

To those who missed the reunion at Shreveport, everyone said they had a good time. It is said this one was one of the best. There were many who had never been to a reunion and we hope to have them come back again next year at Seattle. I'm sorry if I did not get to at least say hello to all of you. I did try but you saw how busy I was with the PX and other business of the group. Perhaps next year Hannah and I will have more time to visit.

As you know, by now, I will not be Treasurer for 1990. The work load, along with other things, was getting to be too much for me so I asked that a replacement be elected in my place. The choice was an excellent one. Hal Province will be taking my place as Treasurer. He has had experience in bookkeeping and I am sure he'll do a good job, as he is very dedicated to the 34th B.G. So send your dues to Hal, whose address will appear on the DUES NOTICE. On Monday, Oct. 16th, Hal Province, Bob Wright, Eli and Rose Baldea met here to discuss the turnover of the 34th B.G. funds to the new Treasurer.

Don't for a minute think I have given up. I am still the Unit Contact and Corresponding Secretary for the Assn. I'll have more time now to locate our missing men and do a little research for the group. So, keep those letters coming and I will answer each one.

Will you all do me a favor? Go thru all your old military papers and see if there are any addresses of men from the 34th. If so, send the names and addresses to me so I can try to locate them. This means all of the 34th in-

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Continued from page 2

cluding all the support units such as the 475 S.D., the MP's, and any other units who were with the 34th, here and in England, for we also welcome those who did not go across with us.

On the way to Shreveport we met Vern and Millie Ames in Memphis. We went out to Mud Island to see the B-17 "Memphis Belle" which is permanently installed there. As you know, the "Memphis Belle" was one of the first to finish so many missions and was brought back to the States for a bond drive. After leaving Mud Island we went to the Peabody Hotel to see the Duck Walk. If you ever get to Memphis, these two things you should see.

Now that the '89 reunion is over I am hoping all of you are making plans either to go back to Mendlesham with us in May, 1990, or come to the next reunion at Seattle, WA. More about this in the newsletter. Look for the brochure about the trip back to Mendlesham in your mail.

By the time you are reading this, Hannah and I will be either on a trip to Hawaii or just coming home. Our 50th Wedding Anniversary is Dec. 30th and we are going a little early to celebrate it and avoid the holiday crowds.

By the way, how about meeting with me at the WPAF Museum in Dayton for the dedication of the B-24 Memorial. Bob Vickers said that any money left over from the B-24 Anniversary at Ft. Worth would be used for a B-24 Memorial at the AF Museum. The dedication is set for Dec. 7th at 11:00 and Hannah and I plan to be there. Perhaps we can get together for lunch or dinner then. I hope to have good representation of the 34th on that day. Let me know.

At this time Hannah and I would like to wish each of you a Very Merry Christmas and a Happy Healthy New Year.

Johnson, Schrade, Hanson, Provence, Simmons & Anastania on a trip to London

REUNION '89 ATTENDANCE

FIRST NAMES (Total - 292)	LAST NAME	SQUADRON
BILL & JEANNE	ABRAHAM	4
HARRY & JUNE	ACKERMAN	GRP.
JAMES & KATHERINE	ALEXANDER	7
DONALD E.	ALLEN	18
VERN & MILLIE	AMES	7
PAUL & HELEN	ANDERSON	7
ALEX & BETTY	ANTANOVICH	18
DENTON & EILEEN	ARMSTRONG	4-18
JOHN & FRANCES	ASHBURN	7
CHARLES & EVALYN	ATTRIDGE	18
BUD & LUCILLE	BABCOCK	391
ROBERT M.	BAER	4-7-18
SAM & LEE	BAGLIO	4
ROY & MILDRED	BALLANTYNE	7
CHARLES & ROBERTA	BARCLAY	4
CLEO & FREDDIE	BAUGHMAN	18
THOMAS & GINNY	BEAUCHAMP	7
CHARLES & ISABELLE	BILLMAN	391
JOHN & MARGE	BLOCZYNSKI	18
LLOYD & BOBBIE	BOREEN	18
WALLACE & DORIS	BRAUKS	7
MILTON & ELAINE	BRAVEMAN	391
BILL & NITA	BROWN	7
RAYMOND & HARRIET	BROWN	7
GLENN & DAISY	BRYDGE	7
DARRELL W.	BULIS	7
WILLIAM & MARGO BRIGHT	BURNELL	7
RALPH & MARJORIE	BUSH	7
HENRY & BONNIE	BUTLER	7
JOE & HELEN	CAMP	??
ROBERT & MARY	CAMPBELL	7
HAROLD & LILY	CAROTHERS	18
GEORGE	CARROLL	7
JACK & DOROTHY	CLARKSON	391
ROBERT & GINNY	COLE	7
CLAUDE & GENNY	CONKLIN	4
ANTHONY & MARY	COUTROS	391
WILLIAM & VIVIAN	CREER	GRP.
LONNIE & DORABEL	CROOK	HDQ.
LEO	DANIELIAN	18
MARQUIS L.	DEAL	7
GRADY & JESSE	DEATHERAGE	7
ROBERT & EDITH	DEES	18
AL & ELSIE	DiNENNO	391
HERBERT & EUNICE	DONAHUE	4
JOHN & BERNIE	FARLEY	18
DALE & MARGE	FINLEY	7
LEONARD & MARY	FIX	391
FRANK & JOSEPHINE	FORDE	7
CARROLL & SYLVIA	FORISTER	4
EARL	FRANK	HDQ.
CARL & IMOGENE	FREYSINGER	7
CLAUDE & AUDREY	GIBBS	7
BOB & GINNY	GRADIN	7
ROBERT	GRAY	7
WM. "PETE"	GRAY	7
WILLIS	GRIFFIS	4
BRYANT & MYRTIS	GRIMES	7
RAY & RUTH	GRINROD	18

Continued on page 4

REUNION '89 ATTENDANCE

Continued from page 3

HABIGER	ANTHONY & JOAN	391
HANSEN	AMBERS & JEAN	391
HARDEE	DANIEL & ELIZABETH	391
HARTMAN	FRANCIS & PEARL	GRP.
HARTWICK	ROBERT & LORRAINE	7
HEIKKILA	HAROLD & BETTY	391
HINCHEE	RAYMOND & MARGARET	391
HOLOCOMB	VERBAL & BETTY	391
HOLMES	GERALD & ALTA	7
HOOD	JACK	7
HOWARTER	WAYNE & LAVERNE	7
HUMPHREYS	KENNETH & RENEE	4
ISRAELSEN	ALLEN & AGNES	4
IVEY	KIVETT & LUCILLE	7
JACKSON	KENNETH	7
JACOBBAUS	MICHAEL & MARGARET	7
JAMES	EUGENE & HELEN	7
JANSON	WENDELL & ANNIE	7
JONES	ROY O.	391
JONES	WYATT S.	18
JORDAN	DEXTER & BEULAH	7
KAISER	RAYMOND & ALICE	7
KING	EDWIN & MARY	7
KLUSMEYER	EMMET & LORETTA	7
LEATH	JOHN & ETHEL	391
LEFKOWITZ	CHAP. DAVID & LEONA	GRP.
LESTER	RAYMOND & MARY	7
LEWIS	KENNETH & MARTHA	7
LOGAN	HAROLD F.	7
LONERGAN	ED & BIRGIT	7
LOPEZ	MIGUEL & LAURA	18
MACIEL	EARL & HELEN	391
MARTIN	JAMES & BETTY	7
McALLISTER	WALTER & RUBY	7
McCLELLAN	VAL & MAXINE	391
MILLER	JAMES & LARUE	7
MUENTE	FRED & GINNY	7
NEAL	GARLAND & MARCIE	18
NEWTON	THOMAS & MILDRED	4
NICHOLS	CARL & KATHRYN	7
ODOM	JACK & BEATRICE	18
PALMER	RAYMOND & BULA	391
PANCAKE	CARL & MRS.	391
PAXTON	KEN & KATHLEEN	391
PEREZ	JUAN & MATTIE	391
PERRY	HARRY & WILLIE	4
PINE	GERALD & WANDA	7
PRILLAMAN	HAROLD & GEORGIA	7
PROVINCE	HAL & JAN	391
RAY	FRANK & BETTY	7
REED JR.	RUSSELL & MARTHA	4
REID	ROY & SYBIL	18
RITCHIE	GEORGE & JUNE	7
ROMERO	CLEVELAND & HENRIETTA	7
RUTKA	HAROLD & GENEVIEVE	7
SAKAL	CHARLES & ROSE	7
SAXEN	ROBERT	18
SCHARMEN	MERRILL & AUDREY	391
SCHERR	FREDERICK & LIBBIE	7
SCHILDMAN	WILLIAM & JEAN	7
SCHNEIDER	CHARLES	4
SCHOCH	FREDERICK & CLARA	7
SCHOMMER	PAUL & BETTY	7
SCHRUPP	DANA & JUNE	391
SCHWARTZ	ROBERT & LAURA	7
SHARE	JACK & MARIAN	18
SHEESLEY	BYRON & MARY	7
SHULL	PAUL & PAULINE	391
SIMS	PAUL & FRANCES	18
SMITH	JOHN SLOYNE	18
SMITH	OREN & LOIS	391
SMITH	PAULINE	7
SOTHERN	BRUCE & MUGGS	7
STEMEN	CARL & MARGARET	7
SUMMA	RAY & HANNAH	18
SWENSON	ELBERT	7
TAMBURRO	LOUIS & TERESA	391
TANKING	EUGENE	7
TAVASTI	ROY & KATE	7
THOMAS	BUSTER	7
THOMPSON	CLIFFORD & LOUISE	391
TOBIASON	HENRY & AUDREY	4
TOOLEY	GUY & MARY	18
TROUP	JAMES H.	7
TURNIPSEED	SAM	HDQ.
UNDERWOOD	DOUG	4-18-391
VAN LANDINGHAM	DALE	7
VEON	ELLY & JUNE WURTZ	7
VINCENS	HILTON & VICKY	391
WALKER	ORAL & MARJORIE	391
WESSEL	JEROME & DOROTHY	4
WILLIS	CLYDE & LYNN	391
WOLSTENCROFT	SAM & ARLENE	7
WRIGHT	BURCH & MARY	391
WRIGHT	ROBERT & ESTHER	7
WRIGHT	THOMAS	7
YOCKEY	CHARLES & VIRGINIA	4
YOUNG	WOOTEN & EILEEN	391
ZELDES	BEN & EDITH	4

REUNION DIARY

Tuesday, Sept. 12 - Lonnie Crook, Bob Wright and George Ritchie met at Barksdale AFB Public Affairs Office to finalize base activities. Hospitality room is open and early bird registration.

Wednesday, Sept. 13 - Golfers assemble in Hospitality room, then proceed to Barksdale Country Club for annual golf tournament. Hospitality room is open. Auction gifts start to arrive. For early birds, dinner on their own.

Continued on page 5

REUNION DIARY

Continued from page 4

Thursday, Sept. 14 - Board of Directors meeting in the Hospitality room. Golf "nuts" go out for another round. Official registration begins. Committees meet. More auction gifts received. Hospitality room and PX is open. Shopping and dinner on their own.

Friday, Sept. 15 - Breakfast in the main dining room. State of Louisiana Tourist Bureau presentation. Walt McAllister represents the 34th BG at the XPOW/MIA Luncheon held at the NCO Club on base. At 1300, busses leave for Barksdale. All members, guests and military honor guard go to the 8th AF Museum's Memorial Walkway for our memorial dedication. A fine tribute and most honorable program; prepared by Vern Ames, Hal Province, Doris and Wally Brauks and covered by two local TV stations and scores of 34th camera buffs. Then members split up into 3 alternate sections to view the base, visit static displays and inspect the museum. At 1700 hours retreat on the parade grounds. Tree-top level fly-overs by B-52 and missing man formation of A-10 attack fighters. At 1800 hours cocktails, followed by main banquet in the Officer's Club. Guest speakers were Hon. James McCrery, U.S. Congress; Colonel Michael Loughran, Vice Commander, Barksdale AFB; Hon. George Dement, Mayor of Bossier City, LA. XPOW medals were presented by Bill Creer and Wally Brauks. Men who had been awarded the Military Order of the Purple Heart were called out. Then those who had ever ditched, crash-landed, evaded through enemy territory, bailed out over England, went to Sweden, flew the most missions, or survived the fighter attack over the base were given a standing ovation. The largest crew in attendance was selected. Col. Michael Loughran accepted a framed U.S. Flag presented to the 2nd Bombardment Wing. Music was provided by the Silver Wings section of the 8th Air Force band. Afterward everyone joined in on singing the Air Force Hymn and went home happy.

Roy Tavasti in Gen. Gerhardt's "Jug" P-47D in 1944

Saturday, Sept. 16 - Breakfast from 0700 to 0845. At 0900 the general membership meeting took place in the dining room. The hospitality room was open. At 1300 busses took those interested to LA Downs for horse racing. At 1400 some folks went shopping around Shreveport. Committees met and a final viewing of the auction gifts. At 1600 the auction moved into the dining room. At 1700 there was a pre-banquet cocktail party. then, at 1800 hours, it was time for the Banquet. The invocation was by Rabbi David Lefkowitz, Jewish Chaplain, Mendlesham. The Pledge of Allegiance to the Flag headed by Roy Tavasti. Speakers were Ray Grinrod, Bill Creer, Ralph Bush and Wally Brauks. Songs by Hal Province and June and George Ritchie were enjoyed. The golf tournament prizes were awarded. Cleveland Romero announced the winner or our Scholarship Award. Hal Province read the "Taps List". Walt McAllister, Ray Summa, and Eli Baldea (in absentia) received framed "Capital Flown" U.S. Flag awards for service to our people. Walt McAllister accepted the gavel as our newly elected president. Auction, U.S.A. followed with fabulous financial success.

Sunday, Sept. 17 - Breakfast from 0700 to 0900. Goodbyes said all around. "SEE YOU ALL IN SEATTLE. ."

LARGEST CREW IN ATTENDANCE AWARD

WINNER: BYRON SHEESLEY'S CREW including:
- Byron Sheesley - Pilot
- Ed Lonergan - Co-pilot
- Glen Brydge - Navigator
- Frank Ford - Bombadier
- Darrell Bulis - Engineer
- Ed King - Waist Gunner
- Claude Conklin - Ball Turret Gunner (flew 2 missions with this crew. This pushed Sheesley over the top.

RUNNER-UP: GENE JAMES' CREW including:
- Gene James - Pilot
- Fred Schoch - Co-pilot
- Tom Wright - Navigator
- Jack Ashburn - Bombadier
- Arnold "Hap" Prillaman - Waist Gunner
- Bill Burnell - Ball Turret Gunner (Note: Bill is our local contact in Seattle)

THE WINNER'S PRIZE: K.P. Duty in the hotel kitchen after the banquet!!

34TH BOMB GROUP ASSOCIATION

Annual Board Meeting - September 14, 1989

Present: G. Ritchie, W. McAllister, H. Rutka, R. Summa, W. Brauks, L. Crook, K. Ivey, H. Province, D. Underwood, A. DiNenno, G. Pine, C. Romero, B. Sothern, J. Farley, V. Ames, R. Wright

The meeting was called to order at 8:10 a.m. by Pres. George Ritchie. He thanked W. McAllister for accepting the executive committee appointment as Vice Pres. He also thanked all the other members that helped him during the past year. He then appointed Sam Baglio temporary sergeant at arms to limit cross talk and limit discussion to 5 min. per subject.

The minutes of the 1988 Board meeting were read and accepted.

George Ritchie appointed W. Howarter with a committee to audit all accounts and report at the General meeting.

Harold Rutka expressed his opinion that the Vice Pres.'s replacement was illegal as handled.

Treasurer's report - R. Summa hadn't received a report on the English Memorial Fund as yet. H. Rutka and R. Summa explained our taxes and reports of taxes Ray has to file.

P.X. Report - G. Ritchie asked for volunteer to take over the running of our P.X. He will bring it up at our general meeting.

Shreveport Reunion Activities - R. Wright reported on the hotel and G. Pine elaborated. S. Baglio asked for more entertainment and a discussion followed.

Barksdale Airfield Activities - L. Crook reported on POW/MIA Day at the base. 6 buses with a guide on each and 40 people per. Dedication of the Memorial, tour of the base, then tour of the flight line. Retreat at 1630 at the parade grounds. Open bar at the Officers Club, then dinner with medal presentations program. G. Ritchie reviewed the Memorial Dedications, W. Brauks reviewed the Wreath and Flower Ceremony and the POW medal presentation.

Auction - G. Ritchie explained Silent Auction is used to save time during dinner. Money is to be used to cover the extras at the reunion. D. Schrupp is in charge.

Scholarship - C. Romero and committee reported on the '89 recipient, Laylene Drennan, then asked that we raise the amount. He made a motion that we include $5.00 in future registration fees for the scholarship with R. Summa seconding. This was amended by W. Brauks to read $10.00 per couple. Motion carried.

Fort Worth Reunion - R. Summa reported that we received an $80.00 refund based on the number of our members in attendance. Any other reunion surplus will be sent to the B-24 Memorial at Dayton for the Dec. 7th, '89 program. Also reported that Pueblo, CO has donated a building for a B-24 Memorial.

G. Ritchie passed around a card for all to sign to be sent to Rose Baldea because she is too ill to attend the reunion this year.

Question was raised on how we treat the death of a member. This is another job quietly covered by R. Summa, sending out cards. S. Baglio volunteered to take over and send cards after names were published in the MM. R. Summa has a supply of cards.

Trip to England - H. Rutka reviewed several travel agents. He suggested the best offer was from Tamarac Travel - $779.00 for 7 days with 2 days travel and land cost to include the May 20, 1990 Memorial Day Services.

Constitutional Review - J. Farley read a comprehensive report on the BY-LAWS revision. He and his committee will present a revision for vote at Seattle in 1990.

Reunions - Appointed local contact for 1990 reunion at Seattle was W. Burnell. G. Pine talked about reunion sites and his inquiry of same. General discussion: S. Baglio suggested committee consider Hub Cities when planning to reduce travel rates. He suggested the Poconos. We also should ask the general membership about joining the 8th AFHS some year. G. Pine made a motion to change the '91 Dayton site to Louisville, seconded by V. Ames and motion carried. R. Summa made a motion to change '92 Kansas City site to Las Vegas, seconded by V. Ames and carried.

Financial Statements - Motion made by C. Romero, seconded by S. Baglio, that annual financial statements be published in MM for all accounts. Motion carried.

Reunion Committee Rotation - General discussion resulted in agreeing that the Reunion Committee is doing a fine job. W. McAllister suggested we continue as is with local participation. Motion made by C. Romero, seconded by W. Brauks and carried.

Reunion Fund - G. Pine reviewed his setting up the Nashville Reunion and how the money came into being. G. Ritchie explained his ideas about the reunion fund and the feedback he's received about committee expenses. V. Ames explained his ideas about the reunion fund and committee expenses. A general discussion followed. V. Ames made a motion, seconded by K. Ivey, that a reunion fund not to exceed $2500.00 be set up to be used for up front money in reunion planning and all other reunion fund monies to be turned over to the general fund each year after reunion bills are paid. It was agreed that if extraordinary planning expenses occured, they be presented to the treasurer.

Auction Money - G. Ritchie proposed that any excess auction money be given to the Air Force Museum here at Barksdale. After general discussion it was agreed to send up to $300.00 if available.

Mendlesham Memories - Total distribution was discussed, pro and con. H. Rutka made a motion that we continue sending the Reunion Issue but eliminate including the Roster. K. Ivey seconded and the motion was carried.

Chaplain - G. Ritchie reported that, after contacting four former 34th B.G. members, we still need a Chaplain. S. Baglio volunteered and is our new Chaplain.

Continued on page 7

Continued from page 6

Nomination - B. Sothern and committee presented the following slate:

President - W. McAllister
First V. President - W. Brauks
Second V. President - R. Hinchee
Recording Secretary - P. Anderson
Treasurer - H. Province
Unit Contact/Corresponding Secretary - R. Summa
New Board Members - C. Willis and C. Conklin

After a general discussion the board agreed to present this slate to the general membership for vote.

Life Membership - R. Wright made a motion, seconded by C. Romero, that by using the green ticket in our registration package we give 10 free Life Memberships out of the Reunion Fund. After general discussion the motion was amended to give out one (1). Motion carried.

TREASURERS' REPORTS:

Memorial Fund:	22 Sept. '88	$8,119.12
	16 Sept. '89	8,650.69
General Fund:	22 Sept. '88	7,753.93
	16 Sept. '89	3,764.68
Life Membership Fund:	22 Sept. '88	11,349.20
	16 Sept. '89	14,597.85
Reunion Fund:	Oct. '88	11,260.21
	30 Sept. '89	10,734.89

A motion was made to adjourn by W. Brauks, seconded by K. Ivey.

Motion carried. Meeting adjourned.

Respectfully submitted by
Vern Ames, Secretary

General Membership Meeting
Sept. 16, 1989

The meeting was called to order by Pres. G. Ritchie at 9:30 a.m.

The Tamarac Tours representative reviewed our proposed trip to Mendlesham, May 17-25, 1990. The land package offer is $779.00 per person plus airfare. A complete application will be mailed to all at a later date.

S. Baglio, our new Chaplain led us in prayer. R. Summa led us in the Pledge of Allegiance.

The minutes of the 1988 general meeting were read and accepted.

Treasurer's Reports - Memorial Fund - $8650.69; General Fund - $3,764.68; Life Membership Fund - $14,597.85; Reunion Fund - $10,734.89. Motion to accept made by J. Martin, seconded by A. DiNenno. Motion carried.

W. Howarter, Audit Committee chairman, reported all accounts are in good order.

By-Laws Revision - J. Farley reported that he and his committee will have a proposal for members to vote on at Seattle in 1990.

Reunion Committee - G. Pine reviewed Shreveport schedule, then reviewed Seattle search, touching on high cost, poor terrain, transportation cost, etc. downtown. At the selected site the quoted rate will be available Sept. 9th thru Sept. 19th, 1990 for those wishing to tour the Northwest. W. Burnell then received Reunion High-Lites, i.e. Ship Canal Locks, International Market, Red Barn and other tours.

H. Province reviewed a program on how we honor our recent dead.

G. Ritchie spoke about TV Channel 4 coverage of our dedication program and retreat ceremony. Several tapes could be available. If so, K. Ivey will coordinate production of a video tape to be made available to our members at a nominal cost.

C. Romero reported that our first annual Scholarship Fund recipient was Laylene Drennan of Provo, UT, a granddaughter of V. McClellan. Then he made a motion to increase the registration fee $5.00 per person to allow us to give a larger scholarship in future years. Seconded by H. Rutka. Motion carried by show of hands.

G. Ritchie, by what will be known as the "Ritchie Method" accepted P. Shulls' offer to be our new Chairman of the PX, relieving R. Summa.

In E. Baldea's absence R. Summa asked about that pictures and stories be sent to Mendlesham Memories for publication.

H. Rutka will coordinate all the 34th B.G. attendees at the 8th AFHS '89 Reunion.

Pres. Ritchie then had the nomination committee, headed by Bruce Sothern, read off the slate of proposed new officers and asked for nominations from the floor. A motion was made and seconded to close the nominations. Motion passed and the new officers were elected by acclimation.

Pres. Ritchie turned the meeting over to W. McAllister, our new Pres., who introduced G. Deatherage and D. Underwood as the members most influential in originating our group.

The Silent Auction will close at 2:30 p.m. Some items will be auctioned tonight.

Motion was made and seconded to adjourn. Motion carried. Meeting adjourned at 11:05 a.m.

Respectfully submitted,
Vern Ames, Secretary

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
Rte. 4, Box 630
Carriere, MS 39426

BARKSDALE POW/MIA RECOGNITION DAY

by Walt McAllister

Ruby and I represented the 34th at the annual POW/MIA Recognition Day at the Barksdale NCO Club on September 15th. The honored guests were former POW's and POW/MIA family members. The program was prefaced with a message from President George Bush regarding this day of observance. After presentation of colors of all the services, and introduction of honored guests including civic leaders and notables of the Shreveport/Bossier City metropolitan area, a number of military POW's of the various services (including me), there was a formal presentation of POW medals to all those scheduled at this event. (We had our own presentation of POW medals that evening at the 34th dinner at the Officers' Club.

We had a delightful lunch, with excellent service, food, company and music by the Eighth Air Force Band. Ruby and I were hosted by Captain Lahman, an outstanding example of our current crop of young Air Force officers who will provide our leadership in the future. (Shades of young Tom Ritchie!)

The speaker was Colonel Robert M. Slane, who flew with the 91st B.G. in England, spent 19 months in the German prison system, stayed in the Air Force on various assignments and eventually, became Base Commander at Barksdale, where he retired. A most interesting man. All of our own ex-POW's would certainly have enjoyed this one.

THE GROUND CREWS

Recited by Bill Creer at the Banquet

Oh, The flyers get the glory,
And they draw the flying pay.

They swagger all around the field,
And have a lot to say.

But I'll tell you all a secret,
And I'll certify it's true.

A flyer isn't worth a damn,
Without a good ground crew.

THE GREAT DEBATE

Dear General Membership;

There is a debate brewing within the Board of Directors that everyone should be aware of. The issue is divided. At present the majority of the board vote "NO". A "thin" minority votes "YES".

The issue, simply stated, "Should the editor send every issue of Mendlesham Memories to every known and found former comrade, whether a paid member or not?"

The "NO's" claim:

1. Those men show no interest, whatsoever, in our development or programs.

2. They don't want to join and pay dues. They have had every opportunity to do so and haven't.

We now send everyone one copy (the reunion issue and roster) every year and that's enough.

4. The expense isn't worth it.

5. They don't want us; We don't want them.

The "YES'S" CLAIM:

1. Everyone is worth something. Money is not a problem in this organization. Cost here is minimal.

2. Our only source of growth are these members... there is no other "market" available to us, so we must "fertilize" them, or fold.

3. Every different geographical location of our reunion cities lies near many possible prospects and we should encourage them to attend.

4. If we cut them off...we cut our own throats. They are all we have left and would be more valuable as members than a large bankroll.

5. They are our brothers-in-arms and we should invite them to rejoin us.

I hope I have stated each side fairly. I feel I failed when I didn't present it at the general meeting in Shreveport. I'd appreciate your written comments to the editor. I expect to raise this issue in Seattle. As you may have guessed, I'm one of the few "YES's".

George Ritchie
Past President

Visconti, Salov, Warren & Larson, 4th Sqdn., 1944.

GOLF TOURNAMENT REPORT

by Co-Chairwomen June Schrupp & June Ritchie

Because of a National Volunteer Firemen's Convention our original golf plans had to be adjusted. It appeared that every volunteer fireman and their ladies throughout the country were in attendance and all were golfers. Their influx necessitated our moving our tournament to Barksdale AFB Country Club. Lonnie Crook was responsible for securing adequate tee times for our members and we actually profitted by the inconvenience. Golf pro Tom Rillie was very cooperative and the members and guests enjoyed his course and took advantage of the fair prices on his merchandise.

When the "dust" settled Ed Lonergan and June Schrupp were the Low Gross winners while Dana Schrupp and June Ritchie the Low Net. Closest to the pin contest was won by Hilton Vincens. All winners received a $15.00 cash prize.

Please join us for play in Seattle.

Missing: June Ritchie

June Ritchie-Missing: Hilton Vincens, Ed & Bea Lonergan, Dana & June Schrupp, George Ritchie, Earl Maciel, Ray Hinchee, Jack Odom, Bob Wright, Lonnie Crook, Roy Ballantyne and Bob Cole.

Ode to the Ground Crew

Composed and sung by
George Ritchie, June Ritchie and Hal Province
to the tune of Bob Hope's music.

Thanks for the mem-or-ies,
Those worried days of yore,
  on Eng-land's for-eign shore,
You pumped the gas for all the brass,
  they al-ways wan-ted more,
Yes, thank you so much.

Mendlesham as-signed you a cas-tle,
Spare parts, oil and gas were a has-tle.
Your crew chiefs were boss, they ha-ted a loss,
It mat-tered to you; you loved that crew.

Thanks for the mem-or-ies,
Of you guys on the line, wor-king all the time,
To fix the bird, de-feat the nerd
  that lived across the Rhine.
A good job it was!

Man-y's the time that you wai-ted,
In snow or in rain, yet you wai-ted.
For us to show, so you could go,
Back to your hut, which was-n't much.

Yes, thanks for the mem-or-ies
Of darts and tarts and chips,
  do you re-mem-ber such?
I think of you, and I'm so glad,
  that we are still in touch!
Yes, thank you so much!

There was the week before D-Day
When you had your first three day pass,
You wan-ted to go but you couldn't,
You knew if you went, they'd have your ---!

Thanks for the mem-or-ies, when we were off to war,
in a B twen-ty four, You flew along -
to prove the song - You ev-ened up the score,
Oh, thank you so much.

How many times have you pon-dered
What happened to Mike and to Bill?
We've not been a-ble to find them,
I won-der if we ever will.

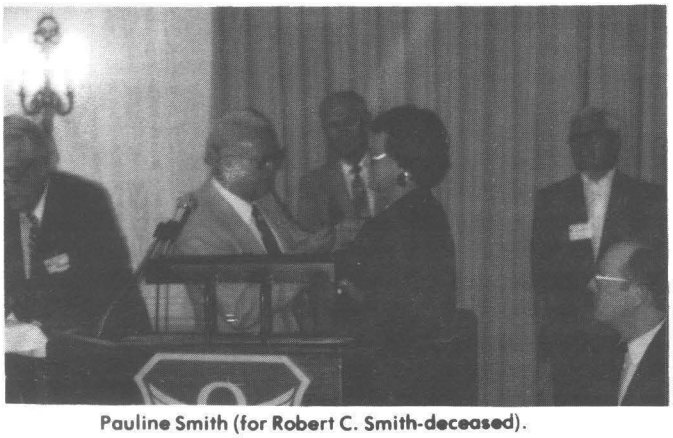
But we'll keep on loo-king,
  thru phone books by the score,
Ray has from shore to shore.
We'll look thru them, then look a-gain,
  un-til we find some more.
We miss you so much!

So thanks for the work you've done.
If it wasn't for you, we would-n't be through,
We'd still be there, up in the air,
And losing all our hair,
We thank you so much.
YES, THANK YOU SO MUCH!

GEN. BILL CREER PRESENTING P.O.W. MEDALS

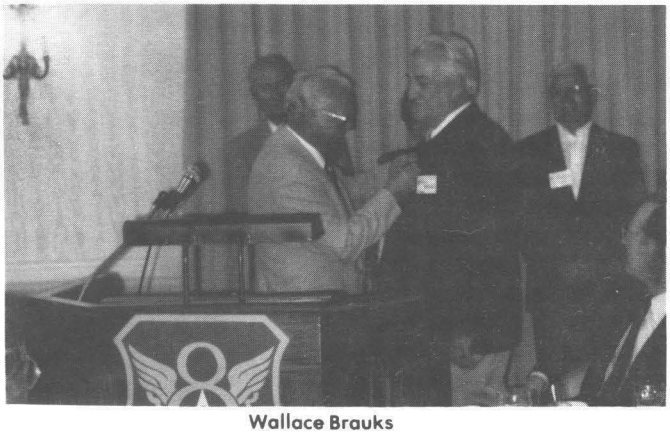
George Carroll

Walter McAllister



Pauline Smith (for Robert C. Smith-deceased).

George Ritchie



Wallace Brauks

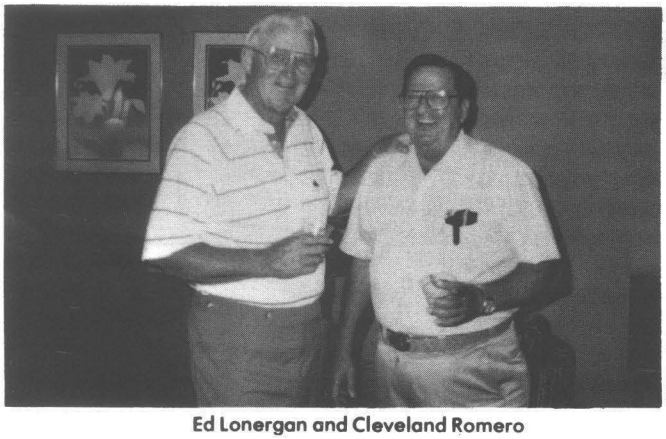
Leonard Fix

Paul Shull

Cleveland Romero

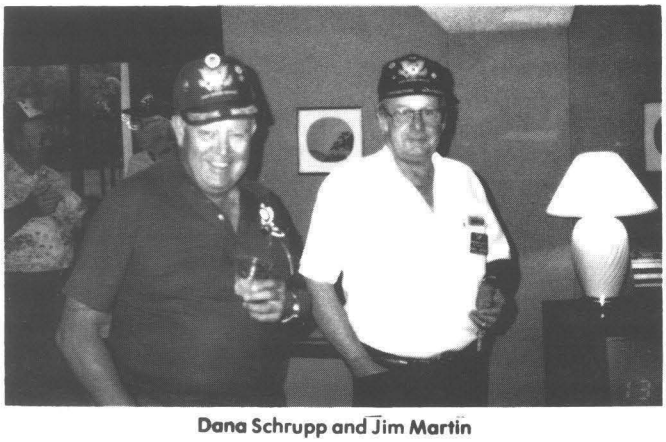
Ed. note: Roy Jones and Paul Sims also received medals but we have no photos.

HOSPITALITY ROOM

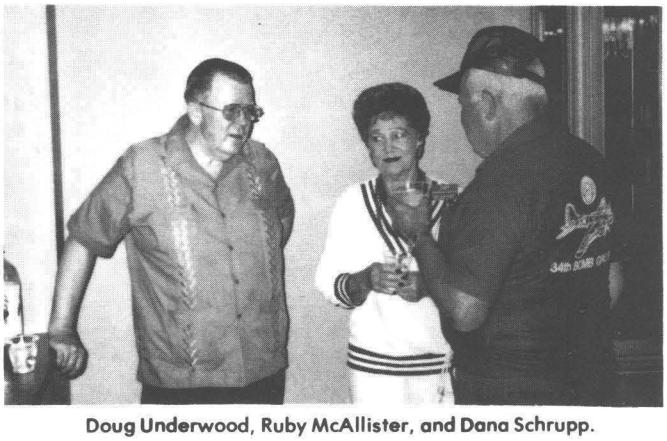


Ed Lonergan and Cleveland Romero

Kivett Ivey, Jim Martin, and Bruce Sothern.



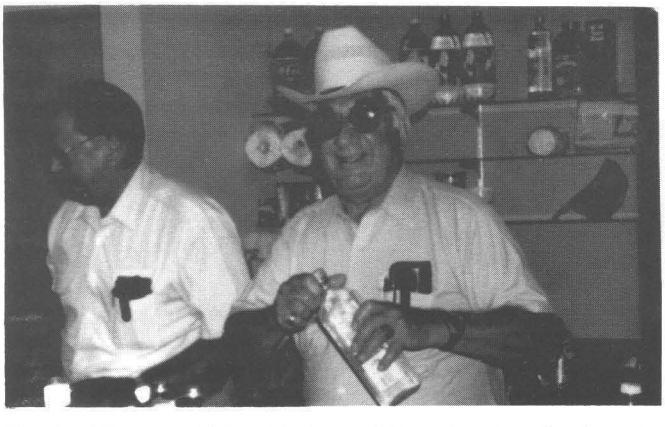
Dana Schrupp and Jim Martin



Doug Underwood, Ruby McAllister, and Dana Schrupp.

Gerry Pine and Harold Rutka, everybody's favorite barkeeps.

Enjoying the Hospitality Room.



Cleveland Romero with Sam Baglio modeling a twenty gallon head in a ten gallon hat (Sorry 'bout that, Sam).

Enjoying the Hospitality Room.

REUNION '89 BARKSDALE AFB

Boarding buses for trip

Members arriving at Walk of Memories for dedication.

Busload heading for Barksdale AFB.

Unveiling our monument

Walk of Memories at Barksdale AFB. 34thB.G. Memorial is 1st to be dedicated.

Dedication of our monument

Color Guard at dedication of our monument

John S. Smith & Ray Summa with our monument

REUNION '89 BARKSDALE AFB

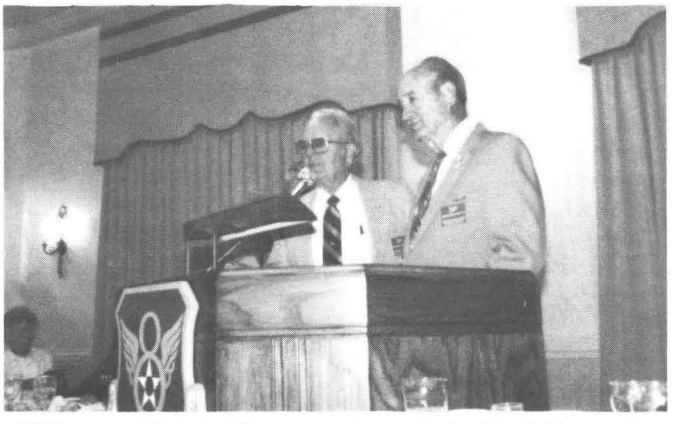
Spectators at Retreat

Missing Man formation performed by A-10's

Spectators at Retreat

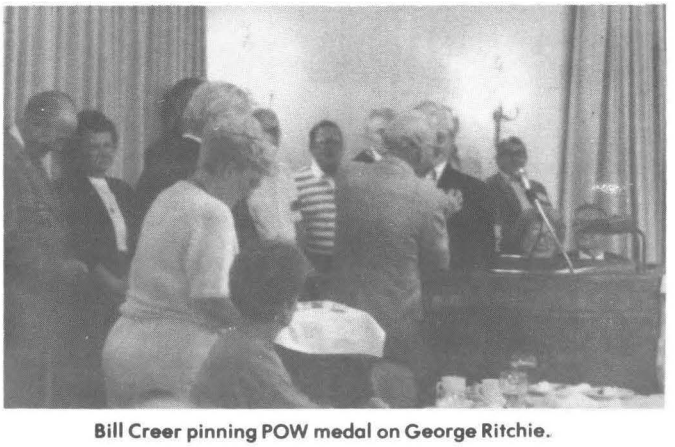
Elsie DiNenno in front of parked B-52.

Spectators at Retreat



Bill Creer and Walt McAllister at podium at Barksdale AFB banquet.

B-52 Fly-over



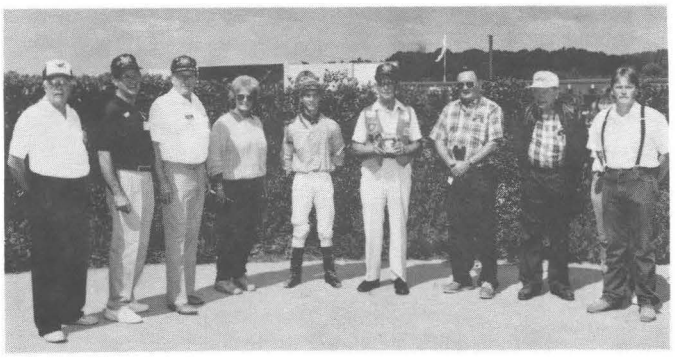
Bill Creer pinning POW medal on George Ritchie.

REUNION '89 ACTIVITIES

Breakfast room at the Sheraton Pierremont Hotel.

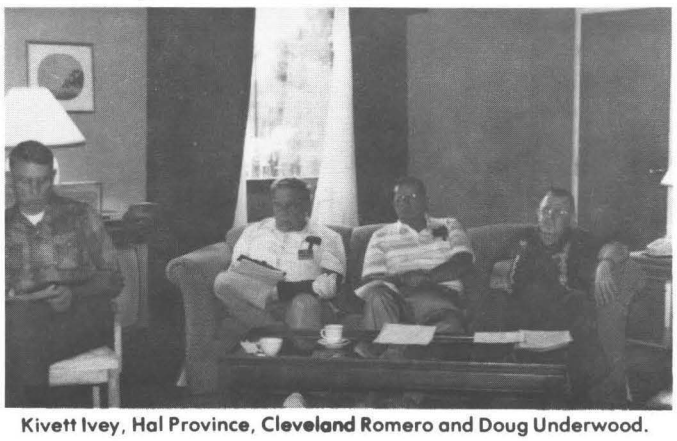
Getting down to business in the Board Meeting.

Tom & Mildred Newton in the breakfast buffet line.



Group at Louisiana Downs: Ray Lester, Jack Hood, Jim Martin, Horse Owner, Jockey, Bob Wright & Trainers.

PX and registration desk in lobby.



Kivett Ivey, Hal Province, Cleveland Romero and Doug Underwood.

Attendees at Board Meeting: front row: Lonnie Crook, Bob Wright, George Ritchie, Kivett Ivey, Sam Wolstencroft.

Back row: Bruce Sothern, Vern Ames, Wally Brauks, Jack Farley, Gerry Pine, Harold Rutka, Cleveland Romero, Doug Underwood. Not shown: Walt McAllister.

REUNION '89 FESTIVITIES

Bernie & John Farley, Genevieve & Harold Rutka.

Jack & Dorothy Clarkson, Denton & Eileen Armstrong

Doris and Wallace Brauks

Teresa & Louis Tamburro

Elbert Swenson, Val McClellan, Lyn & Clyde Willis

John Sloyne-Smith, Sylvia & Carroll Forister

Hal & Jan Province, Mary & Tony Coutros

Frances Sims, Betty Antanovich, Alex Antanovich, Paul Sims

REUNION '89 FESTIVITIES

Ray & Alice Kaiser, Martha & Ken Lewis

Vivian & Bill Creer, Roy & Kate Tavasti

Bob & Liz Campbell, Libbie & Fred Scherr

Marge & Ralph Bush, Pauline Smith

Bill & Nita Brown, Muggs & Bruce Sothern

Frances & Jack Ashburn, Tom Wright

Laura & Miguel Lopez, Sam & Peggy Wolstencroft

Claude & Audrey Gibbs, Marie & Gerald Holmes

REUNION '89 FESTIVITIES

Tony & Joan Habiger, Henrietta & Cleveland Romero

Fred & Virginia Muente, Charles & Isabelle Billman

Carl & Peg Stemen, Imogene & Carl Freysinger

Marian & Jack Share, Earl Frank, Jim Troup

Henry & Audrey Tobiason, Chaplain David & Leona Lefkowitz

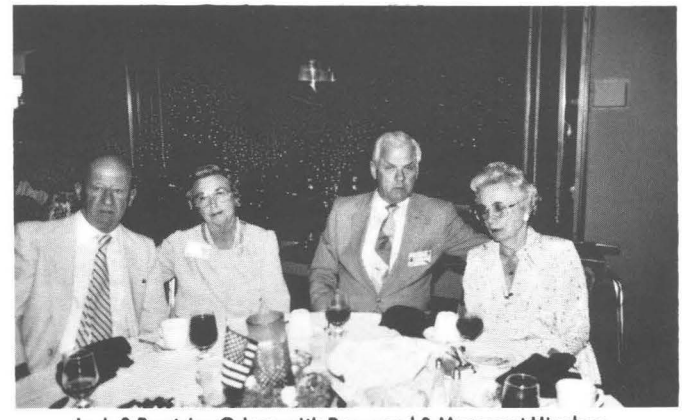
Bill & Jeanne Abraham, Russell & Martha Reed

Edith & Bob Dees, Dale & Margie Finley

Charles & Roberta Barclay, Allen & Agnes Israelsen, Sam & Lee Baglio

REUNION '89 FESTIVITIES

Ray Brown, Tom & Ginny Beauchamp, Carl Nichols

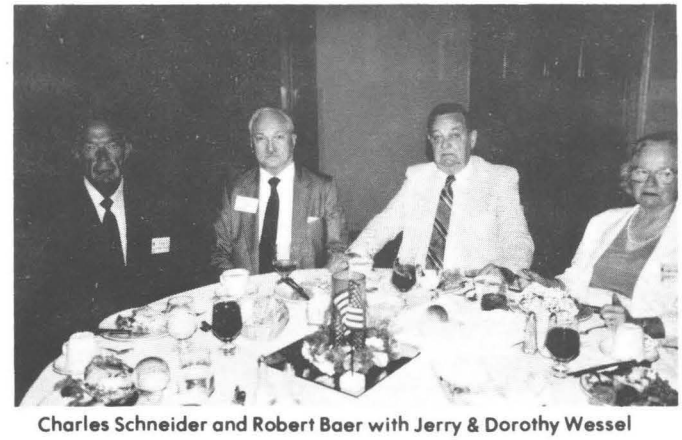


Jack & Beatrice Odom with Raymond & Margaret Hinchee

Claude & Genevieve Conklin, Harriet Brown, Gene Tanking

Mildred & Tom Newton with Willie & Harry Perry

Lonnie & Dorabel Crook, Millie & Vern Ames

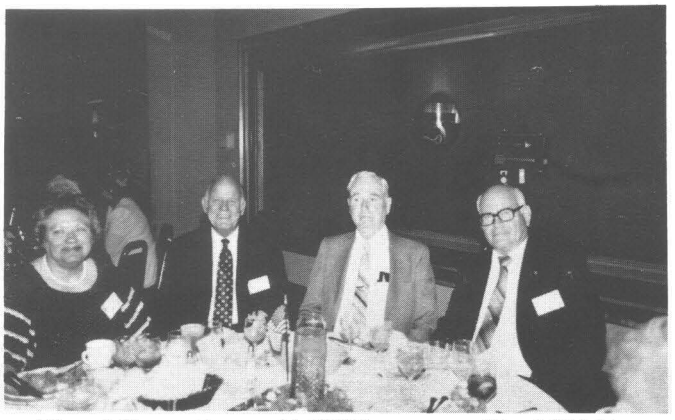


Charles Schneider and Robert Baer with Jerry & Dorothy Wessel

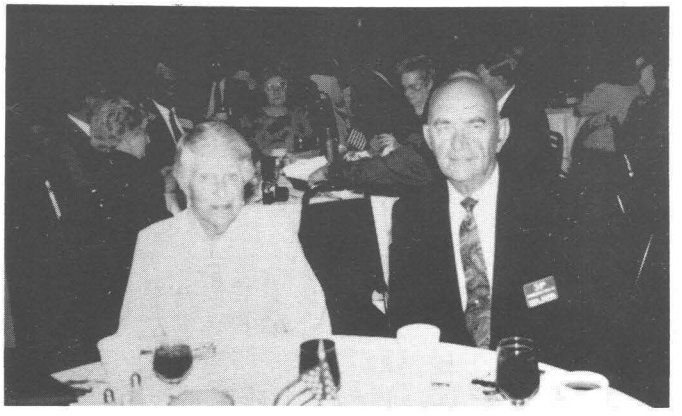
Vern Ames, Hannah & Ray Summa, George Ritchie

Garland & Marcie Neal with Marge & John Bloczynski

REUNION '89 FESTIVITIES

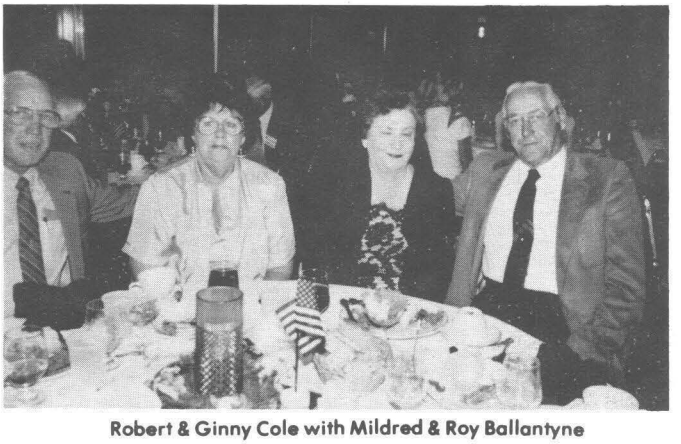


Eileen & Wooten Young with Cliff Thompson and Burch Wright



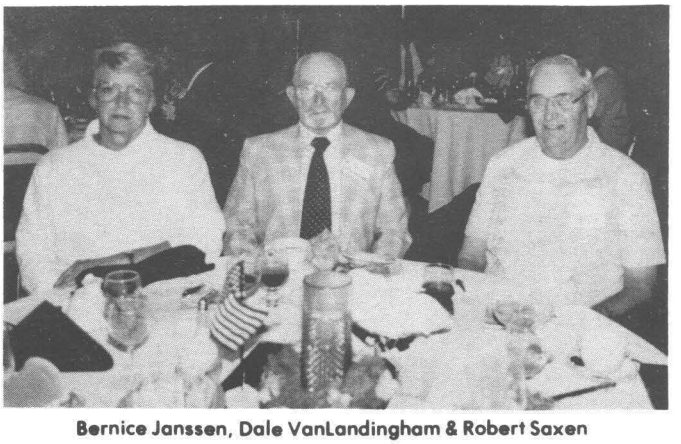
Helen & Earl Maciel

Willis Griffis and Don Allen with LaVonne & Wyatt Jones

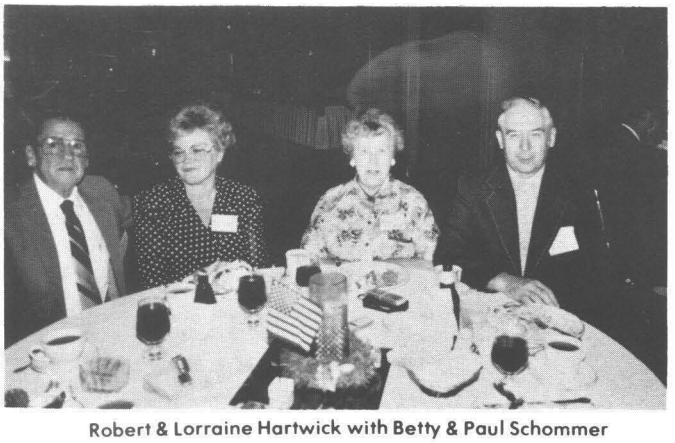


Robert & Ginny Cole with Mildred & Roy Ballantyne

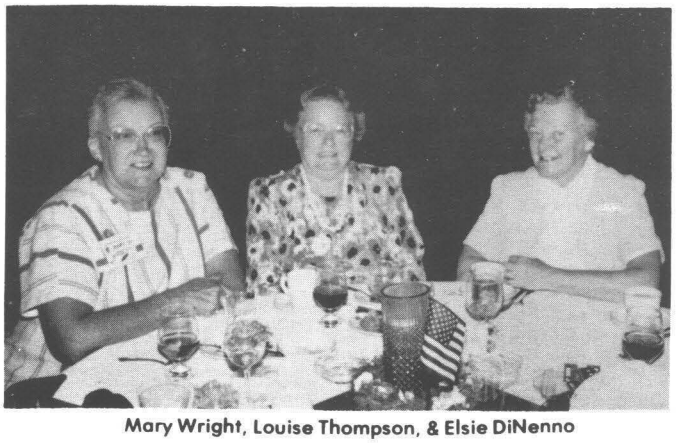
Verbal & Betty Holcomb with Jean & Ambers Hanson



Bernice Janssen, Dale VanLandingham & Robert Saxen



Robert & Lorraine Hartwick with Betty & Paul Schommer



Mary Wright, Louise Thompson, & Elsie DiNenno

REUNION '89 FESTIVITIES

Jean & William Schildman with Esther & Bob Wright

Kivett & Lucille Ivey with Paul & Pauline Shull

James & Louise Alexander with Elly Veon & June Wuertz

Laverne & Wayne Howarter with Grady Deatherage and "Pete" Gray

Herb & Eunice Donahue with Mary & Leonard Fix

Paul & Beryl Anderson with Charles & Rose Sakal

Loretta & Emmet Klusmeyer with Guy & Mary Belle Tooley

Beulah & Dexter Jordan with Ginny & Bob Gradin

REUNION '89 FESTIVITIES

Edwin & Mary Lou King with Frank & Jo Forde

Jack Hood, Raymond & Mary Ruth Lester with Sam Turnipseed

Byron & Mary Sheesley with Birgit & Edward Lonergan

Merrill Scharmen, Harold Heikkila, Audry Scharmen & Betty Heikkila

Ethel & John Leath with Hilton & Vicky Vincens

Evalyn & Charles Attridge with Roy & Sybil Reid

Elizabeth & Daniel Hardee with Ernie Rentz

Freddie & Cleo Baughman with Bobbie & Lloyd Boreen

REUNION '89 FESTIVITIES

Jim & Betty Martin with Ray & Bula Palmer

Mag Bates, Ray Brydge, & Benjamin & Edith Zeldes

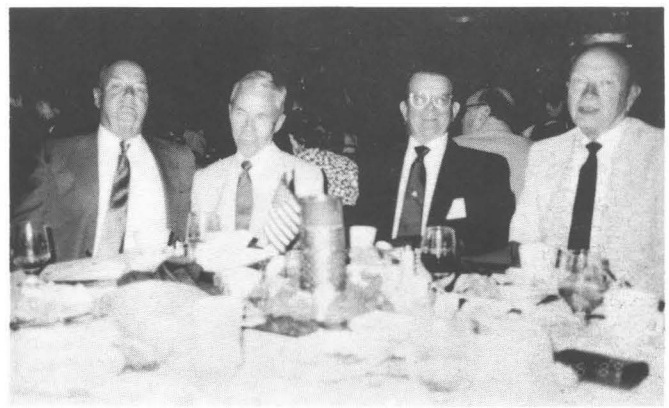
Ken & Kathleen Paxton with Juan & Mattie Perez

? -- ? -- Roy Jones & Frank Hartman

Joye Oliver, John Pelley & Milton & Elaine Braveman

Ray Grinrod, Ruth Catalan, with Marjorie and Oral Walker

Darrell Bulis with Glen & Daisy Brydge



Henry Butler, Mike Jacobbauski, Bryant Grimes, Robert Schwartz

REUNION '89 FESTIVITIES

Peggy Schwartz, Bonnie Butler, Margie Jacobbauski, Myrtis Grimes

Walt McAllister, Pauline Smith, George Ritchie & George Carroll at festivities. Paul Shull in background and Roy Jones at extreme right.

Ronald & Martha Simpson, June & Dana Schrupp

Pres. George Ritchie accepting a diary of his wartime experiences from Ray Summa.

LaRue & James Miller, Frank & Bettie Ray

Passing the gavel

Ray Summa accepting U.S. Flag from President George Ritchie

MORTON ABRAMS - Boca Raton, FL

I enjoy Mendlesham Memories and look forward to reading it front to back. The September issue contained two surprises for me. The first, on page 3, was a photo of Mike Derenge, our crew's tail gunner. The next, on page 7, was a photo of our crew taken in Gulfport, Miss. prior to flying overseas and becoming assigned to the 18th Sqdn., 34th B.G., which took place in Sept., 1944. We were a replacement crew and we called our assigned aircraft "LUCKY 13". Our ground crew chief was Clarence Squires.

Yes, you were correct; the picture included Michael Derenge. The crew shown are: Kneeling, L. to R.: Fred Reo, Mike Derenge, Walt Zell (deceased), Jim Langdon and Ernie Brown. Standing, L. to R.: Jack Black (deceased), Jack Whittaker (deceased), Mort Abrams, Bob Steiner and Ed Croom.

The crew was released from further combat in the ETO on March 10, 1945 when we flew our 35th mission. Our squadron commander during our combat tour was Major Frank Crabtree. We all returned intact - not too much the worse for the experience.

****

WILLIAM FANDEL - San Antonio, TX

You people are doing a fine job with the association which, I'm sure, is appreciated by all. Thank you.

****

GERALD HOLMES - Grand Prairie, TX

Had a long talk with Pete Gray at the reunion. He looked and sounded better than I've seen him in years. He was my crew chief on the "Tiger Rag" until the B-17s showed up.

I don't know how many people tell you and Rose what a magnificent job you are doing with Mendlesham Memories. I, for one, would like to express my appreciation for your excellent work and talent, and extend my thanks.

MARGE (RALPH) BUSH - Springfield, IL

We thought the Shreveport Reunion was one of the best. The weather was perfect, our rooms were comfortable and attractive, and the Hospitality Room opened onto the patio and pool area. The tours of Barksdale AFB and the Museum were interesting, and the POW and Memorial Ceremonies were very moving. We were sorry the B-1 bomber didn't make it, but climbing up into a B-52 was exciting enough!

George Ritchie and his helpers did a great job. I wish you could have heard his parody on "Thanks For The Memories". Do get him to put that in your newsletter. (Ed. Note: We have it and it's in this issue.)

****

WILLIAM "PETE" GRAY - Virginia Beach, VA

Was going to send some stuff to you about a month ago, but came down with a bad summer cold. It hung on and kept getting worse so I went to the medics and found a lot of congestion in my right lung. No wonder I was having a hard time breathing. They put me on medicine that really did help - can breathe a lot better. They said I was just a step away from New Monia. (Never could spell that!)

I'm doing better every day, but am keeping my fingers crossed - don't want to miss the reunion. I'll sure be there if something else doesn't happen to me in the meantime. As Art Linkletter said, "Old age ain't for sissies!". (Editor's note: "Pete" made it to the reunion according to our list of attendees.)

****

ROY TAVASTI - Pismo Beach, CA

It was the concensus of most of the troops attending that the Shreveport reunion was one of the best. Lonnie and Dorabel Crook, as primary organizers and coordinators for this affair, did an outstanding job and certainly merit our unconstrained accolades.

After the reunion we went down to New Orleans (Nawlins) for a few days with Walt and Ruby McAllister. Kate had never been there, and I have to confess that I'd only been there one time before. That was in 1942 so things didn't appear the same except for the French Quarter. Naturally, Mac ended up being the tour guide. We ended up having a grand time with these troops and Mac constrained himself and didn't flaunt his clout as "El Presidente" of the 34th B.G. Assn.

****

JAMES MARTIN - Santa Anna, TX

We all missed you and Rose at Shreveport. Hope Rose is feeling much better. I feel that we had a very good meeting there.

****

CLEVELAND ROMERO - Lafayette, LA

I thought this was one of the best reunions we've had. The reunion committee did an excellent job, especially the day at Barksdale. Henrietta and I really enjoy the companionship at these reunions, which is what it is all about.

****

HENRY NOWINSKI - Chicago, IL

Ray made my day with all the information; memories of the group, all the swell guys and places, Blythe and England. We can't make the reunion this year but maybe next year. As they say in Texas, "Y'all have a good time!".

Continued on page 25

Notes From Our Friends

Continued from page 24

BILL YOTHMENT - Crown Point, IN

I want to comment Ray and Hannah on their efforts to organize and hold together all the ex-members of the 34th Bomb Group. And the Mendlesham Memories certainly is a product of more effort, time and thought. As busy as I am, I read every word as it brings back memories of a long time ago. I'll make a real attempt to contribute some material to it in the near future.

****

HARRY ACKERMAN - Trophy Club, TX

While reading the 8th A.F. Memorial Assn. News, I discovered that the 34th B.G. was to hold a reunion in Shreveport, LA in September. Until that point in time I had no idea that there was a 34th B.G. Assn. of any kind, although I did obtain a copy of the 34th B.G. Book on a visit to Wright-Patterson AFB in 1986.

I contacted Ray Summa, advising him that I am alive and well, despite what former buddies in the 91st BG (H) might have been told in 1946 about my demise. June and I decided to move to Texas early this year and settled in Trophy Club (after 4 years in Boise, ID) about 12 miles west of Grapevine where son Mike and family live.

****

MICHAEL A. RUSSO - Scarsdale, NY

During the last few years I have had a great enjoyment reading the 34th B.G. Assn. quarterly newsletters. I have recently been promoted into several different positions and am now Vice President-Cargo Sales; TWA Worldwide. These promotions have kept me extra busy and, consequently, whenever the group has had a reunion, it has conflicted with my schedule.

I keep reading how Ray and Hannah have enjoyed experiences with new friends that they've met at the annual reunions. How I wish I could participate in at least one of these reunions.

****

Walt Sturdivan wants to know where this B-24 with the "0" tail marking came from and what it was doing in our formation.

JOHN G. MANGAN - Gloucester, MA

Wish I could say that I'd be seeing you all at Shreveport but I'm afraid I can't. I'm involved with the task of writing a book on the Battle of France and the Low Countries, Belgium and Holland, from 10 May, 1940 to 22 June, 1940. The book will cover the air operations involved in the battle. I submitted the book idea to a publisher back in July and they were very interested. The book will be breaking new ground as, to my knowledge and the publisher's knowledge, it has never been covered in previous books on the subject.

At the present time I am hard at it gathering reference material, getting the writing underway and gathering technical material on all the aircraft involved. There were about 70 types of aircraft involved and six air forces; the British RAF; the French Armee de l'Air and Aeronavale; the Belgian Ae'ronautique Belge Militaire; the Dutch Army Air Division, Luchtvaartafdeling; the Italian Regia Aeronautica; and, of course, the German Luftwaffe. I will probably need the official history for all these air forces as reference material.

The book will probably require a visit to the historical branches of these air forces in Europe. So, I think I will be busy for the next year or so.

****

JOE MORRELL - Johnson City, NY

I will not be at the reunion this year. About the first of August I was helping my daughter move and twisted myself with a load of boxes and lost my balance. I strained my stomach trying to break my fall. It sure hurt. I went to my doctor and he set up some tests for me. These took two weeks and they found a spot on my colon.

The doctor was on vacation so this held up things. Anyway, on Sept. 4th I will go to the hospital in preparation for my operation on the 5th. I'm quite sure everything will turn out all right. If nothing else happens I'll be at the next reunion. Tell the guys I was asking about them. Many of them won't remember me.

****

GLENN MILLARD - Whitewater, WI

Thanks for your letter welcoming me into the 34th B.G. Assn. And thanks to Merrill Scharmen for my first year's dues. It shows the kind of people who make up the 34th.

Sorry, I will not be able to attend this year's reunion, but hope to attend others. I had the opportunity to revisit the old air base at Mendlesham about 3 years ago.

****

MARY LOU (OTIS M.) GRYDE - Kailua, HI

I am enclosing a copy of the obituary for Otis, a member of your group. He really enjoyed receiving the newsletters and had checked a lot of the names of people he remembered.

****

WILLIAM G. SHOVE - San Diego, CA

The B-24 50th Anniversary observation was held here in San Diego, last month. Unfortunately, I didn't attend the meetings because I couldn't afford the $95.00 registration fee they wanted.

Continued on page 26

Notes From Our Friends

Continued from page 25

GEORGE H. KLINE - Burnt Hills, NY

This will be the first year in several years that we shall miss the reunion. So we will not have the fellowship and good times of other years. I will miss the walkway Memorial dedication and seeing what the museum in Shreveport has to offer. However, we are looking forward to the Seattle reunion and the Mendlesham trip.

****

KIVETT IVEY - La Grange, NC

The Shreveport reunion was the most outstanding reunion I have attended. All who participated in the planning and "working" deserve a big "THANK YOU!".

You know George Ritchie saddled me with a "video" project and he asked all who were making videos to forward me a copy. So far I have received a copy from Al Israelsen of Silver Spring, MD. I will wait a month or so and see if I get any more - and then start on the project. Most likely it will be next year before I get finished.

****

ANDREW FERENCE - Stafford Spring, CT

Was very distressed to read in the latest M.M. of the demise of two of my best friends from the 391st - Ray Haskiewicz and Hugh Kester. I often wondered what happened to them and now my mind has been put to rest with the knowledge that they are no longer with us.

Have booked passage to spend Christmas in England with my wife's family. Hope to see or get in touch with our friend Patrick Taylor from Ipswich.

****

JED BOUTY - Spalding, MI

Back from the hospital. Was in there in May, July and September. They tried twice to open an artery with no luck. This time was like putting in a new hydraulic line. Should be O.K. now.

I did want to go to Shreveport just to see Hal Province but couldn't make it. May drive down this winter to see him when we go south.

****

JOHN TERRY - Glendale, CA

I avoid overnight travel but am planning on Seattle. I have been pondering spending a night in Santa Maria, CA from where I could see Roy Tavasti and Jack Kinney and a cousin of mine who lives in Santa Barbara.

Some people react to widowhood as a new freedom. I had lived a life of being so spoiled that I found being widowed brought me greatly expanded responsibilities for which I am still ill-prepared. I can't even find time to seek another wife.

****

ROLAND BEACH - Santa Ana, CA

For the reunion at Shreveport I am mailing a new dish towel with a map of East Anglia and the WWII air bases, both RAF and USAAF. Trust that all will have a fine time together at Shreveport. It's too far away for me to travel from my doctors, but if the event were held in Anaheim, I could drag my tired old body three miles to get there.

****

DR. MILTON BRAVEMAN - Harrisburg, PA

At a reunion laden with highlights, two episodes stand out for me. First, a long sought and fabulous reunion with my bombadier, John Pelly. We hadn't seen each other since Dec., 1944.

The second incident was to have a profound effect on everyone at the reunion and I'd be grateful for its inclusion in MM. John Bloczynski introduced me to his tail gunner, Harold Carothers. The usual amenities were exchanged; "Where are you living now?, Have you been to previous reunions?, When did you get to Mendlesham". I don't know what question triggered a response from Harold that kept me spellbound. He outlined a fascinating service record from pre-Pearl Harbor days at Clark Field in the Phillipines, through aerial gunnery school and his 22 missions with the 92nd BG where he was the only survivor of his crew. This was followed by some 20 additional missions with the 95th and 100th Bomb Groups. With each of these groups he lost more crew members and suffered severe wounds. He was returned to the States for R & R and assigned to PR duty to boost the sale of War Bonds.

He requested and received orders back to the 8th AF where he was assigned as tail gunner with the Wyatt Jones crew of the 18th Squadron. Only with the 34th BG did he complete a full combat tour. He was at flight engineer school when, at Gen. Hap Arnold's directive, Harold was transferred to the Pacific Theater. The second of his two missions in B-29's was the last bombing of Japan. (Incidentally, he was over Berlin the first time that city was attacked by the 8th AF.)

At the group's business meeting, from the podium it was stressed that Harold's history be documented and recorded for posterity. The 34th has its share of heroes. Harold Carothers is a hero among heroes!

****

HENRY TOBIASON - Remer, MN

We both feel that it was a very good reunion; in fact, one of the best. The food and quarters were both excellent and the planning and organization was very good. The day at Barksdale was wonderful. The Dedication service and the Retreat will stay in our minds forever.

Continued on page 27

Jim Hollowell & Don Tuttle in London, 1944.

L. to r.: H. Arnold Prillaman, Henry Cross & Jack Ashburn in front of their quonset hut.

Notes From Our Friends

Continued from page 26

JOHN SLOYNE-SMITH - Tinton Falls, NJ

Shreveport was a very nice reunion. When that big bomber flew over at such a low altitude things got a little noisy. The memorial and the service were beautiful and it appears the 34th had another "First".

WALTER STURDIVAN - Stockton, CA

I would like to know the crew number or pilot of the crew that ditched just short of Dakar on the way from Blythe to Mendlesham. As I recall, the B-24 floated on empty gas tanks long enough for the crew to be safely rescued by motor launch out of Dakar.

I certainly enjoy the Mendlesham Memories and look forward to each issue.

****

JOHN HOHNSTREITOR - Pass Christian, MS

Since I retired in 1961 I have built three homes plus a 42 ft. sailing catamaran. The catamaran took me five years to finish; I couldn't use the glue below 55 deg. so I didn't get much done in the winter. I used it for 7 years but couldn't get my wife on a trip so I sold it to a Dutch school teacher on Aruba.

I had a slight stroke a year ago in April and have never got my balance back. I can still play a little golf and live on the fifth hole of the Pass Christian Golf Course. I live in the house where I spent Hurricanes Besty and Carmella. I have remodeled the house extensively and will probably end my days here.

****

PETER STAMPON - Gray, ME

This has been a rather rough year for me. I have been in and out of the hospital several times. My most recent stay was at the Maine Medical Center in Portland. I was there from Aug. 6th to Sept. 10th. On Aug. 7th I had a heart operation which included a triple by-pass. On Sept. 6th I had a cancer removed from my colon.

I am now at home and have a two-month recuperation period to look forward to. The doctors say that, in that time, I should see a great improvement. The recuperation is slow but I am beginning to see some improvement.

My wife and I are still hoping to make next year's reunion in Seattle. We have been grounded for this year - hopefully next year will be better.

****

NEWS FROM HERE AND THERE

From JUNE RITCHIE we have the following excerpt from a newspaper item:

Recently a bill was passed by Congress entitling veterans to a dividend on the G.I. Insurance they carried when they were in service. This is regardless of whether or not they still carry this insurance. They will not receive this dividend unless they ask for it. The VA urges all veterans to apply regardless of whether or not they still carry this insurance. The VA will check it out for them. A sample letter follows:

Veteran's Center
P.O. Box 8079
Philadelphia, PA 19101

Dear Sirs;

In accordance with the bill recently passed by Congress, I would like to apply for an S.G.L.I. insurance dividend, based on my prior military service. The specifics of this service are as follows:

NAME_____
ADDRESS_____
SGLI No. (If known)_____
Branch of Service_____
Service No._____
Soc. Sec. No._____
Birth Date_____
Date entered service_____
Discharge date_____

If you need any additional information, please contact me at the above address.

Sincerely,

(All veterans are urged to follow up on this)

Continued on page 28

Jim Gallagher, personnel clerk at 34th B.G. Hdqtrs. (Our Poet Laureate Does anyone know where he is today?).

NEWS FROM HERE AND THERE

Continued from page 27

From a JOSEPH E. MANOS we have:

The purpose of the Air Forces Escape and Evasion Society is to encourage those of our members who were helped by resistance organizations or patriotic nationals of the countries involved to continue existing relationships, or renew relationships with those who helped them during their escape or evasion.

We try to have a meeting each year, the location of which is varied for the convenience of our membership. At each of these meetings we make every effort to have foreign helpers as our guests and do our best to entertain them.

To be eligible for membership in the AFEES, one must have been a U.S. airman, he must have been down behind enemy lines and either evaded capture, or escaped from captivity to return to Allied control. There is an initiation fee of $20.00 which includes your first year's dues. Annual dues thereafter are $10.00.

If you are eligible and would like to join the group, please write for a membership form to:

Heyward C. Spinks
P.O. Box 844
Beaufort, SC 29901

****

B-24 MEMORIAL DEDICATION PLANS - On December 7, 1989, 1100 hours at the United States Air Force Museum, Wright-Patterson Air Force Base in Dayton, Ohio, the dedication of a memorial marker and tree will be made commemorating the 50th anniversary of the B-24 Liberator and the many who produced, supported, crewed and flew this legendary warplane during World War II. This brief formal ceremony will take place on the Memorial Park site grounds at 11:00 a.m. sharp.

All persons of any group, unit or organization ever associated with the B-24 and its history including the general public are cordially invited to attend this one-time, no-host, dedication milestone event.

34th Combat Crew Training School, 1943. Standing l. to r.: Jambor, Ray, Zick, Wilcox, Luhrsen, Richey, & Unknown. Seated: Fandel.

THE INTERNATIONAL B-24 MEMORIAL MUSEUM - A new, only one known of its kind, museum for the historical WWII airplane, the B-24 Liberator and all of the many that produced, supported, crewed, and flew this legendary aircraft, was dedicated on July 15th, 1989, in Pueblo, CO at its permanent "home" site and that of Pueblo's Historical Aircraft Museum at the modern Pueblo Memorial Air Terminal, the former WWII Army Air Base where many B-24 unit combat crews were trained.

The modern, permanent, building erected specially for this famous warplane's historical museum and commemorative heritage of its people has many future B-24 Liberator, exclusive "attractions" already underway. It has on current display the spectacular, one of a kind, complete WWII "Story" exhibit - the "Honor Gallery Hall of the Liberator Legends".

****

From a Mr. ANDREW BROWN JR. we have:

Most likely the members of the 34th B.G. Assn. are aware that there is a B-17, "Sally B", flying in England. Your members can help keep this memorial flying.

They can become a member of "Sally B" Supporters Club. Annual dues for an individual are $22.00, family $35.00. If paid by check rather than International Money Order, add $3.00 for bank charges.

Membership entitles you to the two issues each year of "Sally B News", an enamel membership badge, membership card, admittance to the members' enclosure at the Great Warbirds display held on summer bank holiday and, I can assure you, an extremely warm welcome at any of the thirty or so air shows in which "Sally B" participates each season. Send payment to:

B-17 Preservation Ltd.
P.O. Box 34
Horley, Surrey RH6 9RQ
England

****

From WILBUR BOROM we have the following excerpt from a newspaper story:

Geoffrey Steiner is a Vietnam vet whose dream is as simple as a seedling: to plant a tree to each of the 58,156 Americans who went to Vietnam and never came back. On a 100-acre plot in central Minnesota, Steiner, 39, struggles to bring a forest into being.

The idea came to him on Veteran's Day, 1980, when he was planting a pine tree on his property. His life has been a shambles since he came back from the war. "I was out there on my hands and knees planting this tree. I was having a few beers. I just wanted to reminisce and think about my buddies. I started crying. I looked down at that hole and got determined and said, 'I will plant a tree for every dead and missing.' I stuck that tree in the ground and I had a goal."

Since then, Steiner has planted thousands of trees, many of them by hand, using the same kind of shovel he dug foxholes with in Vietnam. Each seedling costs 65 cents. The money for the living memorial comes from donations and Steiner's monthly disability check.

If you'd like to help out, contact:

Geoffrey Steiner
P.O. Box 86
Cushing, MN 56443

Continued on page 29

Laylene Drennan winner of 34th Bomb Group Association Scholarship. Sponsored by grandfather, Val McClellan.

A THANK YOU

Dear members of the 34th B.G. Assn.:

I just wanted to thank you for sending the scholarship money to me. My husband and I appreciate it very much. I plan on graduating this coming June - June, 1990. I will have two degrees - Special Education and Elementary Education. The money will be a great help in completing my education.

I am grateful for the scholarship. Thank you, once again.

Sincerely,
Laylene Rich Drennan
(Granddaughter of member
Val McClellan)

NEWS FROM HERE AND THERE

Continued from page 28

A book entitled "Out Of The Trenches" is being written and will be a stirring eyewitness account of the sidebars of history recalling personal accounts of tragedy and triumph of the men who gave their all for the freedom of the United States.

If you have a story you would like to tell and wish to be a part of this humble masterpiece of history, please write for further information to:

Out of the Trenches
c/o South Georgia Business Journal, Inc.
P.O. Box 2036
Thomasville, GA 31799

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Willis Griffis stopped over at the Air Force Historical Research Center at Maxwell Field, AL on his way home after the reunion. He has found a considerable amount of historical data regarding the 34th B.G. from 1940 on. If you're interested in any of this historical data, please contact Willis direct. His address is: 90 Commonwealth Ct. Apt. 2, Vernon Hills, IL 60061.

ROSE'S CORNER

I always knew that being a member of the 34th B.G. Assn. was very special. This was proved to me in September when I received many beautiful get-well wishes from you wonderful people. I feel very well now and we're sorry to have missed one of the best reunions so far. Thank you all for caring.

St. Mary's Church in Mendlesham sent a very informative letter telling what they are doing to prevent further deterioration of property. Because of the interest in this project I'm printing the letter in its entirety:

Dear Mr. Summa:

Mr. Eric Bauly, late Treasurer of St. Mary's, Mendlesham, has passed to me your two letters together with two cheques for $2,000.00 and $25.00 respectively, and, as current Treasurer, I wish to convey to you and the members of the 34th Bomb Group Association the very grateful thanks of myself and our Vicar, Rev. Philip Gray, and all members of St. Mary's Church here in Mendlesham, for the generosity of these gifts towards the cost of our Restoration work on the fabric of the church which we have been carrying out during the past eighteen months, and is still in progress.

The cost of this restoration work is expensive, as I know you can appreciate from your own experience in the United States, but with the help of members of our church and others including those of your splendid Ass'n. we have been able to get the north and south aisle roofs releaded, with new gutters and restored rainwater pipes, a new floor area laid adjoining the entrance doorway, considerable repointing of the external flintwork to the southwest face, as well as other miscellaneous works that needed attention to prevent further deterioration from damp and rainwater. Of course, there are many other items of work of varying sizes that require attention, but we shall continue to carry out these works as far as our resources allow. So you and your generous Ass'n. members can rest assured that the money you have sent us will be put to the very best use that we can make of it .

We do thank Rose Baldea because she has written in your newsletter about St. Mary's which has brought such a wonderful response, and have noted your comment about the list of men killed when in combat while stationed at Mendlesham, and will be most pleased to have a copy of that list for our records.

On behalf of our Church and Parish, thank you all for your generosity, and we shall look forward to seeing all those of your Association here in 1990.

Yours most sincerely,
Brian Creegan,
Treasurer and Churchwarden

P.S. Won't it be exciting to see all the improvements made when we go to England next year? It will be wonderful to point out the various places in the church which have been improved with the help of the 34th B.G. It's a good feeling.

Eli and I wish you all a VERY MERRY CHRISTMAS and a VERY HAPPY AND HEALTHY NEW YEAR!

RETURN TO MENDLESHAM

May 17-25, 1990

Tamarac Travel, Inc. has sent us a preliminary announcement of the planned 34th Bomb Group's return to Mendlesham. The land package at $779.00 per person (add $120.00 for singles) includes:

- 2 nights Novotel Hotel, Ipswich, May 18-19
- 2 nights University Arms Hotel, Cambridge May 20-21
- 3 nights London Tara, London, May 22-23-24 (air-conditioned)
- Visits to Duxford and Hendon Air Museums
- Full English breakfast daily
- 4 dinners, Ipswich and Cambridge
- Participation in Memorial Day services at Cambridge
- All taxes, tips and Value Added Taxes (VAT) included
- Fully escorted by Tamarac Travel
- All transfers by deluxe motorcoach
- Visits to Mendlesham and local sightseeing
- Half-day sightseeing tour of London including the Churchill Cabinet War Rooms.

Please note that airfare is additional from your home city and return. Tamarac Travel will do all airline ticketing to obtain the best possible airfares and to insure coordination between arrival and departure times.

A complete application will be mailed to everyone at a later date. PASSPORTS ARE REQUIRED - no shots or visas.

STRUGGLING TO COMMUNICATE

The story of one of our members from the Fort Collins Coloradoan

Cecil Neth can't breathe anymore. He can't eat, or smoke a cigarette, or drink a martini, or move a muscle below his neck. But he can still smile.

Today finds Cecil Neth in bed, totally paralyzed and unable to speak, connected to a maze of life support equipment. He is a victim of amyotrophic lateral sclerosis, also known as Lou Gehrig's Disease after the famous baseball player. Neth calls it Cecil's Disease.

His mind is as lively as ever. It's perhaps ironic that ALS - an untreatable, progressive disease that destroys one muscle after another - is painless. The frustration of not being able to live a normal life is pain of another sort.

By now, Neth has had to surrender almost total control of his body - all but an eyebrow. After a lifetime spent with words (He was a journalist), Neth now talks with an eyebrow switch attached to a headband. That switch is connected to a Chicago foundation's computer system that has become something of a lifeline for Neth. He characterizes his situation as "macabre".

"There is an active mind struggling to communicate from within a mute and useless body," Neth said recently, by way of a computer printout. "If we can help people cope with such a macabre situation, the effort will have been worthwhile."

Cecil is held and cared for in the womb of his family and friends. His time now is precious, especially when viewed in the cold light of statistics. The average ALS patient lives three to five years from the time of diagnosis, and he was diagnosed four years ago.

(Editor's Note: The above is an excerpt from the newspaper story which was quite lengthy. We felt our members would like to know about this and, maybe, send Cecil a card, etc.)

REUNION VIDEO TAPES

Kivett Ivey and George Ritchie are in the process of putting together a video record of happenings at the Shreveport Reunion. All who had taken videos are asked to send them on for use in the final compilation. Along with video tapes from the TV networks, these will make a lasting remembrance of this wonderful affair.

Preliminary pricing for this project is as follows:

First copy - $10.00, Additional copies - $7.50 each.

Blank tapes (top quality U.S.A. made) - $3.50 each (buy all you want.)

When the tapes are done, we will advise all through the Mendlesham Memories as to final pricing and procedure to order.

Bomb Sight & Auto-Pilot Technicians: Blevins, Pickle, McKenna, Gilroy, Little, Goldberg, Bunn, Mykatuk, Craig, Sweet, Smith, Levenick, Stein, Clark, Cohea, Sullivan, Ulrich, Braun, Dunham, Haslan, & Kline.

CONSTITUTIONAL COMMITTEE REPORT

Your newly formed Constitutional Committee, with Jack Farley as chairman, will continue their work via mail or phone throughout the year and be ready for Seattle.

Our plans are to reassess our present constitution and bring it into the 1990's. We will accept any and all of your communications and suggestions. Our first complete draft will appear in the Mendlesham Memories for your overview and, possibly, more suggestions. The final draft will be presented to the General Membership in Seattle for approval.

(Ed. Note: Chairman Jack Farley submitted a 12-page preliminary report to all in attendance at the Board of Directors meeting. Work is progressing at a rapid pace and we feel the target date in Seattle will be met. Remember, NOW is the time to have your input into your new constitution.)

Standing l. to r.: Mueller, Barta, Braun, & LaBanca. Kneeling l. to r.: Repoff, Frei, Andringa, Jonas & Zelich.

ADDRESS CHANGES

(As of 10/31/89)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
ARENS	ALVIN K.	22450 Tower Ct. Bldg. 1, 104	Novi,	MI.	48050
BASSETT	ROBERT	5512 Moor Drive	Lincoln,	NE.	68516
BOULIANE	JEAN P.	Cuadrante 15	San Miguel De Allenge	MX.	MEXICO
DAVIS	ROBERT B.	98 Scenic Drive, S.E.	Huntsville,	AL.	35801
DURHAM	DON B.	2026 Cannon Hgts. Dr. 1	Chesterfield,	MO.	63017
GREEN	HOWARD L.	P.O. Box 9241	Ft. Worth,	TX.	76107
GRONOUSKI	JOHN A.	6623 County T	Egg Harbor,	WI.	54209
ISRAELSEN	ALLEN O.	3330 N. Liesure World Blvd. No. 628	Silver Spring,	MD.	20906
JAMES	EUGENE	86 Readington Rd.	White House Sta.,	NJ.	08889
JENNINGS	WILLIAM O.	4022 Densmore	Everett,	WA.	98205
JOHNSON	DR. DONALD R.	713 So. 6th Street	Champaign,	IL.	61820
JOHNSON	ROY D.	Street Name is JAYWAY			
KLINE	GEORGE	237 Blue Barns Rd.	Burnt Hills,	NY.	12027
NETH	CECIL B.	724 Cheyenne Drive	Ft. Collins,	CO.	80525
PATTERSON	(HON.) ROBERT	U.S. Courthouse, Chbr. 308, Foley Sq.	New York,	NY.	10007
POCHTER	IRWIN	639 Carriage Hill Rd.	Glenview,	IL.	60025
PROVINCE	HAROLD	Rte. 4, Box 630	Carriere,	MS.	39426
SCHUETZ	SCOTT	6133 Leesburg Pike No. 403	Falls Church,	VA.	22041
SIGOURNEY	DAVID	Zip Cope Should Be			34228
SOBRAN	JOHN	210 So. Kentucky St.	Benld,	IL.	62009
SPENCE	GUILFORD G.	39534 Bamboo Lane	Zephyrhills,	FL.	33540
TERRY	JOHN P.	404 Lincoln Avenue No. 12	Glendale,	CA.	91205
TRIPLETT	PAUL	3675 Traskwood Circ. Apt. C	Cincinnati,	OH.	45208
TURNMIRE	LEE	502 E. Evergreen Ave.	Santa Maria,	CA.	93454
WISSMAN	DON B.	5247 Vance Place	Cocoa,	FL.	32927
ZELDES	BENJAMIN	107 Lakeshore Blvd.	Stafford Sprgs.	CT.	06076

NEW LIFE MEMBERS

(As of 10/31/89)

(Total Now 140)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
HILDEBRAND	THOMAS H.	4	1516 Swiftwood Dr.	Powhaton,	VA.	23139
LEE	JOSEPH W.		518 Ridgedale Avenue	Richardson,	TX.	75080
RANKIN	EARL W.	391	Box 805	Strasburg,	PA.	17579
VEON	ELLY	(A)	2891 State Road 303	Mantua,	OH.	44255

TAPS

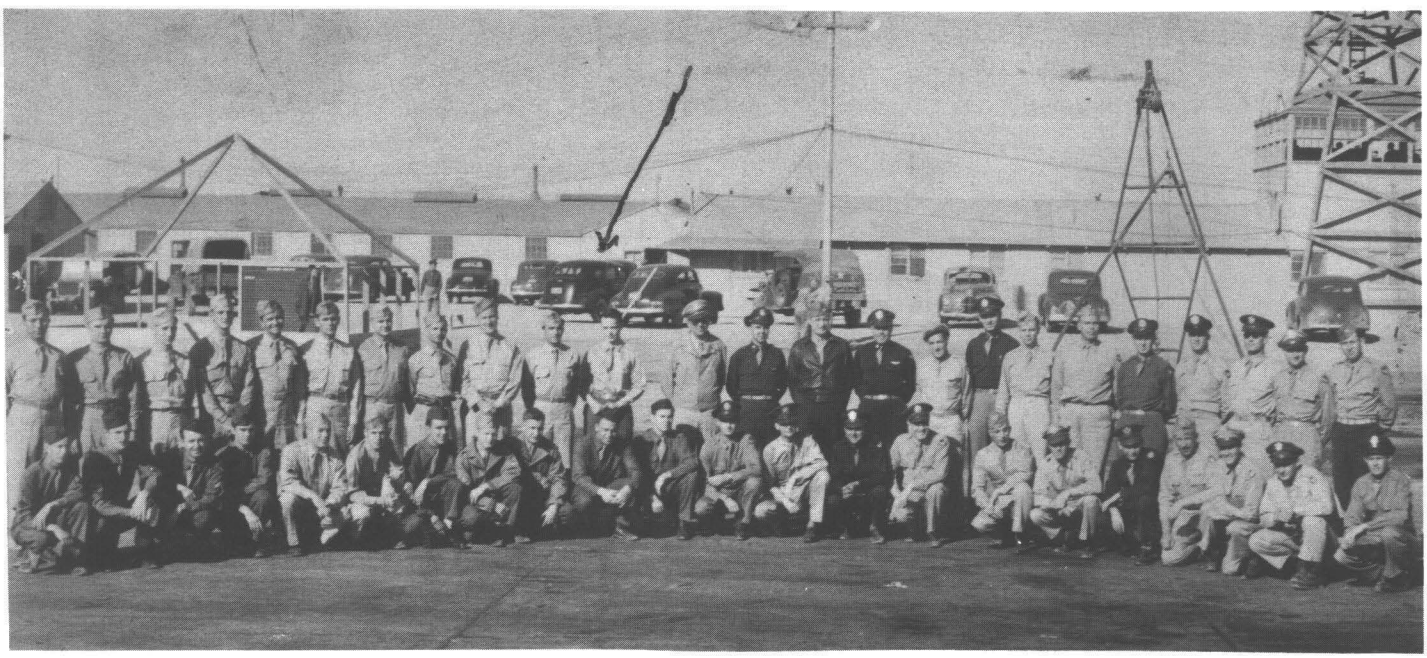
(As of 10-31-89)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANTKOWIAK	CHESTER	7	1601 Middle Avenue	Elyria,	OH.	44035
BOEHMLER	BART L.	4	Rte. 4, Box 4	Hampton,	IA.	50441
CORKERN	JAMES			Baton Rouge,	LA.	
GRYDE	OTIS M.	391	519 Ulumalu Street	Kailua,	HI.	96734
LAWLER	EDWARD J.	4(LM)	45 Twin Pines Dr. 14C	Brooklyn,	NY.	11239
MORRISON	DON	7	P.O. Box 196	Pana,	IL.	62557
SINNOTT	LAWRENCE	18	700 Elm, No. 26	Boulder City,	NV.	89005
TRUEK	MITCHELL	4	324 Holiday Ave.	Suffield,	CT.	06078

NEWLY FOUND

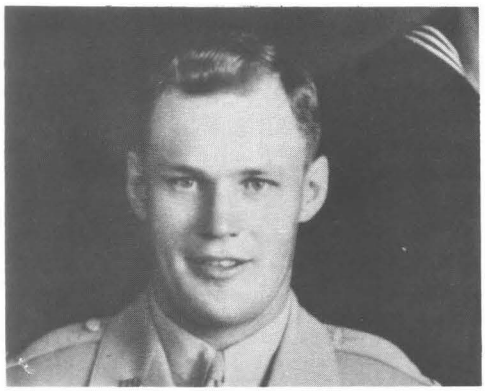
(As of 10-31-89)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
CALDWELL	ROBERT D.	7	7527 - 313th Ave., NW.	Stanwood,	WA.	98292
CONNELLY	PATRICK		158-24 97th Street	Howard Beach,	NY.	11414
ESPIE	BILL		35 Briardale	Stevenge Herts, England		SGI1TR
FAVA	CARL (CHARLIES)	4	1399 E. 4th Street	Brooklyn,	NY.	11230
FORBES	DOUGLAS		Box 253, RFD. 1	Kezar Falls,	ME.	04047
FOX	HOWARD R.		Jaggers Apts., A-34	Sanford,	ME.	04073
GRAVES	HARRY W. (BUD)	18	830 N. Park Ave.	Oak Harbor,	WA.	98277
HENDRICKS	ROBERT F.		250 Chaney Avenue	Cayucos,	CA.	93430
LAMPEY	ROBERT		P.O. Box 44	Aurora,	OH.	44202
MILLARD	GLENN L.	391	RR. 4, Crestwood Drive	Whitewater,	WI.	53190
MOWINSKI	HENRY J.	4	4835 Tripp Avenue	Chicago,	IL.	60632
RICE	DON		13549 Freemont Street	Yucaipia,	CA.	92339
UNDERWOOD	HARLAN		420 E. Seneca	Ithaca,	NY.	14850

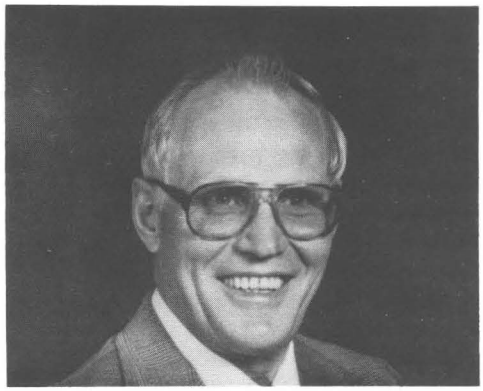


At Blythe Army Air Base, March, 1944. Standing, l. to r.: Saul, Aleksonis, Alsasser, Sobresky, Coats, Boenight, Givalski, Goldman, McGrail, Townsend, Berrill, Cauffield, Wackowitz, Miles, LeBailley, Zant, Nichols, Mortenson, Schwartzlaw, Ryan, Reagan, Louis, Gott, & Blevins. Kneeling l. to r.: Simon, Donahue, Miller, O'Conner, Wiley, Hoag, Beach, Zeal, Potter, Cybela, Thompto, Henry, Turnipseed, Duke, McMann, Penfield, Miller, Nelson, Kofold, Wilde, Hobbs, & Disney.

Paul Mueller

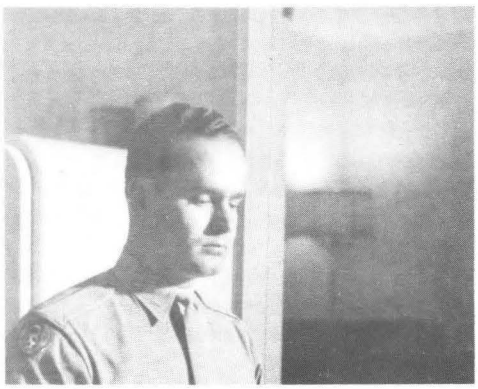


1945

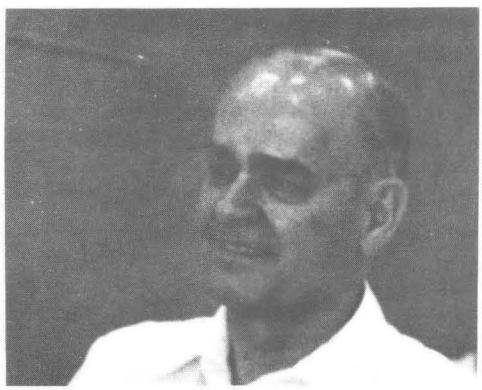


1989

John N. Young



1945



1982

John G. Mangan

1944

1988

Memories

THE RESURRECTION

by Darrell Bulis

Lt. Byron Sheesley was our pilot and the best pilot I ever knew in a long career as a flight engineer. He was the yardstick by which I measured all officers.

After we finished our tour of missions and returned to the States, the crew all went their separate ways and we lost touch. In 1967 I wrote to all of our crew for which I had addresses. I received some replies but noone knew what had become of Lt. Sheesley who came from Youngstown, OH. I advertised in the American Legion and VFW papers, asking about him, and received 3 letters informing me that he had become a Baptist preacher, had married his Mary, and they had gone to Puerto Rico as missionaries. They were childless and both had died in Puerto Rico.

In 1984, after retiring, I started doing a lot of work with the VFW. In a VFW magazine I read a notice concerning a reunion of the 34th B.G. I wrote to Ray Summa and joined. He gave me some addresses and there was an exchange of letters, but I still thought Byron was dead.

Late in 1987 I received a letter from Joel Sheesley (Byron's son) inviting me to attend a dinner honoring "Dr. Byron Sheesley" on the 25th of November in New York state. I told Joel I'd be there. I got in touch with some of the crew but only Ed King and Frank Forde could make it.

Ed King with Mary, Frank Forde with Josephine and I arrived at the motel on Friday, the day before the dinner, and met that evening with Joel to get acquainted and for a briefing on the dinner. I gave Joel some code words used during the war (Stiff Starch; The Giant is on The Beach; etc.) to be used by the M.C.

On Saturday evening we were smuggled in via the back door and put at a table back in the corner so Byron wouldn't see us. Toward the end of the ceremonies Joel gave us the signal and, while the M.C. had him turned toward the audience, we sneaked up behind him. The M.C. asked him to explain the code words (which he could not do) and I called out "Lt. Sheesley, Come to attention and about face!" When he turned, the three of us reported to him in a military manner. You never heard such hollering, whooping and shoulder-blade pounding. The audience applauded and we were then individually introduced.

It was the first time we had seen him in 43 years. Until the letters from Joel and Mary we all thought that he was dead.

NIGHTMARE RELIVED

by John H. Boysun

After reading "Nightmare" by Francis Jackovich in the June issue of MM, I too remember the mission to Kiel, Germany quite well. I was the flight engineer on Capt. John Notman's crew. We flew deputy lead that day. Our squadron commander was flying command pilot with the lead crew.

When we were briefed for the mission, Intelligence told us to expect about 250 flak guns in the area. It so happened, as we found out later, the German Navy was tied up in Kiel Harbor. When we got to the I.P. point, the 34th was leading the 3rd Divn. and the Germans hit us with 1100 to 1200 flak guns. I saw a plane take a direct hit and go down. Then the lead plane took a hit in the left wing. A four-foot hole appeared and they lost No. 2 engine. They had to abort. We then slid into the lead but it was too late to make a run for the primary target so we regrouped and hit a secondary target.

The lead crew bailed out about 35 miles off the coast of the Frisian Islands. It was too late for the air-sea rescue to go after them that day. They went out the next day, but not a trace of the crew could be found. The enlisted men of that lead crew shared a hut with us. Their personal belongings were left in our hut for about a month and we never heard whether they survived.

We lost an engine and our ground crew counted 300 flak holes in our plane. It was the largest concentration of flak we ever flew through. When the 34th B.G. history book came out I was a little disappointed that more wasn't said about that Kiel mission. I think we probably lost as many people and planes that day as the day after D-Day.

In closing, I'm sure there were other people in the 34th who will never forget that mission.

****

"INTRUDERS"

by Walter Sturdivan

The German Intruder's raid on Mendlesham Station 156 on June 7, 1944, is, perhaps, the most talked about incident that took place in the history of our combat tour in the E. T. O. It has probably been assumed that the four B-24's shot down that evening were the only ones hit by the JU-88's guns. Those of us aboard the B-24 "Baudry, B for Baker" piloted by Swede Lindstrom, of the 18th squadron, know better.

From my position as radio operator, directly behind the co-pilot, my first indication of trouble came from the sight of a dark shape moving under us from left to right with gun muzzle blasts flashing in the semi-darkness of the late evening. Suddenly, over the radio came orders from Stiffstarch (control tower) to "fly west". This, we were more than happy to do. There was a complete darkness now on the ground.

After a few minutes Swede began to call "Darky, Darky", for aid from ground radio systems set up for just such emergencies. As an air base below us suddenly lit up, we had another problem to contend with. There was another plane on our tail. It was gratifying to learn that it was just another Liberator whose pilot preferred our prop-wash to another turn around the field. We landed with the other B-24 at a dangerous interval behind us. In the process of parking our plane, the captain stuck the right wing into a building. The base was built for Mosquitos, not B-24s.

After a couple of good meals and a night's sleep, both crews from Mendlesham flew back together in the ship that landed in such haste the night before, piloted by Russell Paulnock. There were 21 of us aboard, all a day late returning from our mission.

A couple of days later, its wing having been repaired, our B-24 was flown back to Mendlesham with news that, indeed, our ball turret had been struck by 20 MM cannon fire. Since we had been prepared for landing, our gunner was not in the ball turret and escaped injury. That aircraft was later lost in combat while being flown by another crew.

Continued on page 35

Memories

Continued from page 34

THE GLORIOUS FOURTH

by W.N. "Pete" Gray

How come they always scheduled a mission for Saturdays and Sundays - especially on holidays? Maybe they figured the Germans thought we wouldn't be flying on those days and the flak might be less intense. Anyway, the 34th was scheduled for a mission on the Fourth of July, 1944.

The weather was perfect that day - clear skies with the temperature in the 70's. However, the take-off time was delayed several times, for some unknown reason. And, with nothing to do but wait, most of the flight crews as well as the ground crews sprawled out under the wings of the airplanes.

We had been there for an hour or so when Charles Grazelak, the navigator of Gerald Holmes' B-24 "Tiger Rag", got to his feet. Mumbling something about "stirring up some excitement for the Fourth" he ambled over towards the plane. Nobody paid much attention to him as he climbed up into the plane but, shortly afterwards, the quietness along the flight line was broken by a loud "Whoosh" and the whole area was suddenly bathed in a bright pinkish glow! Grazelak had shot off one of the flares!

It climbed straight up from the cockpit for about a hundred feet, then, slowly it turned and started downward, hissing all the while and sending off a brilliant shower of sparks.

At that moment I was horrified, believing it would land right on top of the plane which was fully loaded with some 9 tons of 100 octane gasoline as well as several tons of bombs. I could see the whole works going up in one tremendous explosion along with everything else in the neighborhood.

But, at the very last moment, a soft breeze pushed it gently off to one side, causing it to miss the airplane completely. It did, however, come down, still burning furiously, right on top of one of those huge haystacks the British had. (Remember them?) It came to rest too high up on the pile for anyone to reach it with a fire extinguisher, so the only thing we could do was run over to the nearby Engineering Office and call for assistance. Meanwhile, the flare was burning its way down into the haystack and sending up a large cloud of black smoke as most of the 7th Sqdn. crew members crowded around, watching.

Finally, after a long delay, we saw the fire equipment coming down the taxi strip. And what equipment it was - it looked like something right out of the Toonerville Trolley era. An ancient Model-T Ford truck with spindly wire wheels and carrying a small water tank and some hose. It halted close to the haystack and, with yells of encouragement from the onlookers, the firefighters (English civilians) unrolled a section of the hose. Then, with two of them holding the nozzle, they signalled a third member to turn on the water.

We all expected to see a strong stream of water come from the nozzle. Instead, nothing happened; absolutely nothing. Finally, after a long wait, a small amount of water, about a cupfull, squirted out from the nozzle, landing a few feet in front of it. This brought a roar of laughter from the crowd who, by now, were beginning to get into the spirit of the occasion. In fact, some of them were literally rolling on the grass, holding their sides from laughing so much.

Several more attempts were made, all with the same results and, each time, they literally "brought down the house!". I had laughed so much my stomach was hurting!"

Finally a ladder was placed up against the haystack and, by using a small extinguisher, the fire was put out.

Just then another flare went up, this time from the Control Tower, signally that the mission had been scrubbed and all the excitement was over.

We heard later that the U.S. Army was billed for quite a large sum for the damage that had been done to the haystack.

Charles E. Smith (on right) and unknown friend viewing the large hole in the haystack left by flare.

RECOLLECTIONS

by Roy Jones

Loud cat noises outside the hut in the middle of the night. Free-spirit bombadier, R.R. Sawtell, whips out his '45, sticks it out the window and fires at the ground, then silence. The next morning, one dead tom cat on the ground.

In the same hut, many of those not scheduled to fly the next day playing poker all night, keeping the selected fliers awake until aroused by the CQ. (I'm still looking for you, Jim Wilson!)

An un-named navigator (still with us) firing his '45 through the end of the hut over bunks of several flyboys. No harm done; none intended.

Diminutive (name forgotten) navigator going around the hut singing "O Tannenbaum, O Tannenbaum in July!

Many won't believe this one but a few will remember it as fact. A co-pilot, first name of Paul, went about the hut and the area, scissors in hand, trying to get someone (anyone) to let him cut their hair. He predicted D-Day well ahead, then began predicting certain crews wouldn't come back from their next mission. Threats didn't stop him. One such crew in our hut "fell victim". Just prior to the next mission, Paul said he had a feeling that crew wouldn't return that day. They didn't. As I recall, Paul's body was found in a wheat field adjacent to the base a few months after the Luftwaffe intruders shot down four of our planes over the base. A year later, in Miami Beach, I met a girl from Paul's home town, somewhere in the midwest, who said Paul's father and brother-in-law were killed in an auto accident the same day he was shot down. Incredible? Damn near. Rare coincidence? I hope so.

Continued on page 36

Address Correction Requested

HDQ.
18 391
4 7
VALOR TO VICTORY

34th Bomb. Group

C/O Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
U.S. POSTAGE
P A I D
Crown Point, IN
Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 35

One more about an un-named navigator (he can be found somewhere around St. Louis today). He had a "thing" about relief tubes; wouldn't use them. On missions he carried his own gas can instead. Remember how cold it was at 20,000 feet? He could have been the first man circumcised in space!

Remembering

by Ernest T. Moriarty

My memories of the 34th go from July to December of 1941. The group then moved to Pendleton, Oregon, and the commander was Major Ralph C. Koon of the 18th Sqdn. We "lunkheads" took our basic training off to the side of the "regulars". One of the names I shall never forget was Sgt. Barnes, our drill instructor. I think he had 4 or 5 hitches behind him.

I wonder how many guys in the 34th at that time remember M/Sgt. Sage, the bombadier. Or Sage's buddy that took a couple of days on payday to do his thing. We all felt sorry for Mike Gonsolves who had a job waiting for him with Consolidated Vultee Aircraft Co. in California. He was busily marking off the days on the calendar until his discharge date. War started and poor Mike was in for the duration with only about 10 or 15 more days to go before discharge.

L. to r.: Unknown, "Bo-Bo" Nelson, Paul Rylander on a trip to Belfast.

I had two very good friends at Westover, Martin Howard and George McLaughlin. I have not seen or heard from them since early in 1942 when I was shipped off to Perry Institute in Yakima, Washington to become an airplane engine mechanic. Paul Tardiff was also a good friend of mine at Westover.

A lot of guys at Westover were also in World War I and were career men. A flashlight, screwdriver, and a pair of pliers were the tool boxes they carried with them in their pockets. They were U.S. Army Air Corps men and were with the Air Corps when the Red Baron and Rickenbacker were going against each other in France.

At Westover, the base was being built while we were doing boot drilling. Roads, sewers, tarmacs, hangars, and hangar doors were all part of the scene being built and erected.

Our nights were spent in Springfield at the bowling alleys or the movies as well as some of the bars. I don't remember how many times one of us had a birthday when money was tight. We made $30.00 a month, but I think we had a lot of fun. The civilians took care of our tabs.

Hopefully, this article will remind some of the guys who were with me during this period of time in the history of the 34th and they will write more of their remembrances along with photographs, if they have any.

P.S.: My book, "One Day Into Twenty-Three", about my escape from France in 1943 and my year with the 306th B.G., is still for sale at $12.00.

VOLUME XIII NUMBER 1 MARCH, 1990

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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Clyde Willis (92)	(816) 542-3450
Bob Wright (Reun.)	(219) 232-4287
Eli Baldea (Editor)	(219) 988-4607

OBSERVATIONS

Here it is, the middle of January, when I thought we would be enjoying the warm, sunny climes of Florida. However, that is not the case. It seems that the frigid, sub-zero weather in Indiana in December froze and burst a water pipe in our townhouse wall which flooded our living, dining, and kitchen areas. This ruined the carpeting, floor tile and furniture. Therefore, here we are, back in Indiana, but only for as long as it takes to get our place back in shape. Then back we go to good ol' Florida until April.

In this issue you will find inserts for your dues payments, scholarship application, and PX purchases. Please remember...your dues now go to Harold Province, our new Treasurer, and not to me or Ray Summa, who was Treasurer for so many years. Addresses for all your correspondence are shown with the requests.

Also in this issue, you will find a notice regarding the video tape you may purchase which covers the Shreveport reunion as well as other subjects. Especially those of you who attened the reunion should want a copy. I didn't attend but I intend to order a copy. Kivett Ivey put in a lot of hours combining and editing several tapes to make one of interest to us all. Let's not let his efforts go to waste. Order your copy now.

Sometimes I think I am wasting space in this newsletter with my "Observations" column. Time and again I have written that I feel nobody bothers to read this column because people are still sending their material to Ray who then forwards it on to me. This not only takes more time, but it does increase our postage costs. Please remember, I edit everything appearing in Mendlesham Memories. Send your material to me.

I want to thank those of you who have sent us cards or letters during the holidays. We appreciate the thoughtfulness. Rose and I want to wish all of you a happy and healthy 1990.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

All comments of which I am aware, whether written or oral, indicate that the Shereveport Reunion may be considered as the best yet. All we can do is try to top it in the future.

Following up on the transfer of 34th BG Ass'n funds mentioned in the December issue, all has gone smoothly, and Hal Province has established accounts in Mississippi to cover all our operating needs. At the same time these give us the best available in interest on longer term deposit accounts such as Life Memberships, and minimum charges, if any, on checking accounts. Our "bill-paying" account has no service charges, regardless of balance, and is fed as required from the interest-paying, insured Money Market account holding receipts (such as annual dues, sale of "PX" items such as car plates, pins, belt buckles, etc.)

I just now have had a quickie "preview" of the tape Kivett Ivey has assembled covering the Shereveport Renunion. Had the idea blossomed earlier, we might have had special requests (or "assignments") for the camera operators to insure more complete coverage of some aspects and less duplication of others. Kivett took on this task after most of it was all over, using what was available including TV News films, and has done a most commendable job of it. It will be an interesting memento of the Group activities, particualrly for those appearing in the TV interviews and in the dedication ceremonies, "candid camera" in the hospitality room, Gp meetings, etc. Kivett has beefed up the time to fill up the tape with some interesting interspersed B-24/B-17 footage and a short "add-on" showing some Virginia Beach Reunion activities. Elsewhere in this letter I hope you will find more info on this from Kivett and George Ritchie.

By now, I'm sure most of you are aware that we were put in the deep freezer in Central Florida over Christmas and are now enjoying a "dried-tobacco" brown landscape rarely seen in this part of the country.

HAPPY EASTER from us to all of you!

Walt McAllister (Mac)

Ray Summa...

Fellow members of the 34th B.G.

Time has sure flown by this year and now it is time to write something again for the newsletter. Hannah and I would like to express our gratitude for the many cards we received at Christmas time and also those we received for our 50th Wedding Anniversary. Looking back, it seems as if it was just a short while ago that Hannah and I were married.

As you know, we took a trip to Hawaii in Nov. to celebrate our anniversary. We enjoyed every minute of the trip traveling from island to island. The only thing wrong was that the Japanese are buying up most of the Islands. They were everywhere. Someday we may go back and visit them again.

While in Waikiki we called and talked with Mrs. Otis Gryde, whose husband was a former member. He died last summer. She wanted us to say "Hello" to those who remembered Otis. Otis had names of the ones he remembered marked on the roster.

How many of the men who were at Blythe and Salinas remember the men of the Yugoslavian Royal A.F. who we trained there? In reading a military magazine I ran across a story about them which mentioned cities here in the U.S. where some of them lived. I contacted one, Joe Milloy, (name shortened from the original) and talked to him. Then I sent him all the info about our group and refreshed his memory about Blythe and Salinas. After a delay he answered my letter. He had to wait until his cataract surgery was over to answer. He sent me the names of 4 more men. It seems only 15 remained of the 52 sent to Blythe. He, himself, had been a POW, having been shot down while on a mission. Many of you have seen the B-24D, "Strawberry Bitch," at the WPAF Museum. It seems that this was one of the planes that the Yugoslavina A.F. used with the U.S. 15th A.F. in Africa.

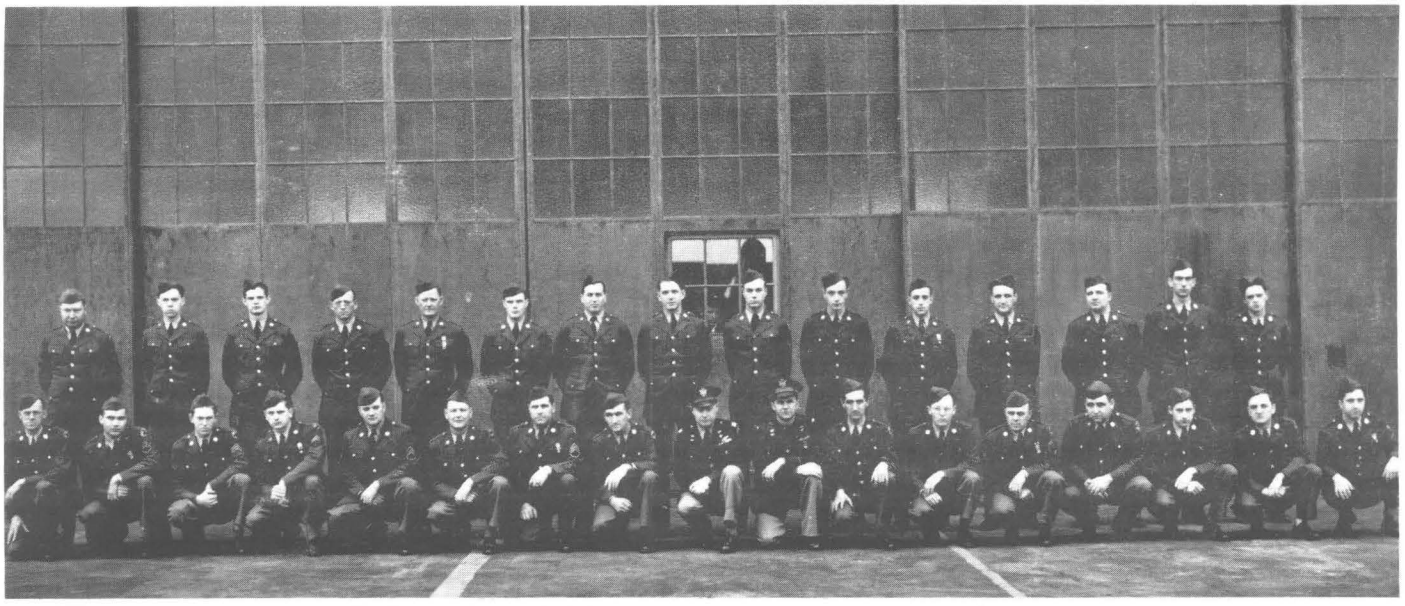
One of the addresses sent to me was of Voya Skakich, who, it seems, was the leader. Voya sent me a nice letter and, with it, a newspaper clipping telling about his life as a flyer. Very interesting. Voya had left his wife in Yugolsavia when the Germans invaded and it was not until 4 years later that he was able, through some friends, to have her join him in Italy. He said that, when Tito came to power, the men were asked if they wanted to go back to their country. Only three went back. Most joined the USAF, becoming citizens of the U.S. and retired from the service. Voya, himself, retired in 1966 after many years of flying with the Yugoslavian and U.S. Air Forces. When he joined, all he asked for was a place to sleep and a place to eat. An act of Congress gave these men U.S. citizenship. If any of you remember these men they might enjoy a card or letter from you. All these years I had been asked what had become of the Royal Yugoslavian A.F. after leaving the 34th at Blythe. Now you know.

Hannah and I were honored to be invited, by Bob Vickers, to take part in the dedication of the B-24 Memorial at the WPAF Museum last Dec. I asked several of the 34th who live closeby to meet me there. Many sent their regrets. Only Carl and Imogene Freysinger attended. The dedication was held inside due to the cold and windy weather. 200 were expected, but over 350 attended. After all these years the B-24 is getting the recognition it justly deserves. This is through the efforts of Bob Vickers and Joe Warth of the 44th B.G., as well as many others who flew in or maintained the B-24. Bob Vickers had said that money left over from the Fort Worth B-24 Celebration would be used for the memorial at WPAFB. The tree will be planted when spring arrives.

We had a Christmas letter from Fr. Fred and Mardell Brooks. Fr. Fred had to have a hip replacement, but is getting along pretty well with the hip. He's not too well from his other ailments. We had a card from Evelyn Breedlove's daughter saying Evelyn had passed away in Sept. Evelyn was the wife of Bill Breedlove, who was an 18th Sqdn. Flight Chief. We had another from Omer Mongeon who said this last year was bad for him as his wife had died last spring.

How about sending a card or letter to these people? I'm sure they would like to hear from you.

As you know, I am no longer the Treasurer of the Ass'n. and I hope all of you will be sending your dues to Hal Province, the new Treasurer. I am still the Unit Contact and Corresponding Secr. and we would enjoy hearing from all of you.



1st Reconnaisance Sqdn. at Langley Field, VA. They were the predecessors of the 391st.

34TH BOMB GROUP (H) ASSN. RETURNS TO MENDLESHAM, ENGLAND

May 17 - May 25, 1990

The 34th B.G. is departing for England on May 17, 1990 and you should all have received a "flyer" from Tamarac Travel Agency about all the details of the trip. They will also do your airline ticketing and tour extension. Their toll free number is: 1-800-228-9690. Check your passports — now is a good time to apply for one if need be. It takes about six (6) weeks.

As of Jan. 15, 1990, the following have signed up for the Mendlesham Reunion: Anderson, Alvin and Julia; Antonovich, Alex and Betty; Conlin, Claude and Genevieve; Dwyer, Harold and Darlene; Freysinger, Carl and Imogene; Gibbs, Claude and Audrey; Herget, Charles and Eileen; Kline, George and Margaret; Koppen, Robert and Betty; Rutka, Harold and Genevieve; Saulnier, Ernest and Florence; Sothern, Bruce; Spink, James and Barbara; Thomas, James and Eleanor. (Bruce Sothern is looking for a traveling partner.)

There will be no central departure point, but the assembly point in England will be at HEATHROW AIRPORT, FRIDAY, MAY 18, 1990. Departure from the airport will be at 9:30 A.M. to the NOVOTEL HOTEL IN IPSWICH.

Saturday a trip to the 34th B.G. area and Memorial; then on to the 390th Control Tower Museum at Framlingham. Saturday evening a banquet with the ladies of the British Legion as our guests; the ladies have been taking care of our Memorial for the past 40-some years. SUNDAY A.M. we will board our buses and those wishing to attend church services at Mendlesham may do so at the 900 year old village church; then visit the village with lunch at one of the pubs. SUNDAY afternoon will be the Annual Memorial Service at the American Military Cemetery near Cambridge (our arrival time is 2:00 P.M.). The 34th B.G. will lay a wreath along the Wall of the Missing; after the services we will check into the UNIVERSITY ARMS HOTEL in Cambridge. MONDAY A.M. will be your choice of the Imperial War Museum at Duxford or shopping in Cambridge. TUESDAY we will board the buses for LONDON via the Hendon Royal Air Force Museum and then to the GLOUCESTER HOTEL. WEDNESDAY A.M. will be a half-day sight-seeing tour of London, including the CHURCHILL CABINET WAR ROOMS that have now been opened to the public. THURSDAY afternoon is FREE and there are FRAME TOURS available for sight-seeing or shopping. The hotel has eveing tours available including stage plays. FRIDAY, the 25th, will be a return to home, or to continue on some other tour. We have extended all three of our tours and we expect to do the same this time.

WE HOPE TO SEE YOU IN ENGLAND. BE SURE TO CHECK YOUR TAMARAC TRAVEL AGENCY "FLYER".

Harold C. Rutka,
Back to England Coordinator

SEATTLE REUNION, 1990

To the 34th Bomb Group Membership:

Seattle is all set for our 1990 reunion. We will be staying at the Radisson Sea-Tac Hotel. There are acres of free parking. People that attend in R.V.'s may also park on the hotel parking lot. There is free transportation from the airport to the hotel. Just pick up the Radisson phone at the airport and ask for the bus to the hotel. When at the hotel free transportation will be provided to a very large shopping mall in the area.

Bill Burnell has made arrangements for a tour company to show us the downtown area, historic sites and other sites of interest to all. This includes the world famous Pike Street Market.

The reunion rates of the Radisson Sea-Tac will be in effect from September 8 thru 19 September, 1990. This has been arranged to allow our membership the advantage of a reduced rate for these dates while they enjoy the beauty of the scenic areas nearby.

We are also working on a deal to arrange for reduced air fare rates. This is being done with a couple of major air lines. The final information will be in the June issue, along with the registration forms.

Finally, the catering service has designed a very good menu — including a pool-side salmon bake. Try to attend this reunion as it will give you a whole lot of pleasant memories.

Your 34th B.G. Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

Cols. Wackowitz and LeBailley.

8TH A.F. HISTORICAL SOC. DENVER REUNION REPORT

By Harold C. Rutka

The 8th AFHS annual meeting was held in Denver, Oct. 4 to Oct. 8, 1989. There were about 1700 in attendance. The 34th headquarters was the Marriott City Center Hotel and the 8th AFHS registration was at the Radisson Hotel. Transportation between the hotels was fairly good, but chances of meeting our members was hard to arrange. This problem could be solved by having sign-in boards by groups. Those in attendance from the 34th were Robert Blum, Claude and Genevieve Conklin, Henry and Joan Gehle, Dirk and Dorothy Gombert, and Harold and Genevieve Rutka. Ernie Waite was registered but I could not locate him.

This reunion was an opportunity to meet some of our old friends. Had a nice talk with Aida Kaye - she had her vest on with all the patches including the 34th - a wonderful day and a prime mover in development of the 8th AFHS. Roger Freeman was looking for experience - both serious and fun - if you have any to share, drop him a note. The best of all was to meet our members which I'd not met before. Glen Miller's son, Steve was looking for anyone that had any information about his father. He did make a few contacts, but he is looking for more.

Tours were to Lowry AFB and Historical Museum (free) and the other ten scheduled tours were extra. Some of us took advantage of a non-published visit only a block and half away from the Radisson and toured the Denver U.S. Mint. It was hard to believe the way all those nice bright coins just pour out of the punch presses - one quarter million dollars worth every twenty-four hours - and there were no samples. There were complaints about the quality of the food at the banquet, but the food at the Marriott was good.

The Unit Advisory Committee meeting took one evening and another day - it was an exercise in futility. I'm afraid that the Advisory Committee doesn't mean too much to the 8th AFHS Board fo Directors.

REPORT FROM T.V. TAPE COMMITTEE

from Kivett Ivey, Chairman

The assignment is now complete and is available on a first come, first served basis. The committee wishes to thank all the members who sent in video coverage so we could produce the best possible product and offer it for the sale price of $20.00 each.

We found it impossible to produce enough tapes at "high quality" using personal "living room" T.V. equipment so we contracted with a professional studio to assist in production. This decision will guarantee delivery of the best possible tape at still a reasonable price. We realize that the committee's initial estimate of a $10.00 cost was unreasonably low. Had we been able to produce these tapes with our own equipment, the final price would have been lower, but that was not to be. The committee wishes to apologize to the membership for the original estimate and expect George Ritchie's resignation before press time.

In the meantime, the membership is requested to order their tapes promptly so the remaining committee members can resign as well. They've worked enough. I would like to thank the following men for their contribution: Bob Wright, Al Israelson, Lonnie Crook. Walt McAllister, Grady Deatherage, Willis Griffis and Buck Rigg (Curator of 8th A.F. Museum).

Don't Forget

To Send In Your Dues

Mail $7.50 to: Harold Province
Rte. 4, Box 630
Carriere, MS 39426

SHREVEPORT BOSSIER CONVENTION & TOURIST BUREAU

to Gerald Pine

Dear Mr. Pine:

On behalf of the cities of Shreveport and Bossier, the Convention and Tourist Bureau would like to thank you for holding the 34th Bomb Group Reunion, 8th Air Force, here September 14-17, 1989.

We applaud your pride in this community and the commitment it took to host this event in Shreveport-Bossier.

If we can be of further assistance to you please be sure to give us a call, otherwise we look forward to hosting this event again.

Sincerely,
Daniel F. Brett
Vice President, Convention Sales

Mendlesham Memories is published four times annually by the 34th Bomb Group Association, Inc., March, June, September & December.

Editor — Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Each issue of the newsletter is prepared and printed at Crown Point, IN. Editorial contributions and stories are welcomed and should be sent to the address above, along with new addresses, changes and deletions.

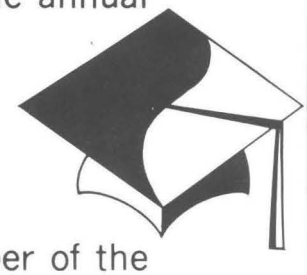
* * * *

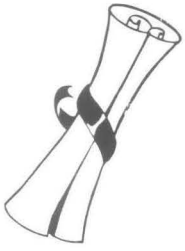
STATEMENT OF PURPOSE

This corporation was formed for the purpose of bringing together veterans of World War II who were members of the USAAF, 34th Bombardment Group: to encourage social fellowship: to uphold and defend the Constitution of the United States of America: to perpetuate Americanism: to preserve the spirit of comradeship among its members: to perpetuate the memory of our dead: and to assist their widows and children.

SCHOLARSHIP

A Scholarship Fund has been established by the 34th Bomb Group to be awarded annually to the relative of a member of the 34th Bomb Group. The amount to be awarded shall not be known until the 1990 Reunion registration is completed. The scholarship fund is based on the registration for the annual reunion.





CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP SCHOLARSHIP IS AS FOLLOWS:

1. Applicant must be the relative of paid up member of the 34th Bomb Group.
2. Applicant must have maintained a 3.0 grade point average on a 4 point scale during his/her senior year.
3. Must attend a 2 or 4-year accredited college as a full time student and maintain a 2.5 grade point average on a 4 point scale.
4. Applicant may also be a college student continuing education and have a 2.5 point average on a 4 point scale.

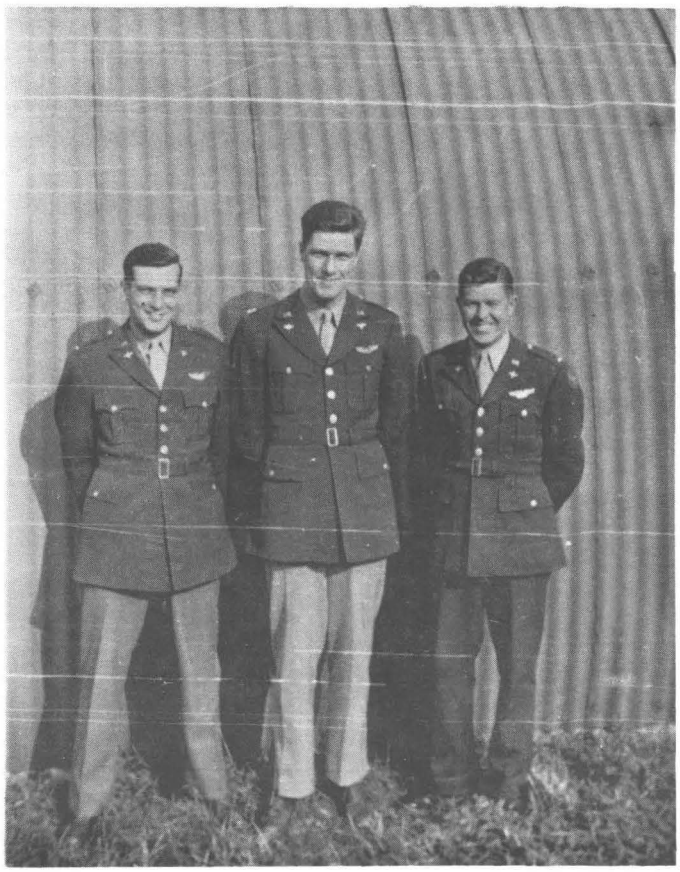
(Ed's. Note: Please find application form insert in this issue.)

From Freddie (Cleo) Baughman we've received the following:

CELEBRATE
YOU LUCKY BASTARD

This is to certify that_____, having taken part in many aerial assaults against Nazi Germany and having successfully returned from each mission in spite of flak, fighters and foul weather, has been unanimously elected a member of the LUCKY BASTARD CLUB. To him and to all the intrepid and fortunate members of this exclusive organization, this verse is dedicated.

Oh, hero of combat, pride of a nation,
Bemedalled receiver of high decoration,
Object of womanhood's rapturous sighs,
Battle-scarred veteran of war in the skies,
You've completed your tour with undaunted soul
And though flak bursts have threatened your flying control
You have flown many missions with highest resolve
To stamp out the gangsters, so peace may evolve.
You have blasted the Nazi with thousands of tons
Of explosive and pulled the sting from his guns;
You have paved the way for the march through the Ruhr
And have helped to make freedom and victory sure.
Crusader for righteousness, Galahad, you
Will never receive all the honors you're due,
So go home to your whiskey, your women and jive;
You're a lucky bastard to be alive.



L. to r.: Juris, Ralls, & Parenteau, Mendlesham, 1944.

ROSE'S CORNER

Hello, again!

We hope that you are all well and hanging in there after the spell of uncommonly cold weather. Our Christmas in Florida was a disaster! The electric company asked everyone to turn off Christmas decorating lights and appliances and to make sure the light is turned off in the room one walked out of. The power was turned off for 15 minutes, then turned on for 10 so you can be assured that anything going into the oven would not get done. We were luckier than most to be situated in an area not quite so badly affected. Yes, the restaurants were jammed!

On the way to Florida, we stopped in Anderson, Ind. and, while visiting Ray and Hannah Summa, I finagled a super recipe for Molded Cranberry Relish which Hannah served. I don't believe that cranberries should be restricted to Thanksgiving because they are so good for you all year long. Here are the ingredients. Please try it because it's very simple and very attractive.

MOLDED CRANBERRY RELISH

1 Cup boiling water
1 Small pkg. lemon jello
1 Small can whole cranberry sauce
1 8 ¾ oz. can of crushed pineapple, drained
½ Cup chopped celery
⅓ Cup chopped nuts

Dissolve jello in boiling water. Add remaining ingredients. Stir and pour into a 4-cup mold. Chill and serve. (Hint: I used the syrup drained from the pineapple as part of the 1 cup of water. Pour syrup into 1-cup measure and add water to equal one cup.)

In our next issue I will print a barbeque sauce sent to me by George Ritchie which looks mighty interesting! As the weather warms up, I'm certainly going to make it and use it while we grille outdoors.

Bye, for now, and be good to each other!

Love
Rose

Group of 18th B.S. at Westover, Aug., 1941.
(Arrow points to Paul Tardiff)

Notes From Our Friends

MILT BRAVEMAN - Harrisburg, PA.

It is with regret that I inform you of a letter from Mrs. Frances Slovenske. She tells me that, after a prolonged illness, Si Slovenske died Oct. 25, 1988.

Si is remembered as the father figure in our crew, always pleasant, always helpful. Doing his share wasn't enough. Sigmund Slovenske will be sorely missed by those who knew him.

I also wanted to mention that at the Shreveport reunion an emotional ceremony took place at the air base. A plaque was dedicated to the memory of our deceased members. Not for just the names I recognized did my tears pool with those of my colleagues.

As I stood there I wondered how many, if any, of the names being read were those of Jewish or other non-Christian members. Would they have wanted to be memorialized in an unquestionably beautiful Christian tribute?

When the time comes for my name to be read at the memorial service, if a religious symbol must be used, I want it to be the Star of David.

******

PAUL ANDERSON - Everett, WA.

Was nice to see everybody at the reunion. Before the reunion Beryl and I spent a week with my mother in Iowa and another week in Dallas with our son. Afterwards we went back to Iowa for a week, then up to Park Falls, WI to help our daughter get settled in their new home. They were transferred there from Vancouver, WA by the U.S. Forest Service.

We were gone for six weeks so there were lots of things to do when we got home. Just now getting started to make a dent in them.

******

TOM CANNOCK - San Bernardino, CA.

Sorry we couldn't make the Shreveport reunion, but sure enjoyed the 50th Anniv. of the B-24 at Ft. Worth and seeing many old friends. We look forward to the 34th B.G. reunion in Seattle in 1990. If all goes well, we will be there.

We just turned on the T.V. to see the 3rd game of the World Series and - WOW! - the 6.9 earthquake. The Bay Bridge was collapsing. Hope we're never in anything like that.

******

Continued on page 7

Notes From Our Friends

Continued from page 6

ROBERT LAMPEY - Aurora, OH.

I don't really recall what hard stand our B-17, "Dinah-Mite" was parked in. As for our ground crew, I don't recall their names, either. However, I do remember our crew chief's nickname as being "Swede". He and his men were great, keeping us flying and making our aircraft as comfortable as possible on those long mission, as well as providing us with additional ammo.

******

ROBERT COLE - South Bend, IN.

I would like to express my thanks (and I'm sure I speak for all the attendees at the Shreveport reunion) to Gerry and Wanda Pine, Bob and Esther Wright, and Harold and Genevieve Rutka in audition to Lonnie and Dorabel Crook and Ray and Hannah Summa and everyone who was involved in making the 34th B.G. reunion the huge success that it was. I know that a grand time was had by all and we are looking forward to Seattle, WA. in 1990. Ginny and I had a good time for three days in New Orleans on our trip home.

Just as a suggestion for those members who are tentative about attending the reunions because they feel they do not know anyone — I will guarantee you that, immediately following registration, you will be re-acquainted with some of the finest people in the world.

******

JIM YOUNG - McKees Rocks, PA.

I have an extra copy of the original war's end publication "34th B.G. History" that I don't want to sell. I'd like to trade it for one of the Wartime 34th Dw. patches - 4th, 7th, or 18th. Anyone interested please contact me.

I am an 8th A.F. Historian and am at present working to put together a collection of 8th A.F. bomb and fighter group and sqdn. insignia. These will, of course, be going, someday, on permanent display to one of the museums.

Frank Hartman & Carl Nichols just after V-2 exploded near base.

ALBERT C. BECKWITH - Stow, OH.

Unfortunately I missed the Shreveport reunion and that was the result of still having the responsibility of running a business. It is hopeful that the support information I provided in newspapers and magazines relative to announcements on the reunion were helpful in the total participation in the reunion. Further, I've been thinking about you all and hope that you are all experiencing good health and had fun in Shreveport.

******

HARLAN R. UNDERWOOD - Ithaca, NY.

The Geneseo Boy sure put on a good air show. Five B-17's, five or six Mustangs, one B-25, one British Hurricane, eight or ten bi-plane trainers, and a Canadian Lancaster. The Lancaster engines leaked oil so bad that when it was parked they had to cover up the tires. The engines sure need overhauling. But, it was something to see all of them making a pass over in formation.

******

BASIL MAUK - Denison, TX.

First of all, I regret not making the Shreveport reunion. My wife couldn't make it and I didn't want to leave her here alone. I received the M.M. newsletter today and I really look forward to it. It brings back some fond memories.

I was a crew chief on B-24's and B-17's in the 4th Sqdn. My B-24 was neamed "Bambi".

******

O. ALLEN ISRAELSEN - Silver Spring, MD.

Thanks for the photograph that was taken by Walt McAllister at the dinner at Shreveport. It was a good one as usual and we are happy to get a copy. Our thanks, too, to Walt and Al DiNenno for filling in for you in taking the photos.

(Ed. Note: We try to take photos of everyone attending the banquet and print them in duplicate in order that all attendees get a copy.)

******

MILDRED (LARRY) LONG - Norwood, PA.

I was so glad to get news of the 34th B.G. Assn. and the issues of Mendlesham Memories. I was also very sad because Larry wasn't here to read everything about his buddies.

Larry passed away Feb. 15th, 1988. I know he would have been thrilled to join the 34th B.G. Assn. Even though Larry was not well three years ago, if we had known about the reunion in King of Prussia, we would have been there.

******

BOB DEES - Torrance, CA.

We enjoyed seeing everyone in Shreveport and are now looking forward to Seattle in '90. We had a very nice trip home with a couple of stops to see friends along the way.

Several weeks ago we were spending a few days at Solarno Beach, so we went down to San Diego and looked up Warren Kiley, another pilot from the 18th. I had not seen him since his ship went down in the fall of '44. We had a very good visit. He filled me in on details of his experiences on that fateful mission and in the POW camp. We plan to get together again before too long.

Continued on page 8

Notes From Our Friends

Continued from page 7

MILT HANSEN - Sauk City, WI.

We didn't make the last reunion. Had a lot of things to do to get our house and yard up to par. Looking forward to the one in Seattle in 1990.

******

KIVETT IVEY - La Grange, NC.

George Ritchie saddled me with a Video project at the last minute. Had I known in advance, I could have taken more and better videos. Al Israelsen, Bob Wright, and Lonnie Crook sent me some videos they had taken so I've put theirs with mine and have come up with a fairly good work "master" which I will refine and add some special effects for a final "master".

******

JOE DOMINO - Perkasie, PA.

We also missed the Shreveport reunion due to Vicky's accident and health. She fell several months ago and, ever since, she just doesn't seem up to par. She still goes to the hospital twice a week for "Therapy and Ultra-sound Treatments". Her arthritis in the joints are painful at times and she also tires easily.

******

WILLIAM FANDEL - San Antonio, TX.

I would like to express my appreciation for all the work you people are doing to keep the association going. Hope I can make some future reunion. The last one caught me recovering from surgery.

******

BILL CREER - Las Vegas, NV.

The Shreveport reunion was outstanding. I feel all our small problems were worked out.

In mid-November we went over and visited the Tavasti's and Gay's (Morro Bay, CA). They are fine. Bob and Phyllis are building a beautiful Arabian horse ranch in Paso Robles. First class all the way.

Standing l. to r.: Westhoff, Long, & Brune.
Kneeling l. to r.: Wooten, Wadsworth & De Paimo.

Bob Gay

JAMES A. LOISELLE - Danbury, WI

Glad the reunion was a great success again. This was a bad year for us so we're sorry we didn't get to see any of my crew.

******

RUSSELL ROBINSON - Umatilla, FL.

For so very long I have wanted to contact someone knowledgeable about our "Red Tail" 34th B.G. I was an engine specialist and 747 on B-17's and B-24's in the 18th Sqdn. of Col. Boyd. Captain Linstrom and Lt. Norris were the last contact I had with "my crew". I lost contact with them back in '50 or '51.

I ran into a John Hutchinson of the 493rd when I was in Norwich last summer and he gave me the info on the 34th.

By the way, Ipswich is trying to get Mendlesham for its "Municipal Airport."

******

WILLARD STELLING - Ottawa, IL.

Always enjoy reading the Mendlesham Memories and I appreciate the time and effort you all put in to keep the association going.

****

ERNEST MORIARTY - Orange, MA.

The history of the 34th brought Paul Tardiff and I together again. I met him and his wife at the reunion in Little Rock of the 306th that we both went to after A.M. school. So your history proved to be just that. We met again after 48 years since the first time we were together at Westover when war was declared.

Changes and appearances are a little altered. The wrinkles seem to be deeper and we are one half-step slower.

Continued on page 9

Notes From Our Friends

Continued from page 8

HENRY TOBIASON - Remer, MN.

We thought the reunion was very good and we enjoyed it very much. I tried to thank everyone connected with the organizing but I suppose I missed someone. My only complaint was the Bloody Marys at the hotel and Officers Club. They were too hot. We make our own mix from my garden and we think we have it down perfect.

I have a feeling of sorrow and regret for those who are not able physically, financially, or just don't know about our reunions, to attend. The rest, well...you know what I mean.

I had a man looking for the engineer of our crew in Texas. He found him for me a few weeks ago but not the way I would have liked. Clyde Collier was a good man and soldier. I was always hoping to find him at one of the reunions, but now I can quit looking.

******

HARRY PERRY - Hendersonville, NC.

We really enjoyed the reunion at Shreveport this year. Thank you for the great job you are doing as editor of Mendlesham Memories. We look forward to receiving it each quarter. Thanks, also, for the picture taken at the reunion.

******

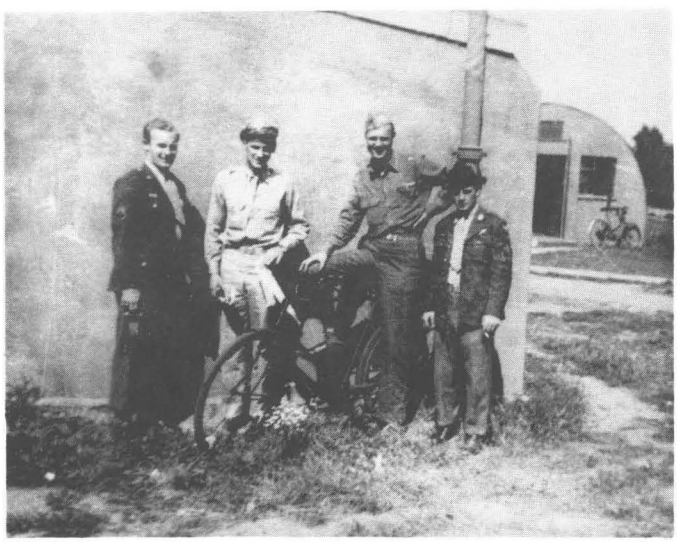
JACK WHITING - Charleston, WV.

We, too, missed the last reunion because Frances was in the hospital. We will make it up in the future. May you all fly as high as the Christmas star.

******

MRS. FLORENCE PAPALEO - Brooklyn, NY

I have a bit of sad news. Mr. Cosimo Papaleo has been dead for the last twenty-one years. He had a heart attack and stroke driving home one night. It was quite a shock to me when the police came to tell me. But, on the other hand, he didn't suffer at all. Thank you for being interested.



L. to r.: Al Davis, Bob Buenger, Stan Brain and Chet Nowakowski.

HAROLD W. KNUDSON - Reno, NV.

I see by the December issue that Lonnie Crook has finally found Harry Ackerlman and I think this is good because they were close friends in England. I kept telling you, Lonnie, that he wasn't in Reno.

I realize that when members write, they generally ask the whereabouts of certain people, and I'm not any different. Has anyone heard anything of M/Sgt. Ken Burcham who worked in the headquarters office of the group? He played on the group basketball team.

*****

SAM TURNIPSEED - Aliceville, AL.

Many thanks for the pictures. The program at the air base added much to our reunion. The attendance was good and, it seemed to me, there were several who hadn't been to previous reunions.

******

BERNARD PECZKOWSKI - Three Rivers, MI.

George Ritchie's article hit home with me. Not all of us are fortunate enough to make cross-country trips or even pay dues, but I'm for the guy with the "tough breaks" who maybe cannot afford dues or travel expenses. The Board of Directors should have more compassion for their former buddies in arms. - I vote a big YES!.

******

ROBERT HENDRICKS - Cayucos, CA.

I'll bet the reunion was great. Sorry I missed it. I have enjoyed so much the Mendlesham Memories. The memories they have stirred up was a real stimulant to the "ol mind".

Another thing - although it shows Hendricks, Robert (no address) in "TAPS" 1989 Roster, I am very much alive and in good health for a 65 year-old. So thanks, in advance, for correcting this situation.

*****

MYRTON KINNEY - Yaphank, NY.

My wife and I drove to California to visit our son for a month. While playing golf there one day I met a fellow who had been stationed at Blythe with the 34th, but was shipped out before the 34th went to England. He said I was the first one he met who had been stationed at Blythe.

*****

ROY JONES - Atlanta, GA.

A sight for sore eyes at Shreveport was Harry Ackerman and his wife, June. Harry was the Group navigator until shot down with us. We knew he got out and evaded, but we hadn't been able to locate him. Ray Summa called me a few weeks before the reunion and told me where he was. It seems he was working overseas most of the time until his recent retirement. We had a great reunion.

Continued on page 10

Notes From Our Friends

Continued from page 9

WALTER A. SHORE - Jacotepec, Jalisco, MX.

I was happy to receive the latest issue of M.M. in yesterday's mail. Must say it was a super issue and how I wish I could have been there with all you people and enjoyed the fun mentioned.

Don't know if I previously mentioned my melanoma problem. It got out of control and the doctors were afraid to give me a general so tried 22 two-hour long IV's and got it in remission. It still hasn't healed completely so they tried it 3 times daily. It just about heals, then more secretion starts up. Damn annoying!

Have had several nice and interesting letters from some of my old friends of the 34th. After so many years it's wonderful to hear how life has been with them, also how things are in various parts of the U.S.A. Sure has changed since I was last up there.

******

JOSEPH J. MORRELL - Johnson City, NY.

I would like to know what has happened to our Black Widow Spider (4th B. Sqdn.)? Maybe it was used as a dart board in some pub. It might be stored in some farmer's barn. Maybe someone knows where it is. It hung on a frame by two chains and could easily be removed. Below is a picture of entrance to the 4th Bomb Sqdn. Anyone wishing a copy can send me a stamped self-addressed envelope and I'll send them one. I have some made up.

Entrance to 4th B. Sqdn. Seated lower left: Harold Meredity. Upper right with arm around Lowell Larson is Joe Morrell. Others unknown.

OMER MONGEON - Collierville, TN.

This has been a bad year for me. My wife passed away on Oct. 15th. In April, '89, she was operated on for cancer. They removed 80% of her liver. It looked pretty good for a while, but I guess it was not meant to be. She was a fighter to the very end. Thankfully, she did not suffer very much.

MARDELL (REV. FRED) BROOKS - Rock Island, IL.

This past year has had its problems and its joys, just like everyone has. Fred fell and broke his hip on march 19th and had a hip ball replacement on the 20th. Came through this problem in good condition and went back to the Nursing Home in three days. The hope was to get him started in physical therapy...but it only lasted a couple of days. On the 28th of March we had him back in the hospital with his heart and what we thought was pneumonia or fluid...and for a while we wondered if he would make it. After a month we moved him back to the Nursing Home..and, except for another week in the hospital in May, again with chest pains and high blood pressure, things are poor but stable. He is confined to bed or to a wheel chair, and is still as bitter as ever, at times. I understand, but it is awfully hard at times to cope.

As for me, I am "hanging" in there. I am staying active, plus visiting Fred and doing what I can to try to ease his feelings. As I have said before, some days are harder than others. I left the latest edition of the "Memories" with Fred. I really don't know why as he is having problems reading and remembering.

*****

WENSEY O. MARSH - Springfield, MO.

Norman Reed visited my home in October for first get-together since 1945. We had a marvelous experience recalling events of the 34th from the time we left Blythe until we greeted the Great Lady in New York harbor in 1945.

Norman lives at Oak Bluffs on Martha's Vineyard Island where he has authored several publications and is currently putting finishing touches to his latest novel. I am retired from a career in higher education. My retirement interest is in hickory shaft golf clubs. I know the clubs much better than the shots.

We enjoy the bulletin (MM) and appreciate those who have put forth the effort to revive the memories of the 34th. We have talked a great lot each year about attending a reunion. Maybe next year.

*****

DAVID C. HOAG - Spokane, WA.

Re the Great Debate—I am with George Ritchie and vote "YES" to continue to send M.M. to every former member, whether dues have been paid or not.

*****

DALE VAN LANDINGHAM - Crete, NE.

Was so glad to find out about the 34th B.G. Association. I attended the reunion in Shreveport and had such a good time. I plan to go to Seattle next Sept. I've been to Spokane, Eplinata and Walla Walla and would like to see those places again.

*****

EDWARD A. FINK - Lake Elsinore, PA.

I haven't been able to attend any reunions so far. My doctor says "NO"!. I sure enjoy Mendlesham Memories. The only member of the 34th I have seen since I left the service was Bruce Sothern, a couple of years ago. We were both in the 7th Sqdn. I was a T. Sgt. in the electrical dept. I helped train all the electrical people in the 34th at Geiger Field and at Blythe...I sure hope to see all you guys, someday.

Continued on page 11

Notes From Our Friends

Continued from page 10

WALT STURDIVAN - Stockton, CA.

In response to George Ritchie's request, I think we should send Mendlesham Memories to all contacts each time. Don't let them vote if their annual dues are not paid. Please don't negate all the hard work finding these people. That's what it's all about, forming an association and keeping in touch. It doesn't look to me like we are short of money. We owe it to Ray Summa to keep these men on the mailing list.

*****

BRUCE SOTHERN - Minneapolis, MN.

I was quite satisfied with the Shreveport reunion and, after reading the Mendlesham Memories, my thoughts were verified. Am looking forward to next year already. It could even be better. Perhaps George Ritchie fails to use the right diplomacy, but one thing for sure...he has awakened us to the fact that some things must be changed. This has been done or its in the process. Sounds like the right personnel are working on the by-laws.

*****

GEORGE RITCHIE - Swansboro, NC.

The last issue was great. We don't envy your job one bit. We may "think" we know how much time you two put into each issue, but I realize we just couldn't imagine.

I have had a chance to view the final MASTER COPY of Kivett Ivey's work on the 34th Bomb Group Shreveport Renunion video tape. I know he has spent all of his spare time bringing those tapes of individual members' coverage of the Shreveport Reunion into a KEEPSAKE VIDEO for all of us. We are in his debt. Please remind the members to order extra copies for friends and relatives along with their original order.

George Ritchie with Evan Rogers and wife Margo in L.A. while stationed at Blythe.

WALT McALLISTER - Orlando, FL.

In answer to Walt Sturdivan's request for information about the "stranger in our midst", (P.25, Dec. issue) this was not at all an isolated incident. Sometimes one would be a straggler from his own organization, sometimes he would be forced out of formation due to intolerable weather and poor visibility, sometimes because of mechanical difficulties; whatever the cause, they would join up as soon as possible with a unit of the same type aircraft. Largely this was for protection, and, if they had not yet dropped their bombs, they would drop with their "newly adopted" unit. In this case the B-24 with the "O in the Square" marking was from the 486th Bomb Group, 3rd Div., Sudbury Air Sta.

On one particularly bad weather day, when all the 24's were struggling mightily to get above the clouds and stay on top, drifting in and out, I (7th Sqdn.) came home with 6 or 7 "strangers". Included were a P-47, a P-38, a B-17, 2 B-24's from the 8th A.F. and 2 B-24's from the 15th A.F. in Italy! If the numbers vary by one or so, it's immaterial. As Lead Pilot, from the markings I remembered, I made it a point to call the bases and ask WHY they had tagged on to us. The answer equated to this: "You were the only bunch of airplanes that resembled an organized squadron, and the only ones that looked like you knew where you were going, so we hung in with you." (I hope Eli doesn't read this, or he may require an unusually large hat size.) The 15th A.F. guys were happy to be in friendly territory and said the same thing. They were heading home to Italy the next day or so. That's the way the war went, and the average crew member never had any reason to know or to bother their heads about such things. A lot of the top dogs didn't have time to get involved with these little day to day affairs. If you don't believe that, ask ole what's his name out there in Lost Wages.

NEWS FROM HERE AND THERE

Through a magazine, Ray Summa has located six of the Royal Yugosalvian Air Force people trained at Blythe. For those who are interested, here are their names and addreses:
Joe. J. Milloy, 3600 Lamar Street, Oxen Hills, MD. 20022
Michael Jolivich, 1184 Generals Highway, Crownsville, MD. 21032
Vlad. Radovich, 3002 Wessynton Way, Alexandria, VA. 22309
Aurel Trailov, 21 Hoonani Street, Kehei, Hawaii 96753
Voya Skakich, 15017 Arkansas Dr., Aurora, CO. 80012
Melvin Makowski, 1735 So. Shore Blvd., Oregon, OH. 46318

*****

From a Mr. B. Lyle Shafer of Jackson, WY. we have news that 25 roommates from a room at Stalag Luft 1, Barth, Germany held a reunion at Dayton, OH. on July 22, 23, and 24, 1989. Of this group, two people from the 34th B.G. were included. Elmer T, Lian attended the reunion. Robert C. Pearce, Lian's bombadier, was not able to attend. He has liver cancer. Anyone interested in information regarding that group can contact: B. Lyle Shafer, 2636 Fairways Place West, Jackson, WY. 83001.

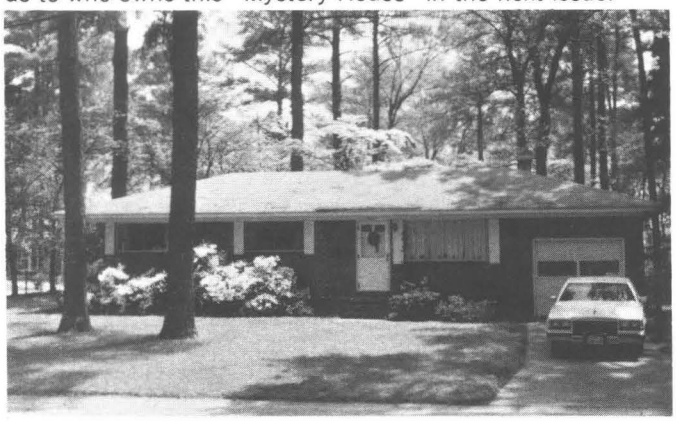
Continued on page 12

NEWS FROM HERE AND THERE

Continued from page 11

From an anyonymous donor we have the following:

The accompanying picture depicts a house in Virginia Beach VA. at which I'm told all our members will always find an open door. We understand that free lunch...free booze...and free lodging is available to anyone who arrives unannounced at the front door. Also a free "BOOT". I'm told we will be enlightened as to who owns this "Mystery House" in the next issue.



As you can see - I live out in the woods. Notice the dogwoods peeping over the roof of my house.

Ray Summa tells us that Jean Fessler of the 8th A.F. Clearing House passed away. She was well known in the 34th. He had missed letters from her and was going to call when he received notification of her death. She had been in the hospital and had come home. Ray thought she had diabetes and possibly other problems.

From Fred and Margaret Maundrell, our dear friends in Mendlesham, we have received the Sunday Bulletin from St. Mary's Church for November 22, 1989 in connection with Armistice Day. They remembered the 34th in their service:

"We pray for those whose names are on the altar here from the 34th Bomber Group. Father, we ask your mercy on the dead and for hope to those who are still alive that we may learn the lesson of the two World Wars and so strive for a peace that will last until the return of your Son in Glory. Amen."

(Wreaths were laid)

******

DISCLAIMERS

From Dwight Bell and Wally Brauks, as well as others we have received information that the V.A. Insurance Refund article shown in the December issue on page 27 is nothing more than a hoax that has been going on for some time. It simply is not true. All veterans are NOT eligible to receive a dividend on their G.I. Insurance. We're sorry for the error but we print news as we get it.

******

Also form Wally Brauks we learn that the item regarding all ex-POW's rights to receive a Bronze Star, related in the December, 1988 issue on page 24, also is untrue. Again, we apologize for this error. **(Ed's Note: Hereafter, when items of this sort come across my desk, I will ask for verification before I print them.)**

Crew of "Rogers Dodgers". Kneeling l. to r.: Cole, DeLain, and Danto. Standing l. to r.: Rosen, Winstead, Jones, Hendricks, Gordon, and Ardo

ADDRESS CHANGES

(As of 1/20/90)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
BACSKAJI	JOSEPH	Add LOT 498 to address			
BLOCZYNSKI	JOHN	Should be So. Cherry Street			
BOULDIN	JAMES E.	769 S.W. 33RD STREET	PALM CITY,	FL.	33490
GREEN	WALLACE E.	407 ALLEN HILL ROAD	BROOKLYN,	CT.	06234
INGRAM	BILL	3054 YULUPA AVENUE	SANTA ROSA,	CA.	95405
JAHNKE	WESLEY W.	3119 S.E. 147TH PL. #69	VANCOUVER,	WA.	98684
KINNEY	MYTRON	E. MAIN ST., RR. -1, BOX 5	YAPHANK,	NY.	11980
KONTE	ALFRED J.	(Zip Code should read)			44095
LOISELLE	JAMES	8101 GORMAN ROAD	DANBURY,	WI.	54830
LONERGAAN	EDWARD J.	6013 FOREST VILLAS CIR.	FT. MYERS,	FL.	33908
NICHOLS	CARL	5260 NORTH COLONIAL	FRESNO,	CA.	93704
RANKIN	EARL W.	805 WHITE OAK RD.	STRASBURG,	PA.	17579
STEINER	ALFRED J.	(MOVED) NO KNOWN ADDRESS			
TALLICHET	EDWARD L.	Zip Code should read			77005
TERRY	JOHN P.	600 W. GLADSTONE ST., SP. 65	AZUSA,	CA.	91702
THOMPSON	CLIFFORD A.	4927 W. LUKE	LINCOLN,	NE.	68524
VAN KIRK	CHARLES R.	Zip Code should read			92803
YOUNG	DARWIN L.	9755 MAIN ST. #78	ST. GEORGE,	UT.	84770

NEW LIFE MEMBERS

(As of 1/20/90)
(Total now 153)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
COUTROS	ANTHONY	391	11 CARRIAGE PLACE	EDISON,	NJ.	08820
DE HAAN	BEN F.	7	815 DUKE DR., #402	GRAND FORKS,	ND.	58201
DORAN	VINCENT J.	391	3811 KWIK AVENU	ANCHORAGE,	Ak.	99517
LONERGAN	EDWARD J.	7	6013 FOREST VILLAS CIR.	FT. MYERS,	FL.	33908
MADDEN	JOHN L.	4	3237 GREGORY COURT	MERCED,	CA.	95340
McCLELLAND	VAL J.	391	1711 SO. LAKESIDE DR.	LAKEWORTH,	FL.	33460
McKINNIE	DWIGHT		201 SO. GREENFIELD RD. #336	MESA,	AZ.	85206
NEAL	GARLAND M.	18	1038 HUNTERS CREEK DR.	DE SOTO,	TX.	75115
SIMMONS	FRED L.	4	7044 E. 71ST COURT	TULSA,	OK.	74133
TANKING	EUGENE		76 BROTHERS ROAD	WAPPINGERS FALLS,	NY.	12590
WOLSTENCROFT	SAM JR.	7	POST ROAD	WESTERLY,	RI.	02891
WOOLFORD	WILLIAM J.		16015 S.E. OATFIELD RD.	MILWAUKIE	OR.	97267
WRIGHT	BURCH	391	1851 SAN CLEMENTE	FAIRFIELD,	CA.	94533
ZELDES	BENJAMIN	18	107 LAKESHORE BLVD.	STAFFORD SPRINGS,	CT.	06076

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
AMICI	THOMAS	7	661 SPENCER ROAD	ITAHCA,	NY.	14850
BAXTER	CARWIN A.		4507 ORANGEWOOD LN. E.	LAKELAND,	FL.	33813
BELL	CHARLES		6025 CHESWORTH ROAD	BALTIMORE,	MD.	21228
COLE	SANFORD		BOX 155	SIMSBORO,	LA.	71245
COOK	GEORGE	ORD.	719 NO. HYACINTH	WEST COVINA,	CA.	91791
DONZE	WILLIAM		"AYTON" THE GREEN, WICKHAM SKIETH	NR. EYE, SUFFOLF,	ENG.	1P238LX
HAGNER	MRS. PETER		360 ROBIN HILLS DRIVE	WILLIAMSVILLE,	NY.	14221
LONG	MRS. LAWRNECE		21 NO. MARTIN LANE	NORWOOD,	PA.	19074
MAKOWSKI	MELVIN	(LM)	1735 SO. SHORE BLVD.	OREGON,	OH.	43618
McKINNIE	DWIGHT		201 SO. GREENFIELD RD. #336	MESA,	AZ.	85206
REMY	JOSEPH P.		14 MUIRFIELD COURT	NEWTON SQUARE,	PA.	19073
ROBINSON	RUSSELL E.	18	20995 S.E. 156TH ST.	UMATILLA,	FL.	32784
ROHAN	JOHN		76 BEACON STREET	HOLYOKE,	MA.	01040
STUTHERS	JIM A.	18	341 CRANE ROAD	VENICE,	FL.	34243
SWEENEY	ROBERT E.		621 MONTCLAIR CT.	PEORIA HGTS.	IL.	61614
WILBURN	ROBERT D.		717-A AVENUE E	OSKALOOSA,	IA.	52577
WILLOUGHBY	ROBERT E.		RT. 5, BOX 84A	PARIS,	TN.	38242

TAPS

(As of 1/20/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BASKIN	WALTER	391	(Died in WWII in fighters)			
BROOKSHIRE	LESTER E.		P.O. BOX 413	LINDALE,	GA.	30147
COLLIER	CLYDE			AUSTIN,	TX.	
GIBBONS	JOSEPH E.			HACKENSACK,	NJ.	
HASLAM	GLEN			AMERICAN FORKS,	UT.	
HENNIS	HOWARD			HOMER,	IL.	
JINKS	ALBERT			LILLIE,	AL.	
LANDRY	ALPHONSE G.			GROSSE TETE,	LA.	
LONG	LAWRENCE		21 NO. MARTIN LANE	NORWOOD,	PA.	19074
McPHERSON	JUNE			PRESCOTT,	AZ.	
MUELLER	LAWRENCE			RACINE,	WI.	
NAREHOOD	CHARLES			SNOWSHOE,	PA.	
PAPALEO	COSIMO		1532 W 11TH STREET	BROOKLYN,	NY.	11204
SCALES	DAVID	4	115 KINGWOOD DRIVE	LITTLE FALLS,	NJ.	07424
SLOVENSKE	SIGMUND	391	5045 EAST FORGE	MESA,	AZ.	85206
SMELLY	D.O.			LEWISVILLE,	TX.	
SMIT	JOHN		(Died 11/3/89)	TAMPA,	FL.	
SMITH	OTTO				IN.	
SMITH	WILLIAM			SWORMSVILLE,	NY.	
SUGG	JAMES A.		886 WOODBINE	McWEAN,	TN.	
TOPPING	DONALD	391		ST. LOUIS,	MO.	63126
TRENT	MAURICE			IAEGER,	WV.	

Standing l. to r.: Bob Vaugn, Alan Siemsen, Fred LeMaster, Clarence Sproul & Austin Fryer.
Seated l. to r.: Joe Kristof, Gilford Spence & Leroy Cole.

Raymond J. Kaiser

1944

1988

Joseph W. Edwards

1944

1988

William Ferlich & Randall R. Martin

1945

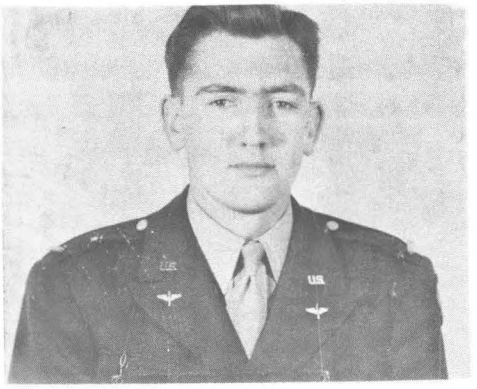
1982

William H. Fandel

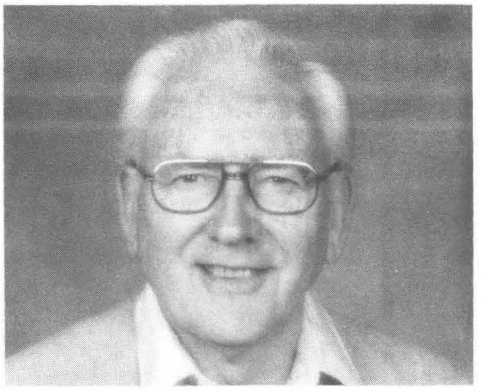
1940

1989

Charles W. Ellis



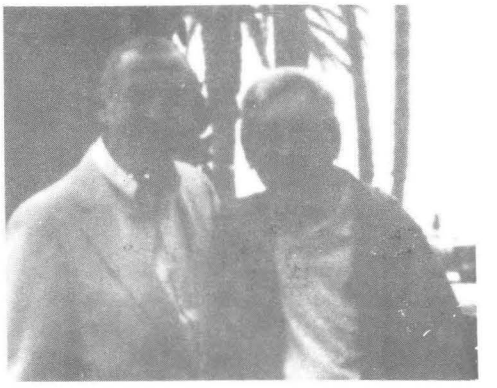
1944



1988

Lee Sacherman & Sidney Doppelt

1944



1988

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

A LETTER FROM A MOTHER TO HER SON OVERSEAS

(Borrowed from another newsletter)

Dear Son;

I call you this because you are so bright. I'm writing this slow because I know you can't read fast. Your dad read in the newspaper that most accidents happen within 25 miles of home so we've moved. Our new place has an automatic washing machine, but it doesn't seem to be working right. The first day I put four shirts into it, pulled the chain, and haven't seem them since.

Your Aunt Sue said the coat you wanted me to send you was a little bit heavy with the buttons on, so she cut them off and put them in the pocket. Hope you can find somebody to sew them back on for you.

We got a bill from the funeral home the other day. The man said that if we don't make the final payment on Grandma's funeral bill, up she comes! Your uncle John fell in the whiskey vat down by the pond. Some men tried to pull him out but he fought them off. Then he drowned. You know he always wanted to be cremated, so we did. He burned for three days.

Three of your friends from high school went off the bridge at Snake River the other night. Freddy was driving them in his pick-up truck. Bernie and Ned were sitting in the back on bales of hay. I think they were going to the drive-in movie. Anyway, the truck went down into about fifteen feet of water according to the police officer. Freddy got out by rolling down the window and swimming to the surface, but Bernie and Ned drowned. It seems they couldn't get the tail-gate down.

Not too much more news this time. Nothing much happens around here. Will write more later.

Love,
Mom

P.S. I was going to send you some money but I had already sealed the envelope.

*****

From "Pete" Gray, we have this:

Last September, Randall Martin, who lives up in Hingham, MA. had an operation which was the reason he was unable to attend the 34th reunion down at Shreveport, LA.

On the night following the operation my phone rang and this is the conversation that took place, (female voice on other end):

"Is this Pete Gray?". "It shore is", I replied. "It's early morning", she said. "What?" I asked, kinda puzzled. "It's early morning, up in He-gum". I was about to hang up the phone as I couldn't make any sense out of what she was saying, but then decided to give her one more chance. "Lady", I said, "it might be early morning where you are, but here where I am, it's late in the evening." "Pete, she replied, "this is Early Morning, Randall Morning's wife." About then I began to cut through that Yankee accent and figured she was having the same problem.

I had the same trouble with that girl over in England back in '85. And, come to think of it — back in '44 and '45, too!

Crew Reunion, 1984 in Rapid City, SD. l. to r.: Paul & Hazel Mueller, Frank & Kay Jonas, Allen & Orfa Barta, Fred & Jeanne Repoff, Anthony & Dorothy LaBanca.

Also from "Pete" Gray, a letter he wrote to Randall Martin in December, 1989:

Hi Y'all!

Am enclosing a recent newspaper article that I thought just might be of interest to you.

Remember some years ago when I tried to get you a membership in the exclusive and famous "Men Will Never Fly Society", but your application was turned down repeatedly? Also you might remember this action was taken due to the fact that, just after the War of Northern Aggression (Civil War to you Yankees), some of the nefarious Martins of Massachusetts migrated to North Carolina in order to make a fast buck. Their stay down there was cut short, however, and they had to leave rather hurriedly - it seems there was some question concerning the ownership of a horse, remember?

Anyway, ever since that time, the Society has been rather dubious about permitting anyone by the name of Martin to join the ranks of this fine and hallowed fraternity. However, since reading said newspaper article, which features a Randall Mar-

Continued on page 18

Standing l. to r.: Don Gibbs, Marv Jalving, Roy Fleming, Randy Martin & Bill Ferlich.
Kneeling l. to r.: George Schmitt, Bob Desjardins and Jack Graham.

A FUNNY THING HAPPENED DURING THE WAR

Continued from page 17

tin who is mayor of Saxis, Virginia, we've had quite a long talk regarding this Martin from Virginia with several of the members. They told me they were well aware of these Virginia Martins, but had classified them right along with the Martins of Massachusetts. When I asked why, I was told that those Massachusetts Martins, who had left North Carolina so hurriedly after the War, had made serveral stops along the shores of the Chesapeake Bay on their way back home.

One temporary stopvoer, at one of the picturesque villages along the Bay, was turned into a permanent one due to the insistance of one of the elders of the village. It seems that one of the Martins had impregnated his daughter and, as a result, this young Martin (the impregnator) had decided to do the "manly thing" by agreeing to marry the girl (the impregnatee). Of course, the ready availability of a shotgun also helped in making the decision.

To those of the Society, back in North Carolina, this was just one more reason for not allowing any Martins into their organization. I tried to explain to them that, as bad as they appeared, they just might be the kind of folks the Society was looking for - sleazy gamblers, drunks, and other types of misfits noted for their empty minds and full glasses.

This concept seemed to have eluded them but, after giving it some thought, they admitted that maybe they had been a little hasty in their judgment and that they "jes might reconsider the whole matter". So that's how things stand at the moment but I have been assured that at the coming 86th anniversary (Dec. 17, 1989) of the Society, the matter will be taken up again. And, this time, your application just might be approved. I'll let you know. Meantime, y'all take care.

"Pete" Gray
The Virginia Gentleman

Memories

OPERATION CHOWHOUND

By William "Pete" Gray

On the morning of May 1, 1945, the U.S. 8th A.F., from its bases in England, sent up almost 400 B-17 bombers. But this was not one of their usual combat missions. This time none of the aircraft carried any bombs. Nor did they carry any guns or ammunition. Instead, their bomb bays were crammed with packages of food for the starving people of Holland, just 200 miles away on the other side of the North Sea.

Over there, hundreds of them were dying each day since the occupying German Army had confiscated most of their food reserves. Nothing was left for the civilian population. Also, in an attempt to stop the advancing Allied armies, the Germans had broken the dikes allowing much of the low-lying land to be flooded. As a result, all highway and railroad traffic was disrupted and nothing could be brought in. Many survived only by eating tulip bulbs. As the condition got more critical, the Allied Command began to set up a process to get some relief to the staring people.

Thus was born "OPERATION MANNA/CHOWHOUND", a joint venture of the Royal Air Force and the U.S. 8th Air Force, in which food would be flown in to the Dutch people. The 8th A.F. part was CHOWHOUND. However, since the German Army still occupied Holland, a truce had to be negotiated before such a mission could be undertaken. The Germans finally agreed to allow the Air Forces to bring in the food - but only under certain conditions. The airplanes would have to fly on a prescribed course and at a certain altitude, 500 feet. Also, the planes would not be permitted to land. The food would have to be dropped, but only in designated areas.

Within a matter of just a few days these details were worked out and, on May 1st, the bombers took off on the first of these life-saving missions. The planes did not fly in formation - each flew by itself along the planned course and at the agreed altitude. Their take-off time was staggered to prevent congestion over the target area. Each carried over 2 tons of food which were packed in small sacks or cans, not easily broken upon impact with the ground.

The "drop zones," and there were ten of them, were large open fields or race tracks situated just outside some town. Each was clearly marked with a large white "X" to indicate the "aiming" point, and the food was dropped loose, not by parachute. Although there was some loss, it was estimated that at least 80% was still edible.

The Dutch people had been warned to stay clear of the drop areas as they could be severly injured by the falling packages. Also, the Germans did not live up to their promise of not firing on the aircraft, as many returned with bullet holes in their wings and fuselages.

When "Ol' Buddy" went on that first mission, two members of our ground crew went along as "sightseers", Charles E. Smith (Smitty) and myself. When our bomb bay doors opened, I went back and stood on the cat-walk and watched as our load tumbled out, right on target. Then as we roared on across the field, there, just ahead of us, right in our line of sight was a large sign. On it, printed in bold white letters, were the words that said, simply but eloquently, "THANKS YANKS."

"OPERATION CHOWHOUND" consisted of 6 missions spread over a period of 7 days, from May 1st to May 7th, 1945, during which 4,155 tons of food were flown in. The 34th B.G. flew 233 sorties, dropping almost 500 tons.

And "OL' BUDDY" made all six of the missions!

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Loading food for operation "CHOWHOUND"

Memories

THANK YOU, AMERICA

By William J. Orton

Being a member of the 1446 Ordinance, Supply and Maint. Co., I drove a truck in the convoy to deliver food packages to the 34th B.G. for the Food Drop mercy missions. I managed to bum a ride with a crew for the trip to the Hague and Amsterdam.

On the Amsterdam trip, many of the sacks of food got stuck in the Bomb bay. We tried to make a second pass over the drop zone but the Germans manning the AA guns shot up a flare to let us know we were going out of bounds. Anyway, the waist gunner had to try to get the packages loose as soon as possible because we would not be able to make another pass. After getting them all out we looked and noticed that many of the packages ended up going through roofs or rows of green houses. I remember the large signs on the ground saying "Thank You America, and I was sure they weren't thanking us for this kind of damage" .

Last Memorial Day, taking part in the ceremony as the Acting Commander of the American Legion Post, I was introduced to a lady visitor from Amsterdam. We ended up talking about WW II and the food drop at Amsterdam. She said she was one of those on the ground waving and thanking us for the food.

I had almost forgotten her when, in November, I received a letter from her with photos taken at the ceremony. I would like to share her letter with all the 34th B.G. I'm sure those who flew the drop will remember that sign. I thought it was made of tulips. Here is her letter:

Dear Mr. William J. Orton;

It was so nice to meet you in the cemetery and I often think on the meeting on Memorial Day. I could not believe that you belonged to a crew of the planes which dropped food for us. Was that not a miracle? Later I remembered that you said that on the ground showed "Thank You America". It was not done by bulbs (we ate them all during the hungry winter) but it was made by paper. I only can not remember where they got it, but I think they found it someplace because there was in that time nothing. I send you these photographs and everything on that day went so quickly that I forgot to ask your address. Al Chastain gave it to me and so I hope that it arrives well. If you have plans once to go to the Netherlands, you are always welcome.

Send my best wishes and regards and thank you very much for the risk of your life you took in that time and for the food. All the best! And God bless you All!

Mrs. Reima Kleijn
Post Box 1374
1000 B J Amsterdam
Netherlands, Europe

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MORALE BOOSTERS

By Vince Doran

Every now and then a bomber came back from a mission so badly damaged, and with such little control left, that the pilot could only crash land. The main runway at the typical base was a paved strip 200 feet wide and 6000 feet long. Under emergency conditions this might not be wide enough, but planes had to land there anyway, sometimes with disastrous results.

To give crippled planes and crews a better chance, three huge emergency runways were built in different locations on the east coast of England. They were placed in service sometime in 1944, I think. There was one at Woodbridge, a few miles from Mendelsham. The paved area was 1000 feet wide and 10,000 feet long, aligned east and west. There were a lot of crash rescue vehicles there to help if they were needed. This was a great morale booster. It gave us the good feeling that the people on the ground were doing the best they could to keep us alive. We never had to land there, but every time we flew over it at the end of a bombing mission, we could see beat-up planes on the field, pointing in every direction, so we knew it was getting good use.

There was another unusual life-saving feature at Woodbridge. That winter of '44-'45, a thick dark stratus cloud lay over most of east England so much of the time. Sometimes there was a clear space between the base of the cloud and the ground, and sometimes the fog lay in there right on the deck. Woodbridge would then activate an air heating system that would clear up both the fog and the stratus in a circular area about three miles across, right over the runway. It was large enough so that you could spiral down through it and land in the clear, when every other field was socked in completely. They had many large burners, like giant blowtorches, set out in a pattern; each generated an enormous amount of heat. They burned avaiation gasoline. It was a great comfort, as well as a thing of wonder, to see that miraculous hole in the clouds that we could fly down through. We were always able to come back to Mendlesham, but we knew that big runway was there.

******

ONE MAN'S MEMORIES

Excerpt from newspaper article

As he paged through the three large scrapbooks of W.W. II memorabilia, it was obvious Ray Kubly was grateful to be alive and to have served his country.

After enlisting, Kubly was assigned to Bombadier-navigator school and became a second lieutenant navigator in April of 1944. He was sent to England as part of a replacement crew and went on his first mission Sept. 17, 1944. On Kubly's ninth mission he and his fellow members of the crew bailed out of their B-17 over Holland and were captured by the Germans. Kubly was one of several men to be shot while parachuting and was taken to a hospital in Uretcht. Others, not shot, were taken immediately to POW camps.

As soon as he entered the hospital Kubly said he had only one thought in mind - escape. Not even being shot in the calf of the leg and barely able to walk deterred the thought. "There was no way I was going to a POW camp," he said, "I told myself if there was ever going to be a chance to escape, I'd jump at it. I'd just force myself to walk."

Fortunately for him, the Utrecht hospital was staffed chiefly by the Dutch, some of whom were extremely sympathetic to Americans and offered Kubly information on the Dutch undergound. On Oct. 29, 1944, Kubly and five other patients made their escape obtaining civilian clothes from the hospital's basement and crawling through the heating ducts.

The heat in the ducts was extreme and Kubly's clothes were full of perspiration when he got out into the cold, winter weather. Soon he became violently ill with a high fever and severe sore throat. Fortunately, he was directed to a member of the undergound with some brief medical training who discovered he had a severe case of tonsilitis. The man used pliers to crush the inflamed tonsils.

After spending about two weeks in hiding in Utrecht, he and his companion, Jack Murrell, made connections with the underground in the countryside. Hiding during the day and

Continued on page 20

Address Correction Requested

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34th Bomb. Group

C/O Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 19

traveling at night, the underground had the unenviable goal of getting through the German line. In November, Kubly and Murrell almost made the move too quickly. The plan was to cross the Dutch autobahn where the German front was located and fight through if necesary. There were about 15 people on the line, dressed in British uniforms and equipped with machine guns and hand grenades. If caught, dressed in military, they would be sent to POW camps instead of being shot for treason. Kubly and Murrell were at the tail of the line mainly because they were Air Force while the others had infantry experience.

Suddenly they heard the word "Halt" and someone yelled "Germans" and everybody took off. Flinging down their grenades and guns, Kubly and Murrell ran amid blasts of grenades gunfire and the barks of German guard dogs. They were the only two to survive.

Still wearing the English uniforms, they were finally reconnected with the underground through a Dutch farmer who didn't even know America was in the war.

The next several months were not without their tense moments. Once they were tipped off that the Germans had learned of their whereabouts at a farmhouse and fled the home moments before the Germans arrived. They wrapped their bodies around the trunk of pine trees to hide. Kubly said he could both hear and see the feet of the Germans looking for him.

On March 12, 1945, Kubly and serveral other men rowed across the Rhine River to the Canadian front lines. After being questioned on troop movements and a two week stay in Paris, he subsequently lectured Air Force squadrons in England on escape and invasion tactics until the end of the war.

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REMEMBERING

By Oliver Bolduc

I was reading the last issue of the M.M. and went back to the June issue and the 34th B.G. History Book as well as my own records and found facts to be true.

On page 16 of the June issue, "Nightmare" by Francis Jackovich and page 34 of the December issue "Nightmare Relived" by John Boysun are articles which now lets me know what happened to a plane I believe was a lead plane I was crew chief of at the time. If records are correct, I believe the plane number was 43-38645. The 34th B.G. History Book lists it as mission #63 to Kiel Hemmingstadt on Aug. 24, 1944 as do my own records. That was the only flight that particular plane went out on but was one which never returned.

How often those of us on the ground crew wondered and prayed for those so brave to fly into the flak-filled skies over the enemy. Especially when our planes and flight crews didn't return.

Then there was another article of a plane I was crew chief of, -45-52738, mission -13 to Tours, which was shot down about 11:00 P.M. at our air base and crashed and burned at site -1. (Ref. M.M. page 32 "Holocaust Over Suffolk" and March '89, Pg. 18). The crew I knew very well. It was piloted by H. Eastman, a very fine pilot. I always respected him as well as his crew. They gave their all that the rest of us might live in peace.

I had to recall much of the 34th B.G. history this past month because my son, Capt. John Bolduc of the Conn. National Guard and my other son Albert surprised me with a trip to the Connecticut Air National Guard Unit at Bradley Field where General Stockwell presented me with the Bronze Star, in full military ceremony, for the 91 missions the aircraft I was crew chief on in England without an abortion.

The initial recommendation was initiated by Lt. Col. E. Freeman, Commanding, on 3 Aug., 1945. To say the least, I was surprised and will always wear it with great pride when the occasion arises. It is a real honor and it was accomplished only with the help of my two dedicated assistants, Harold Higgins and John Hathcock, as well as all the specialists and inspectors including even the supply and office personnel who always get overlooked.

Sometime, if a reunion is established in the New York, New England area, some of us out this way would be able to attend. I see very few ground crew men take part, which is disheartening.

VOLUME XIII NUMBER 2 JUNE, 1990

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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OBSERVATIONS

"Back Home Again In Indiana". Here we are, back from our winter sojourn in Florida. We've had a wonderful few months down south enjoying our visit with our three children there as well as the camaraderie of our numerous excursions with Walt and Ruby McAllister.

Through them we had joined a winter senior bowling league where we made many friends and thoroughly enjoyed ourselves. We and the McAllisters saw each other at least twice a week for motion pictures, dinner, bowling, etc. It was a great deal of fun and we look forward to next December when we will again get into that swing of things.

In this issue you will find many inserts. First is a reminder to pay your dues. Hal Province tells us that we are running behind last year's pace so, PLEASE, if you haven't yet paid your dues, do so now! Secondly, you will find hotel reservation and reunion registration forms for our September reunion at Seattle. Don't dawdle! Send in your forms as soon as possible. I can't stress strongly enough how much you will enjoy meeting all your old buddies and making new friends at these reunions. Especially those of you living in the western states. You've been asking for a reunion closer to your homes. Well, here it is. Send in your reservations now. You'll never regret it!

Rose and I regretfully missed the Shreveport reunion because of health problems. We were determined that we would make both the "Return to England" trip and the Seattle reunion in September. Unfortunately, we will be unable to go to England after all. We have some property in Florida which has been for sale for three years and, wouldn't you know it, is finally to be sold with the buyers wanting to close sometime between the 15th and 20th of May. We can't afford to mess up on this deal so we must be here for the closing at that time which negates the possibility of joining our friends for the England trip. Oh, well, that's life and we have to learn to roll with the punches. However, I do guarantee, barring any other unforeseen circumstances, we will be in Seattle in September.

This issue, in accordance with directives issued at the 1988 reunion, is being sent to all names on the roster, whether paid-up members or not. There is a controversy going on right now regarding sending every issue of M/M to all regardless of membership dues payments.

On the one hand, the "Pros" argue that we must continue to contact our non-payers with the hope that they will become interested enough to eventually join our association.

On the other hand, the "Cons" argue that these people have had enough opportunity to join if they so wished; the extra cost will eventually harm our finances; and, again eventually, some good dues-paying members will decide that "If others don't pay their dues, why should I?" In the end it could, conceivably, spell the end of the whole unit. Keep in mind that, of our over 1500 name roster, approximately one-third do not pay dues, and it's not because they haven't been asked numerous times. Nobody I know of would object to bestowing honorary memberships on those who can't afford the dues, but who's to tell us which are the needy ones that qualify? Think it over.

Finally, Rose and I are looking forward to a peaceful summer and fall here in Northwest Indiana. We trust you will all have good health and happiness until we meet again.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

By the time you read this, the 34th mission to England will have come and gone. We're sure that all the travelers found it more than worthwhile.

This leaves Seattle as the next prime target, and time is flying -- so start getting your plans in order. It promis-

PRESIDENT'S MESSAGE

Continued from page 1

es to be another good one. Look for more info in this letter from Gerry Pine, Harold Rutka, Bob Wright, and from Bill Burnell, our local area honcho this year.

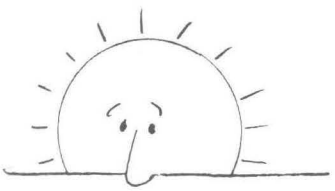
Kivett Ivey tells me that orders for THE TAPE are still coming in as of this writing. We would like your comments or suggestions regarding "an organized" camcorder effort at future reunions. As you probably know, last year's was an after-the-fact project to just put together whatever was available.

I call your attention to Hal Province's treasury report and comments. Please read and heed. Membership dues payments seem to be lagging far behind as compared to prior years. Hal's figures show funds on hand as of end March, but do not reflect expenses, which at times exceed income. It's too early for Hal to have that kind of report yet. We're staying in comfortable shape overall. Last fiscal year-end report showed expenses about $2,000 above income for the period.

We're looking forward to seeing you in Seattle!

Walt McAllister (Mac)

LOOK WHAT'S COMING UP...



34th B.G. Reunion
Seattle, WA.
Sept. 12-15, 1990

8th A.F. Reunion
Las Vegas, NV
Sept. 30-Oct. 4, 1990

34th B.G. Reunion
Louisville, KY.
Sept. 27-29, 1991

34th B.G. Reunion
Las Vegas, NV.
Sept., 1992 ??

Dear Friends;

I hope this finds you all in good or reasonable health at this time.

I see that many of you will be going back to Mendlesham this year. Wish I was going with you but find it is impossible at this time. Have a good time while you are there. I'm sure you all will recall many memories of those days you spent in England; memories which you thought forgotten.

Hannah and I will be spending a week or so at John Yancey's Hotel in Atlantic Beach, NC. around June 15th. If you are in the vicinity stop by and see us.

Have you noticed the TAPS lately? It has been growing more and more each time. In my search for our friends I find the comparison is 50-50. Many of the Postmasters and Postmistresses have been very helpful in helping me locate someone. It is very depressing when I find one who has passed on, but hearing from a wife or children is very rewarding.

It is good to hear from some of our friends who have been hospitalized this last year. Joe Edwards is back on

Page 2

the golf course and I hear that his wife, Verna, is "play acting". Haven't given up your horn for the Follies, have you Verna?

Ken Lockwood has been seriously ill at the Baptist Med. Center in Oklahoma City, OK. I have word from his daughter, Bonita, that Ken is slowly recuperating from a very serious operation. Keep on improving, Ken.

I have heard from Norma Parrish, Harold Parish's wife, that he is not any better and is slowly fading away.

Sam Baglio has been in the hospital and I hope by now he is much improved. Hope you are up to par now, Sam.

Mardell Brooks says that Father Fred is no better now than he was at Christmas Time.

We have many more of our members who have been ill throughout the year. Remember, if you know of anyone who is ill, please let me know or send word to Sam Baglio who, as Chaplain, will send a card. Also, I'm sure our ill friends would enjoy a card or letter from you so why now sit down and write or send a card to a friend who might be ill. By the way, THANK YOU to all of you who sent cards or letters or called during my recent eye operation. My sight is slowly returning and, by the time you read this, I hope it will have returned in full.

Many of you have requested a reunion to be held on the west coast. Well, the next one is to be at Seattle, WA. Now is the chance for you men on the west coast to attend. We are expecting a large turnout for this occasion. Many things are being planned. Bill Burnell, who lives near Seattle, is doing the footwork for this reunion and, I am told, it will be a good one. So get your reservations in as soon as you can and join us at Seattle.

Those of you who will not be going to Seattle and would like to attend a reunion can join us at the 8th A.F. Reunion at Las Vegas, Sept. 30-Oct. 4, 1990. If you do not get a reservation form please let me know and I'll see that you get one. If you plan to attend please get your reservations in before the deadline as the 34th gets a small rebate for the group. We hope to see many of you at either the 34th reunion at Seattle or at the 8th A.F. reunion at Las Vegas.

How about a little publicity for our 34th B.G.? All you have to do is take a notice to your local newspaper and ask the editor to run it for you. Most newspapers carry a reunion column in their publication. This will not only help us locate our friends, but will let the men know the 34th is still alive. Following is a sample you can use:

The 34th Bomb Group (H), the oldest B-17 Bomb Group during WWII, is searching for all former members and will hold a reunion at Seattle, WA. Sept. 12-17, 1990. For information call or write Ray L. Summa, Corresponding Secr., 2910 Bittersweet Lane, Anderson, IN. 46011. Ph. (317) 644-6027. (You can add your name, address and phone number).

Our yearly get-together with Dale and Marjorie Finley at Murphy's Steak House in Indianapolis on St. Patrick's Day was great. This is a yearly "bash" as the Bagpipers and Drum Corps. put on an outstanding performance for the Irish and some non-Irish who attend. Maybe some of you in Indianapolis might like to join us next year on St. Patrick's Day.

SEE YOU ALL AT SEATTLE!!

Ray Summa

REUNION 1990
Seattle, WA., Sept. 13th to 16th

Plans should be made well in advance for the month of September, 1990. This planning should include a longer time to be spent in the reunion area. The Reunion Committee has bargained with the Radisson Sea/Tac Hotel to give any member of the 34th the reunion room rate from 8 Sept. through 19 Sept. This reduction from the daily room rate is quite substantial. You can take advantage of these rates to see the beauty of this part of the country as it is not possible to see it all on the affordable time given us in reunion days. Tours may be arranged to the other parts of the northwest and Canada, as well as a cruise to Alaska while you're in Seattle.

Bill and Margo Burnell are our contact people for this reunion. They have made arrangements for a golf outing on the 13th of Sept. See these folks for details when you arrive at the hotel. They will also be able to answer your questions about the local area.

If you are wondering why the increase in registration fee, it is because at the Shreveport reunion it was voted to add a $5.00 fee in registration to be applied to the scholarship fund.

Now for a rundown on the food arrangements. Friday breakfast is a good old fashioned All-American breakfast, the kind that will stick with you till lunch. Lunch is on our own. Friday evening we will try to utilize a food product of the area. Salmon seems to be a good thing in this area, so we have arranged for a Salmon Bake -- served poolside. This is a different approach to our needs, and should prove to be exciting.

Saturday breakfast will feature an omelette station breakfast. There will be several stations set up so that there will be no large waiting lines, and you may order and receive an omelette of your choice made while you watch. Lunch is again on our own. For the Saturday Banquet we again have gone away from the traditional prime rib, etc., etc. We are jumping the holiday season ahead a tad. The catering service has come up with a good old fashioned early turkey dinner complete with all the traditional trimmings; pumpkin pie, whipped cream and even a glass of local wine. The menu looks great and no one should go away from the table hungry.

Sunday breakfast will also be stations on the spot cooking, except there will be served pancakes; your choice of flavor. Each of these stations will also provide the rest of the goodies that make a breakfast complete.

Do not forget that there is free transportation from the airport to the hotel. When you arrive at the airport give the hotel a call on their direct line and a bus will pick you up and take you to the hotel. This also works when you leave. Contact the bellman and he will get you on a bus from the hotel to the airport. This is at no cost to you.

Now as to the other activities, etc.:

1. The tour bus company that will escort us on the Friday tour will also have other options for us to use on Saturday. These arrangements can be made in the lobby.
2. Airline reservations at a reduced rate can be made through Ambassador Travel. Their 800 number is on a flyer you will find in this issue. The reduced price warrants a call.
3. Budget Rent-A-Car will also have a deal at reduced rates.
4. Reservation forms for the hotel will be in this issue. Please make sure to send in your reservations early.
5. Registration forms for the food and tour are also in this issue. They are to be sent to Bob Wright as directed.

We look forward to seeing you all there. We promise you a good time with good friends and the renewing of old friendships.

Thanking you, The Reunion Committee,
Gerald Pine, Harold Rutka & Robert Wright

From Bill Burnell we have the following:

Margo and I are looking forward to greeting each of you in Seattle in September. It is none too soon to be making plans for the reunion. There is so much to see and do in this area that we are sure many of you will want to plan on spending extra days here either before or after the reunion. September is usually an excellent time to travel in the Pacific Northwest.

Trips can be planned for the ocean beaches; Olympic Penninsula; Olympia; San Juan Islands; Snoqualmie Falls, Levenworth-Wenatchee; North Cascades; antique shopping in Snokomish; Vancouver or Victoria, B.C. and a great deal to see and do in the city itself; Longacres race track; U. of W. Campus; Pioneer Square; Aquarium; Pike Place Market; Space Needle; Science Center; Underground tour; Waterfront Tower; Wineries; Zoo; Ferry boat rides and much, much more. For information you may write or call: Washington St. Dept. of Trade and Economic Development, Tourism Development Div., 101 Gen. Admin. Bldg. AX13, Olympia, WA. 98504, PH. 1-800-544-1800; or British Columbia Tourism, 700 Olene Way, Suite 930, Seattle, WA 98101, PH. 1-800-663-6000.

Standing l. to r.: Selby, Sprinkle, Laub, Cumberworth & Waring.
Kneeling l. to r.: Williams, Curtis, Wraga, & Moore.

MENDLESHAM REUNION
(May 17 - 25, 1990)

From Harold Rutka we have the following:

As of this morning (April 24th) there are 57 of our people going on this trip. This will require one large and one mini bus. At least when one bus gets loaded it can leave and the other can wait for any stragglers.

There are no changes in the plans, as of today, and no guarantee on the weather. I have contacted the ladies and we will have eleven in attendance as our guests, plus the Stedmans, at our Saturday evening dinner. Following is a list of those signed up to go as of today:

Anderson, Alvin & Julia
Antanovich, Alex & Betty
Brauks, Wallace & Doris
Casler, Dudley
Colwell, Mary Ellen
Conklin, Claude & Genevieve
Farley, John & Bernadet
Freysinger, Carl & Imogene
Gibbs, Claude & Audrey
Heikkila, Harold & Betty
Herget, Charles & Eileen
Kline, George & Margaret
Lampey, Robert & Betty
Mangan, John
Martin, Randall & Shirley
Mueller, Paul & Hazel
Mueller, Steve
Muente, Frederick & Ginny
O'Brien, Edward & Carol
Orton, William & Naomi
Poole, Wally & Joan
Romero, Cleveland & Henrietta
Rutka, Harold & Genevieve
Ryan, Gordon & Doris
Saulnier, Ernest & Florence
Sothern, Bruce
Spink, James & Barbara
Thomas, James & Eleanor
Wolstencroft, Samuel & Arlene
Yockey, Charles & Virginia
Zeldes, Benjamin & Edith

TREASURER'S REPORT

Here it is, April 8th and Eli has been calling for articles for the June issue of Mendlesham Memories. It's been a busy seven months since the Shreveport reunion and there's an even busier five months before we gather at Seattle. A lot will happen in the coming months; the reunion committee will finish the Seattle plans, the scholarship and constitution committees will continue their hard work, and there are quite a few of you who will have been to Mendlesham when you read this.

It seems appropriate at this time to give you an accounting of the finances of the Association.

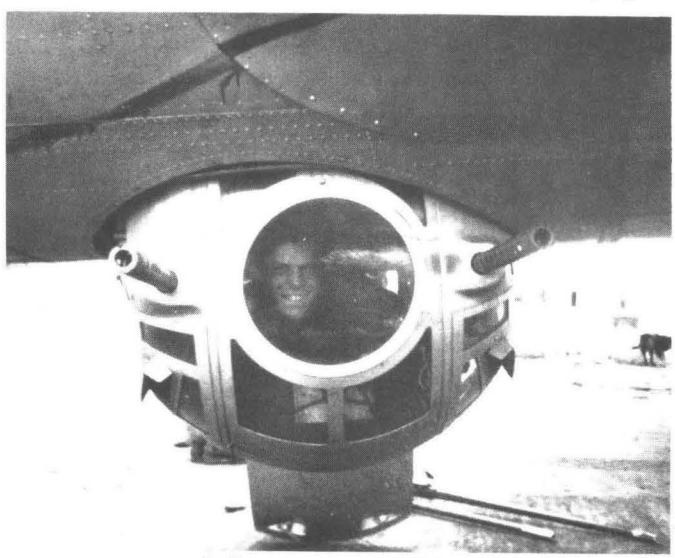
GENERAL FUND:	Money Mkt. Acct.	$ 5,762.25
	CD due 91-01-10 7.7%	6,000.00
	Due from Memorial Fund	3,389.45
	Indiana Checking Acct.	976.77
	Mississippi Chkg. Acct.	131.46
	Total	$16,259.93
LIFE MEMB. FUND:	CD 90-09-30 8.15%	$11,819.20
	CD 90-10-05 7.80%	4,400.00
	Savings Acct., Miss.	152.00
	Total	$16,371.20
MEMORIAL FUND:	CD 90-09-30 8.10%	$ 9,185.45
	Less amt. due Gen. Fund	-3,389.45
	Total	$ 5,796.00
REUNION FUND:	*As of 89-12-31	$ 2,570.44
TOTALS:	GENERAL FUND:	$16,259.93
	LIFE MEMB. FUND:	16,371.20
	MEMORIAL FUND:	5,796.00
	REUNION FUND:	2,570.44
GRAND TOTAL		$40,997.47

*Bob Wright has this checking account.
**Memorial account in England had 765.4 pounds Sterling as of Sept., 1989. I don't have a recent balance for this acct.

We have a potential of 1592 members on my data set which includes ex-34th-ers, wives, and associates. There are 644 who have paid the '90 dues of which 164 are Life Members. Total paid-up membership for 1989 was 1014 so we are running a little behind at this time. Each issue of the M/M triggers a flood of letters with dues so if you haven't sent your '90 dues please get your check in the mail.

Next year we may be operating under new by-laws

Continued on page 5



Ball Turret Gunner - Bob Lampy

SHREVEPORT "VIDEO PROJECT" REPORT

When I finally completed the "Master" video tape and totaled up the expense plus the cost to reproduce each tape, I thought, "We'll never recover our cost!". I selected 16 people and sent them a copy, plus a bill. The response and comments (plus checks) I received were most gratifying! This "made my day", and all my time and effort was worth it! Some of the comments from those 16 were as follows:

"I think the video is very interesting, and has something for everyone --- go with it!"

"We have run the tape through twice. I think you did a commendable job."

"I locked the doors, took the phone off the hook, fixed me a big drink, and viewed the video. It is outstanding!"

"You did a good job and I'm grateful to you for your efforts."

"Thank you so much for sending us the video. We have watched it twice and cry everytime at the 'dedication' at Barksdale."

To date i have received orders for 64 tapes. I have checked the names of those who ordered against the list of those who attended the reunion in Shreveport. Some over 50 ordered a video and about 10 who did not attend. That leaves at least 90 or so who attended that DID NOT order! Come on you guys, you need a video!

There was a slight goof on the order blank in the newsletter. My correct address is: Kivett Ivey, Rt. 3, Box 452B, LaGrange, NC. 28551. Just send me a check for 20 bucks made out to the 34th B.G. Association. If you have already placed an order, have a problem, don't receive a tape, or get a damaged tape, or whatever -- let me know and I will try to make it right.

I believe most of you will treasure your tape -- fond memories!

Respectfully,
Kivett Ivey

TREASURE'S REPORT

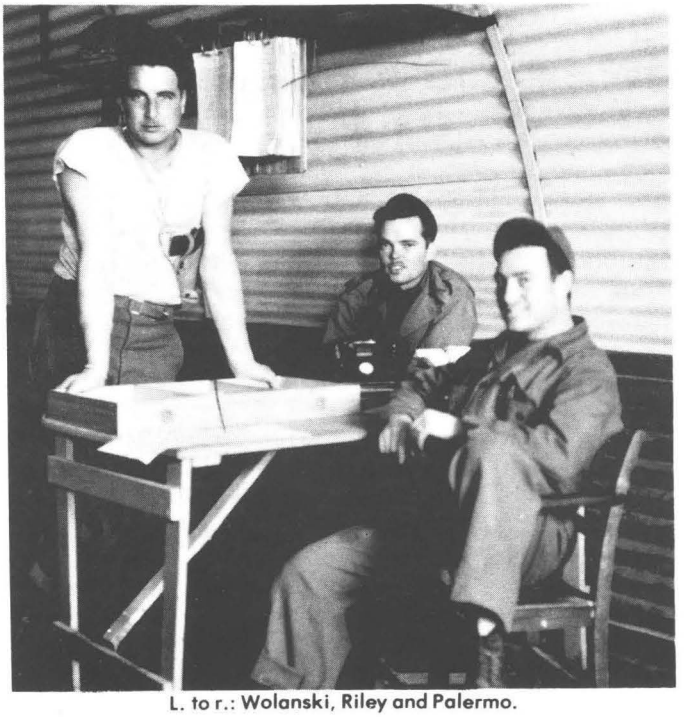
Continued from page 4

and may not be able to send Mendlesham Memories to those who have not paid their annual dues. Better yet, why not join the LIFE MEMBERS and not worry about annual dues? You'll receive each issue of M/M and not have to concern yourself with sending an annual check for dues. Under our present constitution we are a "Last Man" organization and we don't have but 1592 from which to draw voting members. We've been lucky that our "Newly Found" have kept pace with those we must place on the "Taps" list, but this can't continue indefinitely. There are still some members of the 34th whom Ray has not been able to locate and I'm certain that you'll be glad to help him check on those "lost sheep" whose last known address was in your state.

One more item and I'll quit! Ray, Eli and I are trying to keep our computer data sets as accurate as possible. If we have any mistakes in your listing; name spelling, wrong address, wrong organization, city, state, or zip code wrong, spouse's name, or wrong telephone number, please let us know and we'll make the correction. It hurts us all when a copy of M/M doesn't get delivered or someone loses track of a war-time buddy! Also if you spend the winters at an address other than your main home, please let us know. Mendlesham Memories mailing label disks are separated for summer and winter mailing. Summer includes the June and September issues. Winter includes the December and March issues. We're sorry that we can't have separate disks for each issue but it would involve far more work than should be necessary. Let us know your winter addresses and we'll try to keep you receiving your newsletter.

We all were part of a top-notch war-time organization and there's no reason to settle for anything less for the 34th Bomb Group Association! And; quoting from someone on TV or Radio; "Keep those cards and letters coming!"

Harold Province
Treasurer



L. to r.: Wolanski, Riley and Palermo.

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
Rte. 4, Box 630
Carriere, MS 39426

ED LONERGAN - Ft. Myers, FL.

We sure enjoyed Shreveport. Our crew, B.E. Sheesley, took the attendance prize with seven members present. We had to cheat a little to beat out Gene James and his crew. Details at another time.

Our Florida location will now be permanent except for July and August visits to our children in Missouri and Iowa. We will also attend the Seattle reunion with an extended trip to Alaska.

****

DON D. DURHAM SR. - Chesterfield, MO.

Was enjoyable reading the December Mendlesham Memories and, in particular, reading about Harry Ackerman. Had the pleasure of flying with Harry, along with Jack Eaton, Howard Burton, Bob Gay, etc. when the group went overseas. Harry might recall our B-24 losing an engine near Borinquen Field, Puerto Rico, and we stayed for 3½ days, partying. Took us 21 days to make the entire trip to Mendlesham.

James K. Boone

WILLIAM "PETE" GRAY - Virginia Beach, VA.

Am glad to see more information about what's going on with the 34th in the MM - all of us got a little more insight of how we stand financially and just what the several committees are doing and planning to do. Hope this keeps up. Seems like a lot of us have been kept in the dark about a lot of things. For instance, I never realized how much money we had. I can still remember way back about 1978 when Ray didn't have enough money to mail out the dues notices-at the time don't think he had located more than 50 members. But - look at us now!!

Would have written before but fell down (again) just before Christmas. This time I didn't break anything. I slipped on some ice and landed HARD on my left shoulder. I laid there for a long time - afraid to move. Knew I had broken something but didn't know just what. All I could think of was I should have taken a drink before I came out - NEVER fall down after taking a drink. Told myself that the next time I come out in this kind of weather I'm going to make sure I fortify myself in advance.

The x-rays showed no broken bones but the Doc said I really messed up everything in that shoulder. And said it would take weeks before things got right again. He was right, too, after more than three weeks I just got to where I could use the typewriter again. Had to get an eight year old boy from next door to open a bottle of Virginia Gentleman for me!

(Editor's note: We have just received word that the A. Smith Bowman Distillery has announced plans to resume production of its Virginia Gentleman bourbon, which was halted three years ago.)

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ERNEST T. MORIARTY - Orange, MA.

I'm still seeking information on two individuals, namely, Martin "Marty" Howard and George "Red" McLaughlin. I believe that the 34th also formed cadres that eventually became the 303rd B.G., the 305th B.G., and I know the 306th. When I went to Wendover I met fellows that were at Westover and Pendleton with the 34th. However, neither "Marty" or "Red" went to Wendover with the 306th. I hope there are still guys with the 34th that remember some of these guys and could possibly shed some light on where they went or are at the present time.

Relative to cutting off the MM to those who haven't paid their dues, - One word - DON'T. We in the 306th, so far, have no dues and our paper goes to one and all on the list. The affluent contribute to the kitty and take a tax deduction at the end of the year. This method lets the poor unfortunate guys know what is and has happened to their former compatriots.

We do not know what type of cross any other member is carrying and what the cost may be. That is my opinion.

****

CARL TRAUERNICHT, JR. - St. Louis, MO.

Since we were not able to get our crew together for the Shreveport reunion I decided to try for a "mini-reunion" in October. As a result of my efforts Bernie Peczkowski and his wife, Katherine, arrived at my home on Friday afternoon, October 13th. On Saturday morning, A. C. Eggleston and his wife, Trudy, landed their Cessna 210 at a local airport and Bernie and I met them. Early that afternoon, Norman Ashwood and his wife,

Continued on page 7

Notes From Our Friends

Continued from page 6

Peggy, drove in from Cleveland by way of Iowa. The four of us present constituted all members of our crew which I could reach.

As seems to be the case in such reunions, all present seemed to enjoy the recollections of the story-tellers and many stories were told. It was a great occasion and, apparently, well enjoyed by all. Bernie Peczkowski has invited us to South Bend next year for the Air Force - Notre Dame game, so we are planning to have another "mini-reunion" about the same time next year.

****

L. to r.: Bernie & Katherine Psczkowski, Trudy & A.C. Eggleston, Peggy & Norm Ashwood, Margaret & Carl Trauernicht.

JENNIE (MRS. CHARLES) GREGORSKI - Roslyn Heights, NY.

I'm sorry to say that I lost my husband, Charlie, to cancer on January 11, 1990.

He always enjoyed getting together at the reunions and looked forward to them each year. He was too ill this year for us to attend the one in Louisiana.

****

JIM STUTHERS - Venice, FL.

Thanks for the info on the pending trip for 1990 back to Mendlesham. For some time I've contemplated taking my wife to England and I had hoped to get there in 1990. Now I have a real incentive to do so. However, I had planned to spend more time in traveling in a rented car and revisiting more of England than is shown in the newsletter. But, knowing that a get-together is planned May 17-25th, 1990, gives me a date and something I can use to plan our own time around.

****

L. J. PAGOLZASKI - Satellite Beach, FL.

In the past nine years I have had two strokes, then turned into a pernicious anemia case followed by a sweet attack of viral moeningitis. The last job left me so weak I could not continue my therapy to counter the second stroke which gave a light paralysis to the left side of my body. My left hand is no longer as deft as it once was as a Radio operator and air gunner with the 34th.

I am married with three sons. The oldest, is 40, is a captain with Northwest Airlines. The middle one is a good wood butcher, and the youngest, Jim, is with computers at Kennedy Space Center where most of the shots are sent up.

I wish everyone the very best of everything. God bless you all.

****

JOHN CONSTANCE - Omaha, NE.

My connection with the 34th goes back to July of 1941. We were flying B-18's. I left Spokane, WA. in November 1942, to start a new outfit in Ephrata, WA. Don't hold me to the dates I listed here, but it's pretty close.

Two members of the 34th that I kept in contact with have both passed away; Will Sherman from Wyoming, RI., and Fred Polinski from Worcester, MA.

****

ROBERT KORF - San Bernardino, CA.

As I have said before, Ray has done one hell of a good job in getting the 34th together. My brain is missing a lot of the guy's names but I do remember a few. I called Bill Fandel, my old boss, in San Antonio and he had a hell of a time trying to remember me - but I always liked him. He also gave me one of the best letters of recommendation I ever received.

****

MAXINE MEYER (Milo Bunn's sister) - Bradford, IA.

In 1981, when Milo moved back to Iowa to be near his family, he was acting very strangely. With the help of the VA we had him evaluated twice and found he had Alzheimer's Disease. The part of his brain being destroyed was his behaviorial part. He also had bladder cancer which was kept under control.

He was to be one of the first ones admitted to the new Alzheimer unit in the Old Soldier's Home on the 4th of March, 1987, where he would have had skilled care. Unfortunately, he died very suddenly on March 2nd in a nursing home of a massive heart attack. He will be missed very much by his brother Axen and myself.

Hope your plans for both reunions in England and Seattle will turn out successfully. I know Milo would have liked to join the group.

****

WALTER W. POOLE JR. - Jupiter, FL.

I flew in B-17's in the 379th and 398th Bomb Groups. However, I was in the 34th B.G. at Westover Field, MA. in 1941, leaving for Aviation Cadet School in Jan., 1942, just before they went to Pendleton.

I have great respect for the 34th. Key men from the 34th went to practically every group that made up the 8th Air Force.

I am planning on making the trip to England May 17th, hoping to meet up with some old-timers that I knew at Westover Field.

****

CARROLL E. FORISTER - St. Louis, MO.

Thank you for the snap taken at the Reunion Banquet. We like it. We're planning on England again this spring (Sylvia's mother is 92 now, so we try to visit each year) and, hopefully, will also be able to manage Seattle in September.

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Notes From Our Friends

Continued from page 7

JOHN TERRY - Glendale, CA.

A number of questions have been in my mind for several years. For instance, all the official orders the Army put out during the war were classified RESTRICTED. Is it safe to assume that all of those are now released, or might the relaxation process have been instituted selectively?

Soon after I first read in MM of the memorials to those who gave their lives, I wondered if there is a list of such men of the 34th B.G. When I got the first notice from Turner about the 34th B.G. book, I thought that the deceased should be included and called DiNenno, who was president at that time. He saw nothing wrong with the idea but suggested I should contact McAllister. Then I pondered the task of finding relatives of the deceased, of whom I had two in mind; Louis Zakaib and Bill Mackey. A monumental task to say the least.

Some time ago I called Jerome Wessel to ask if he remembered the story of the Mackey crew. The entire crew bailed out over the North Sea from a disabled plane in preference to ditching, when it appeared they would not make the land. The 4th Sqdn. C.O. stayed aboard and survived when the lightened ship did make it to land. As related to me by someone on McAllister's crew in POW camp, the C.O. became mentally ill as a result. I don't remember his name.

Another problem I've been working on. The newsletter of the 8AFHS has recently clearly detailed the method of acquiring a MACR, but that is based on knowing the number of the MACR. There was a hint that historians could get that information. Does anyone know how I can learn the number of my MACR?

I've also recently wondered whether any member of our group has made any attempt to list the planes assigned to the individual squadrons and match the ground and air crews connected to each. Of course, the B-24 we were assigned to in the US and in which we flew to England was considered OUR ship, and the crew chief made that trip with us and continued to be the one we depended on for our missions. Unfortunately, the crew chief's name never got into my personal papers.

Long, Larson, Williamson, Tardiff, ??, and Wallace. (Notice one Buzz-Bomb shot down by Dynamite'n DODO.

JACK SHARE - The Woodlands, TX.

Just wanted to inform you that, as of March 15th, Marian and I will be located in the sunny climes of Texas. This all came about rather suddenly and things are moving a bit faster than anticipated. However, we have been kicking it around for some time and now it is a reality.

We will be located north of Houston (off I-45) in a place called The Woodlands. We were down there visiting our son and family over Christmas and the location appealed to us. Since then it has been full speed ahead.

****

LLOYD ELLIOTT - Oklahoma City, OK.

We enjoy so much the M.M. and sit down immediately after receiving it and read it from cover to cover. In December, 1989, Clair Zarfoss' widow, Harriett, came to visit. He was my pilot on the "Flying Dutchman" from June, 1945 'til December, 1945. We had a wonderful visit.

Harriett lives in York, PA., so Oklahoma was a long way to come to visit. Other members of the crew are Irwin Hankin, Sioux Falls, SD. and Reid McCloskey, Carlsbad, NM. We are planning another reunion this summer. Carol and I plan to retire this year.

****

KENAS AKERS - Pocatello, ID.

In January I visited a member of the 7th Bomb Sqdn., 34th Bomb Gp. in Blythe, CA. He was with the group in Washington, California, and England and well known to all members of the 7th Sqdn. Philip Palermo was our mail clerk.

We had a wonderful visit and recalled old memories. He has a lovely wife, children and grandchildren. He had a stroke some time ago, but now is walking again. We drove out to the base and the only thing we recognized was the swimming pool that was dug by the members of the 34th.

****

GRADY DEATHERIDGE - Collinsville, VA.

I became ill the first of December and, although I am somewhat better physically, I have a rough go of it with my nerves for the past few weeks and am still on shaky ground. I do not remember any of the treasurer's report and I would appreciate knowing how the current status stands. I would like to know just how wealthy the 34th Assoc. is.

(Editor's Note: The December newsletter listed the Treasurer's report as presented at the Shreveport Reunion.)

****

GEORGE H. KLINE - Burnt Hills, NY.

We missed the Shreveport reunion, but hope to make Mendlesham and Seattle. We are looking forward to seeing all the guys and gals. We plan to stay 3 additional days in England to visit relatives. They were young girls when I went to see them during the war. One girl and her husband spent a week with us 2 years ago. The other spent a few hours with us last year. A family get-together is planned.

****

WILLIAM DONZE - Wickham-Skeith, England

Yes, I am interested in becoming a member of the 34th again. I can remember some of the names in 1946.

I married a girl who lived not far from the base. She

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Notes From Our Friends

Continued from page 8

and her sister used to come to the dances in the Village Hall at Mendlesham. I married in 1946 and came back over here in 1947 and have been here ever since.

We have a place just about three miles from Mendlesham and 4½ from the base. I've been here 21 years now and at two other addresses the rest of the 43 years. We have one son who lives and works on computers for a firm of clothing shops in London.

****

CARL STEMEN - Bremen, OH.

I have some comments to add to Pete Gray's article on Operation Chowhound. There was a formation on the first Chowhound mission. On May 1st a 3 plane formation led the rest of the group into Holland. The orders were that these planes would fly in, as guinea pigs, to see if the Germans would honor the truce. If all went well the rest of the group would then follow. The formation was led by General Gerhart's plane with Lt. Davis flying left wing and I flew the "MIZPAH" on the right wing.

We flew over Rotterdam, having to break formation around a church steeple. Did you ever hear a Lt. tell a General to watch what he was doing? Well, Davis did as we almost hit that steeple. Since we had no adverse activities from the Germans, General Gerhart radioed for the others to come in. We flew back out, then made another pass to drop our food.

I wasn't happy about being sent on the first mission since I had completed my tour and was ready to go home. After the first drop, and seeing the excited people below, I thought it was the most gratifying thing I had ever done. On our last drop the thing that made you have a lump in your throat was the sign on the ground saying "MANY THANKS YANKS".

As an after thought, I wonder if anyone remembers the rumor that Davis and I started the club the night after the first drop? We stopped in the club for a "SOFT" drink and decided to start the rumor. We let it be known that Queen Wilhelmina was so pleased with what we had done that she was going to decorate all of us with the honors of "The Order of the Purple Tulip". My, but rumors do travel fast!

****

JOHN FOWLER - Brooklyn, NY.

The last copy of M/M has set my mind to nostalgic thoughts of the days I spent in Mendlesham. I originally went overseas as a waist gunner on a crew assigned to the 18th Sqdn. It was around the time they decided to switch from a ten-man crew to nine. Since I was a replacement on this crew I was odd man out.

Now I'm thinking....who the hell did I fly with when I finally flew my combat missions and, in particular, who were the crew that saved my life on March 17, 1945? You see, I was a radar operator and assigned to a different crew each time I flew. I thought someone may come up with some answers for me. I'm going crazy just thinking about this after forty-five years of daydreaming.

I have every intention of attending the Seattle reunion this coming September. The only way I won't be there is if I'm not amongst the living. God perish the thought! In fact, I would love to meet every crew that I flew with.

JOSEPHINE (CLIFFORD) CONNER - Wilson, NY.

I was happy to see that my husband was being contacted so he would again, under peaceful conditions, be with the men he had served with in the army, but sad because Clifford passed away on June 21, 1981. I know he would have been very happy to join you. He spoke often of the men he had served with and often wondered what had happened to them.

****

HAROLD WILLIAMS - Lantana, FL.

It was very interesting to read about Joe Milloy of the Yugoslavian Royal Air Force who trained at Blythe and served as a B-24 pilot in the 15th Air Force. Evelyn and I knew Joe and his wife, Tanya, in 1951 and 1952 in Greece where I worked as a Civilian Finance Officer in the U.S. Embassy. Joe was also working as a civilian in the same department. But, after that, he re-entered active duty in the Air Force and remained to retire as a Lt. Col. After reading the article we called him and had a nice chat. We plan to see each other in the near future.

We are sorry we were unable to make it to the reunion at Shreveport and see all our friends, but until we finally are settled in Florida, we can't do much travelling.

****

JOAN E. (FRANK) SCHRAD - Omaha, NE.

Frank died July 28, 1989 after a hard struggle with cancer of the lung and bone - very painful. We were married for over 30 years. I'm sure if he were here he would really enjoy hearing from you. I don't know much about his service life since I met and married him when he was 36 yrs. old. He talked some about it, but not much.

****

DR. BONITA LOCKWOOD (KEN'S DAUGHTER)
Long Beach, CA.

While visiting my father in the hospital in Oklahoma, I asked him if he wanted me to contact the 34th B.G. and let them know the situation. I called Ray Summa and the letters and cards started pouring in. These meant so much to my father and are certainly contributing to his recovery. It's as if time has only strengthened the spirit and comaraderie of the 34th Bomb Group. This is the true meaning of LOVE. I am very proud to be a member of such a wonderful and meaningful association. Hopefully, my father and I will see you all in Seattle. My father sends the following message:

"All my love to you and your families for your caring support during my hospitalization."

********** Continued on page 10

Standing l. to r.: Jalving, Gray, Fleming, Gibbs and Ferlich.
Kneeling l. to r.: Schmitt, Desjardins & Graham.

Notes From Our Friends

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MICHAEL RICCIARDI - Garfield, NJ.

It was so nice to hear from the 34th B.G. It sure brought back a lot of wonderful memories. The postmaster who gave you the information that I had passed away had me confused with my brother who passed away a short time ago. So, you see, I'm still alive and kicking.

****

RUSSELL E. SELBY - Orlando, FL.

I don't remember all of what happened over there 45 years ago, but there are some things I do remember well. We flew a new plane over as a replacement crew. We landed at a depot and were picked up so quickly that I didn't have time to recover the booze I had so carefully taped to the spars inside the wings. It belonged to the officers so you can understand I was not too popular for a while.

****

ROBERT (HECTOR) MAGGIOTTO

- Floral Park, NY.

I flew 31 missions in 1944 as a radio operator with my crew in the 391st Sqdn. I'm signing Robert instead of Hector because I had Hector removed from my papers. We have a condo in New Port Richey but we still live in New York.

****

AXEN BUNN (MILO'S BROTHER)

- Steamboat Rock, IA.

Sorry to inform you that Milo died very suddenly in 1987 of a massive heart attack. Milo would have liked to join the group. The family hopes your plans for reunions in England and Seattle will turn out successfully.

****

JACK WHITING - Charleston, WV.

THE QUESTION: "Should the Editor send every issue of MENDLESHAM MEMORIES to every known and found former comrade, whether a paid member or not?"

It would seem that communication is rather central to this issue. Under the best of circumstances we are one of the most closed organizations in the world. Our only out is feet first. Recognizing these conditions, the organization should exercise every opportunity to encourage participation in our events. This is (and can be) achieved through greater conradeship generated by our mutual bond.

We survived in combat, not as uninformed participants, but rather as a large family, all interdependent on each other. We never slammed the door on communications, for our very survival both in the air and on the ground, was dependent on the generated respect for each other.

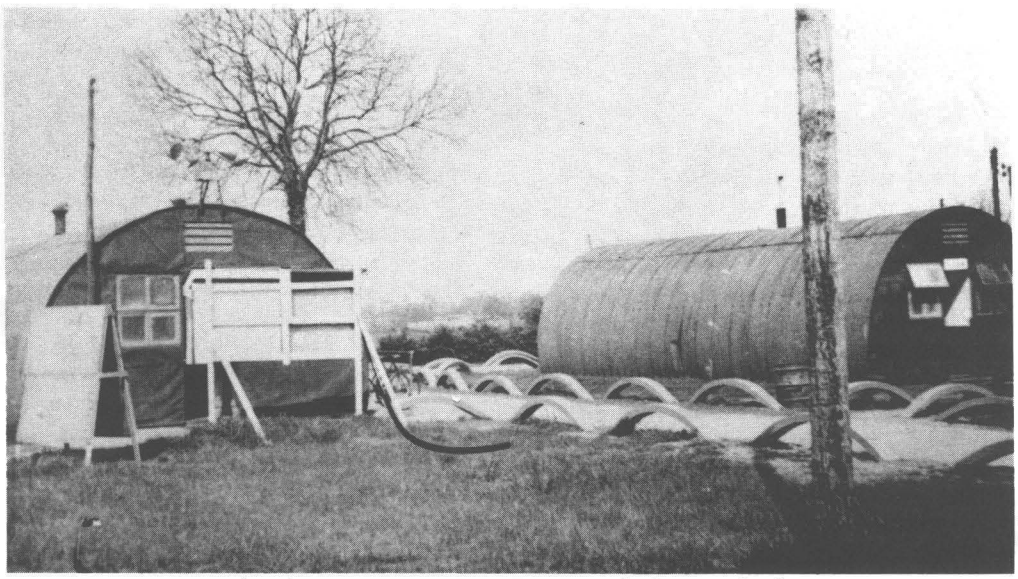
It would seem that this bond is everlasting and a circumstance which is eternal. Time does not, nor will it, diminish our continued responsibilities to each other. If the capability exists, then no circumstance should be great enough to minimize our continued obligation to each other.

"Valor to Victory" is central to 34th philosophy. Valor was, and is, the key to the events of the past and to our future progress. Valor also implies that we, as an organization, will never discriminate against another because of a lack of membership. We do not know the circumstances of others. We do know, however, that we all have a mutual bond which carries with it the responsibility of understanding.

The matter of membership communication is the life-stream of the 34th. It is not an issue for resolution by the Board of Directors. It is an issue that should be decided by the entire membership. This vote could easily be achieved by including a ballot in MENDLESHAM MEMORIES.

Simple decisions in life, those requiring little thought, are the yes and no decisions. If the mailing list is a problem, then study it. Assign a task force to present findings at our annual meeting. Appoint another task force to promote membership. How about writing the nonmembers and ask them why they won't join the organizationm. Perhaps the flat side on some of the wheels need rerounding. These are but a few ideas.

Needless to say, I support Past President George Ritchie in his position for sending MENDLESHAM MEMORIES to all known members of the 34th. My response has not been short for I feel a point must be made in support of the unseen, not the unwanted.



7th Sqdn. Operations-34th Bomb Gp. Mendlesham, England, 1945.

NEWS FROM HERE AND THERE

From a Chaplin, CT. newspaper we have the following:

At a recent surprise ceremony, Chaplin's Oliver Bolduc was presented a medal he should have received 44 years ago. Bolduc was awarded the Bronze Star for his superior performance of duties and untiring efforts while serving as maintenance crew chief with the 34th Bomb Group in the U.S. Air Corps. during World War II. The Bronze Star is the third highest award a serviceman may receive.

Presentation of the medal was made by General William Stockwell of the Connecticut Air National Guard in the pilot's briefing room at the Air Guard facility at Bradley Airport. Colonel Charles Garcia read the presentation.

****

We have word from Bob Willoughby's sister, Bette, that Bob has had health problems. He has cancer and is recuperating with radiation treatments. He would love to hear from some of his friends. Come on - send a card or letter! His address is: Robert E. Willoughby, Rt. 5, Box 84A, Paris, TN. 38242

****

From BONITA LOCKWOOD (KEN'S DAUGHTER) we have the following:

Ken went in for a routine physical and they found an aneurism on his aorta. It was decided by send him to the hospital in Oklahoma City to see what could be done. When they arrived a team of surgeons operated and were able to take out the aneurism but had to give him 27 pints of blood. He has been in the ICU for 30 days as of March 15th.

Ken flew with Frank Crabtree, the 18th Sqdn. C.O. The crew bailed out when they came in from a raid and the plane crashed on the railroad near the base. Some of the crew were killed. He completed his missions and returned home to the States. He is manager of a cemetery in Oklahoma and has put up a memorial to service men there.

(Editor's Note: I'm sure Ken would appreciate any cards or letters we could send him. He's a life member and a good one.) His address is: Ken Lockwood, Box 296, Cordell, OK. 73632

****

From Irving Levy we get the sad news that his wife, Doris, has passed away March 15, 1990, after a lengthy illness.

****

From BILL CREER we have a copy of a letter he sent to the Stedman's (Joan, Gerald, Loraine, etal.) Parts of the letter are shown below:

The main purpose of this letter is to advise that the 34th Bomb Group Association is planning a visit to Ipswich/Mendlesham in the spring of 1990. I understand that Harold Rutka is the head man. Harold called the other evening and asked me to send you folks an invitation to attend the Group dinner at the NOVOTEL in Ipswich on Saturday evening, May 19th. You will be guests of the 34th Bomb Group Association. He told me that 43 of the 34th members were signed up for the visit as of February 26th. A 34th representative will contack you on arrival and provide further details.

I regret to say that Viv and I will not be with the group this year. Earlier on we had committed to participate in a Scandinavia/Russia tour about the same time.

On behalf of the 34th Bomb Group Association I send our thanks and appreciation for your consideration during the war and your thoughtful assistance in maintaining our Memorial. Take care of yourselves.

****

From Turner Publishing we have the following:

Hundreds of personal accounts and thousands of photographs have been sent in for the B-24 Liberator 50th Anniversary History Book. This response makes the book one of the most successful in Turner Publishing's prestigious "Front Line" of military history books.

There will also be histories of many of the units which flew the Liberator as well as special stories in this library-quality, hardbound book. Presently in the design stage, the book will be delivered to all purchasers by December 1990.

Turner Publishing Co. is still making the book available at the prepublication price of $45.00 until the book is delivered. Those who ordered the book previously may reserve extra copies at $35.00 until publication.

To reserve copies of this book, simply mail your request and check (please add $5.00 for shipping and handling per book) to: B-24 Liberator, P.O. Box 3101, Paducah, KY. 42002-3101.

****

From FRANCIS DREHER, (WILMER'S SON) we hear that Wilmer is in a nursing home following a slight stroke. For those interested in writing him his address is Wilmer J. Dreher, 195 N. 11th Street, Breese, IL. 62230.

****

(Editor's Note) I understand that 1990 is approximately the 10th anniversary of the 34th B.G. Association. We would like some note of remembrance from any of the early members regarding the founding of this association. Please write me.

****

BY-LAWS REVISION COMMITTEE REPORT

My apologies to all for the delay during February and March in which I did not produce any "grist" for the By-Laws Revision Committee "Mill".

We have progressed to the point where many of our members are forwarding comments, etc. to me on our revisions to date and they are appreciated. The comments, from both Committee members and others, indicate our revision course is correct and we should continue within the parameters originally proposed.

Since it is my intent to include your suggestions, etc., in a final draft to the committee prior to membership distributions, it is obvious we will probably not meet the June Mendlesham Memories deadline. I would think a special membership mailing prior to our Seattle Reunion is more realistic.

Bernie and I will be going to England, followed by a stay in Ireland which will extend through early June.

I'll try to improve my "grist" production. Please keep "grinding".

John Farley,
Chairman,
By-Laws Revision Committee

ROSE'S CORNER

Guys and Gals;

This may be the wrong time to bring this up, what with summer around the corner and grass to be cut, but there is much more to be done and not half as exhausting as pushing the old lawn mower. This is the exercise called "recall". We all know that there's a story inside each one of us. Because there will never again be a war such as WWII, it makes us all very exclusive. We, the women who worked in factories making the planes, trains and war material, even more so.

Below I'm including an outline which should help get you started in putting all of this "recall" on paper. Perhaps, later, we'll have it bound into book form so that it will be a permanent history and legacy for generations to come. To think that in the year 2090, someone will read this story and proudly say, "This was my great, great grandfather (grandmother)!! WOW!!

So turn off your TV and sweep the cobwebs from the crevices of the brain. Write your stories of life with your crew or other situations during the war years. Follow the outline and feel free to fill in categories other than what's printed here. This will lead you to read your answers and, suddenly, realize that you have a story to tell which you will be very proud to leave for posterity! Here's the outline:

1. Events leading to your entering the armed forces. (For women, conditions in the early war years).
2. Relate facts about your training and being assigned to the 34th Bomb Group. (Here women can relate how they became involved with wartime industries).
3. Training with the 34th and going overseas. (Women can describe what their wartime jobs consisted of.)
4. Descriptions of some of the most interesting missions you've been on. (Those shot down over enemy territory will find more outlined below.) (Women can describe working conditions and living conditions during those years.)
5. Circumstances regarding completing your missions and your return home to the U.S. (Women can describe their feelings when the men came home from the war.)
6. A short summary of post-war activities.

For those shot down, include some of the following:

1. Circumstances regarding the damage to the plane and method of leaving.
2. Events after landing on enemy soil. (Captured?, etc.)
3. P.O.W. camp or other aftermath of leaving the ship. Describe actions taken on the ground and events leading up to capture if so.
4. Life in the prison camp. (Conditions, etc.)
5. Repatriation - How it came about and resulting actions.
6. Coming home

Please take your time (not too much) and use as many names of the people involved in your military career because this will knit you together with the other stories and make it believable. I know that, after reading some of the printed stories we've published, it was hard to believe that anyone could have survived the perils of your missions.

I'm hoping that you will write this for our publication but, most of all, for your families and generations to come! We're looking forward to many interesting stories. Don't disappoint us!

Love, ROSE

OUR YUGOSLAVIAN FRIENDS

From official records unearthed by Ray Summa

The Barnyard Provisional Group 10 from Tucson joined the 34th at Salinas. Of the forty-two crews, fourteen were assigned to the 391st, twenty-eight to the 4th. Among them were four crews of the Yugoslav Royal Air Force.

Older men who were really serious about the war, they were the "four best crews the 34th ever trained". Utterly tireless, they never wanted to stop training. If a co-pilot were grounded, a tail gunner was ready to substitute for him that training might not be interrupted. The only disciplinary problems came from their overzealousness. One pilot, for instance, was punished because he refused to release the controls to his instructor.

The resourcefulness of one Yugoslav pilot is especially noteworthy. He brought down from 8,000 feet a B-24 whose rudder and stabilizer controls refused to function. His crew decided to ride in the ship rather than "crack the silk". From his report to operations officers, it is clearly evident that it required, and that the pilot used, all means available to bring in the plane. His performance along with that of the crew under such difficulties is exemplary of the zeal and seriousness with which these men took their training. Needless to say, it is very gratifying to those responsible for their training to see such reactions under difficult conditions.

Not the least of the handicaps the Yugoslavs had to overcome was the language difficulty, which frequently turned into high comedy. It came to be a favorite parlor trick to imitate the hero of the episode related above as he told, in broken English, with gestures, the story of his triumph over the impotent stabilizer and law of gravity. Soon there were imitations of imitations. Even before they completed their training the stories told of these Yugoslav patriots approached the legendary, and in the 34th Group the legend is still growing.

ADDRESS CHANGES

(As of 4/27/90)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
ALDRICH	ROBERT C.	521 BELLSTRI RD.	MONROE,	MI.	48161
ALVORD	PAYNE	13 W. CHURCH	SHAMOKIN,	PA.	17872
ARTUSO	ANTONIO B.	704 PINE ISLAND DR.	MELBOURNE,	FL.	32940
BAER	ROBERT	253 SO. 25TH STREET	TERRE HAUTE,	IN.	47803
BAKER	NATHAN	13035 KEEL COURT	HUDSON,	FL.	34667
BORDERS	JAMES L.	44 EAST DRIVE	LIVINGSTON,	NJ.	07039
BROWN	SIDNEY C.	5140 PALENA BLVD.	NORTH PORT,	FL.	34287
BROWNE	WILLIAM	135 FERN HOLLOW 1702	CORAOPOLIS,	PA.	15108
BRUNE	RALPH B.	Zip Code should be			33565
BUXTON	JOHN A.	BOX 502, WELLINGTON HILLS	SALISBURY,	NC.	28144
CAITO	ANTHONY	P. O. BOX 091256	COLUMBUS,	OH.	43209
CAMPBELL	ROBERT O.	217 FOREST TRAIL	ISLE OF PALMS,	SC.	29451
DREHER	WILMER J.	195 N. 11TH STREET	BREESE,	IL.	62230
FARLEY	JOHN J.	4 CREST HILL ROAD	VERONA,	NJ.	07044
FRIEDMAN	JOEL	City is correctly	VENTNOR,	NJ.	
GORSKI	CLARENCE J.	Zip Code should be			98498
GRINROD	RAYMOND E.	5 CARRIAGE DRIVE	LINCOLN,	RI.	02865
HARKLEROAD	LEE	1270 VOLUNTEER PKY.F17	BRISTOL,	TN.	37620
KNOWLTON	ROBERT W.	Zip Code should be			95969
KOVAC	ARTHUR J.	21530 HILLIARD BLVD.	ROCKY RIVER,	OH.	44116
MADION	HAROLD O.	28 HARBOR WALK	NEW BERN,	NC.	28562
MARTIN	RANDALL	200 BURKHALL STREET	WEYMOUTH,	MA.	02190
MELLON	SARGENT	Zip Code should be			39502
METZ	CHARLES F.	4520 TIDAL POND ROAD	NEW PORT RICHEY,	FL.	34652
MINGE	ROSS S.	10114 JUSTAMERE LANE	ELK GROVE,	CA.	95624
MOON	WALTER H.	Zip Code Should Read			18042
MUELLER	RAYMOND	647 NO. JEFFERSON	RICHLAND CENTER,	WI.	53581
NOVICKI	JOSEPH I.	11006 S. THERESA CIR. #1-D	PALOS HILLS,	IL.	60465
POCHTER	IRWIN P.	2501 E.CALLE SIN PECADO	TUCSON,	AZ.	85718
POLLOCK	HAROLD E.	STAR RT. 1, BOX 32	REW,	PA.	16744
RUSSO	MICHAEL A.	30 CLUBWAY	HARTSDALE,	NY.	10530
SCULLY	RICHARD	Zip Code should be			34231
SEILER	TOBY JR.	8600 U.S. 41 N.,BOX 299	PALMETTO,	FL.	34221
SHARE	JACK	91 SO. COPPER SAGE CIRC.	THE WOODLANDS,	TX.	77381
ST. LAWRENCE	ROBERT A.	P.O. BOX 289 - 48 WYMAN	HILLSBORO,	NH.	03244
SUGARMAN	SIDNEY	Zip Code Should Read			33484
SYVERSON	MARVIN A.	547 - 1ST AVENUE	WANAMINGO,	MN.	55983
TAMBURRO	LOUIS J.	Zip Code should be			34689
VAN LIERE	WILLIAM P.	15 DOGWOOD DRIVE	SHALIMAR,	FL.	32579
WATKINS	PAUL	216 SHEPPARD AVE. R.	WHEELING,	WV.	26003
WILLIAMS	HAROLD W.	4901 ROXBURY COURT	LANTANA,	FL.	33462
WILLIS	CLYDE	4 NO. 15TH STREET	CARROLLTON,	MO.	64633
YOUNG	DARWIN L.	1552 W. TABOR RD.	BLACKFOOT,	ID.	83221
ZELENESKI	JOHN	BOX 133	LANCASTER,	NH.	03584

NEWLY FOUND

(As of 4/27/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BISCHOP	HARRY P.		1005 GRAND AVE.	HOT SPRINGS,	AR.	71913
CONSTANCE	JOHN		2211 SO. 50TH ST.	OMAHA,	NE.	68106
CRAFT	JUNIOR	18	RT. 4, BOX 209	JACKSON,	MO.	63755
DARTER	THERON A.	7	RT. 1, BOX 51	BIGELOW,	AZ.	72016
DESJARDINS	JOSEPH D.		2 NANCY STREET	LEWISTON,	ME.	04240
DUNHAM	DELMAR L.		P. O. BOX 239	BAYVIEW,	ID.	83803
FILLMAN	DONALD K.		947 S.W. BROAD ST.	DES MOINES,	IA.	50315
GALLAGHER	JOHN J.		807 LEXINGTON	EL CERRITO,	CA.	94530
HILLS	RAYMOND	18	P. O. BOX 42	WINTERPORT,	ME.	04496
JOHNSON	EDDIE		P. O. BOX 558	SEPULPA,	OK.	74067
LENART	FRANK W. JR.		311 BARCLAY ST.	PERTH AMBOY,	NJ.	08861
MAGGIOTTO	ROBERT H.	391	82-12 260TH ST.	FLORAL PARK,	NY.	11004
MITCHELL	HERBERT F.		RD.#2, BOX 2029	UNION CITY,	PA.	16438
MOON	WALTER H.		100 GREENING DR.	EASTON,	PA.	18044
O'BRIEN	EDWARD J.	18	14 WATER STREET	ASSONET,	MA.	02702
PARKINSON	FRANK		730 NO. 89TH	SEATTLE,	WA.	98103
REIFSNYDER	VERNON M.		RT. 3, BOX 48	BARNSVILLE,	PA.	19506
RICCIARDI	MICHAEL		151 BANTA AVENUE	GARFIELD,	NJ.	07026
SELBY	RUSSELL		4044 HWY. 419	ORLANDO,	FL.	32820
TAYLOR	EUGENE		4622 HERTY DRIVE	SAVANNAH,	GA.	31405
WARING	WILLIAM S.		1722 LAWRENCE AVE.	MEMPHIS,	TN.	38112
WILLIAMS	PAT		P. O. BOX 600	SPUR,	TX.	79370

TAPS

(As of 4/27/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ADAMS	JOHN B.			OMAHA,	NE.	
ADAMS	JOSEPH			ANGIER,	NC.	
AGEE	DONALD			DAYTON,	WA.	
AYRES	ARTHUR		(Died in 1987)	OSCEOLA,	AR.	
BAKER	LINCOLN A.	391	3903 COUNTY LOOP	LAKELAND,	FL.	33803
BEACH	VIRGIL L.			FRANKLINVILLE,	NY.	
BUNN	MILO	18		IOWA FALLS,	IA.	
CONNER	CLIFFORD T.			RANSOMVILLE,	NY.	
CURTIS	DON		(Killed in Korea)	TYLER,	TX.	
GREGORSKI	CHARLES C.	(LM)	121 JEFFERSON AVE.	ROSLYN HEIGHTS,	NY.	11577
HART	RAYMOND			KNOBEL,	AR.	
HIGGINS	HAROLD	391		ASHLAND,	MA.	
HODIS	VINCENT C.		133B PIERCE ROAD	SEQUI,	WA.	98282
HOPKINS	OREN			GOLTRY,	AR.	
LEBRUN	RENE			VAN BUREN,	ME.	
LITTRELL	ALFRED			MARTIN,	TN.	
RAE	HAROLD			RAVENNA,	OH.	
RYAN	L. D.			WEBSTER,	MA.	
SCHRAD	FRANK		(Died in 1989)	OMAHA,	NE.	
SPENCE	GUILFORD	391	39534 BAMBOO LANE	ZEPHYRHILLS,	FL.	33540
WALKER	W. I.		(Died in 1965)	CLAYTON,	NM.	

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

Submitted by Pete Gray

The War between The States officially came to a conclusion in April of 1865, when Lee surrendered to Grant at the small farming community of Appromattox, Virginia.

At the time the Confederate forces were almost completely out of food, so a nearby farmer made them a proposal. He offered to supply some of them with food and even a small amount of cash if they would help him get his spring planting done.

The response was greater than he had expected so he divided the volunteers into three groups according to their former army rank.

The following day, when they were out in the field working, a neighbor drove by in his buggy and called out to the farmer,

"See you got some help, Jim. Who are they?"

"Some of General Lee's men", the farmer called back, "I'm paying them a little to help me get the fields ready for planting."

"Who's that bunch over there?", the neighbor asked, pointing to a group who were busy plowing.

"Oh, they're just some of the privates and I reckon they're about as good workers as I've ever had", was the reply.

"How 'bout that bunch over there?", the neighbor continued.

"They're the lieutenants and captains", the farmer replied, "they're right smart workers too, but not as good as the privates".

Seeing a third group standing in the shade of a tree, the neighbor called out, "That bunch over there, they don't seem to be doing much of anything-who are they?".

"Neighbor", the farmer shot back, "They're all majors and colonels and, let me tell you something, you'll never hear me say a word against any man who fought for the Southern cause, but, after watching some of them work, I ain't never gonna hire me no Generals!"

(Pete Gray's comment: The above tale is one that has been going around for many years. I first heard it when I was in high school, some 50 years ago. It's not likely that its author is known, or even if there was one).

Niatas & Young, 1945.

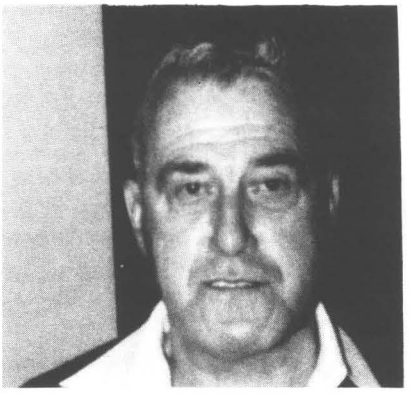
NEW LIFE MEMBERS

(As of 4/27/90 - Total Now 19 Total now 167)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	DAVID		818 NORTH MAIN	FORT WORTH,	TX.	76106
BAXTER	CARWIN A.	7	4507 ORANGEWOOD LN. E.	LAKELAND,	FL.	33813
BOURQUIN	PAUL A.	18	21 DOGWOOD LANE	PLEASANTVILLE,	NY.	10570
GORSKI	CLARENCE J.	7	10901 N. STAR WAY S.W.	TACOMA,	WA.	98498
JOHANSON	ALF	4	2442 LORRIE DRIVE	MARIETTA,	GA.	30066
NASS	MELVIN H.	18	4400 PHILADELPHIA #167	CHINO,	CA.	91710
NOAHILL	KENNETH J.	391	2113 NO. BRIDGE	ALBERT LEA,	MN.	56007
NOEHREN	ROBERT E.	391	1123 CINNAMON ROAD	FORT WAYNE,	IN.	46825
POOLE	WALTER W. JR.	4	159 SEASHORE DRIVE	JUPITER,	FL.	33477
RANKIN	EARL W.	391	805 WHITE OAK ROAD	STRASBURG,	PA.	17579
REID	HAROLD	391	307 S.W. 2ND STREET	MILTON FRAZIER,	OR.	97862
ROBINSON	RUSSELL E.	18	20995 S.E. 156TH ST.	UMATILLA,	FL.	32784
SAKAL	CHARLES	7	BOX 214	MANOR,	PA.	15665
THRUN	WARREN	4	P. O. BOX 627	WESTFIELD CENTER,	OH.	44251
WHITING	JACK	18	2914 HOYES AVE.	CHARLESTON,	WV.	25304

William N. Gray

1944



1987

Carroll E. Forister

1944

1986

John I. Hohenstreiter

1943

1984

John H. Boysun

1944

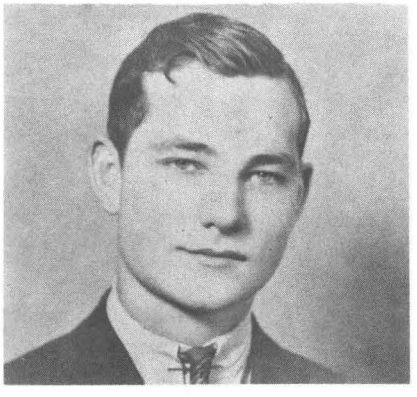
1989

Leo Danielian

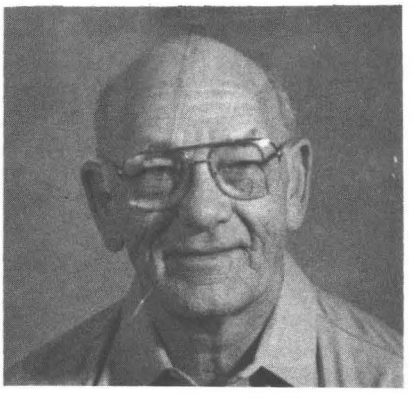
1944

1988

Lee E. Harkleroad



1944



1988

MY BUDDY

by Homer Brown
Dedicated to his buddy, Maxwell Hall

I met a truly great pal,
The greatest to roam the sky;
On the tenth month, tenth day
When you were summoned to fly.

Twas then you asked of me a favor,
"Brownie, sweat me unto completion".
Each night, instead, I'd go to bed
And pray you through each mission.

Since chumming with you when blue,
And your comforting me when sad,
Max, I can now truthfully vouch...
You're the grandest pal I've had.

Yes, 'tis the many youths like you,
With skill, courage and self-esteem,
Who form the nucleus of a gallant crew
And mans the tail of "LUCKY THIRTEEN".

The day is nearing when we must part.
"Twill be hard, indeed, to say "adieu",
But sincerely I pray it won't be long
When meeting father, mother and Gene, too.

The day has come and I must remain.
Bags all packed, you're on your way.
Before we part, I'll wish you "Luck",
And think of me often from the U.S.A...

Maxwell N. Hall

OPERATION MANNA/CHOWHOUND

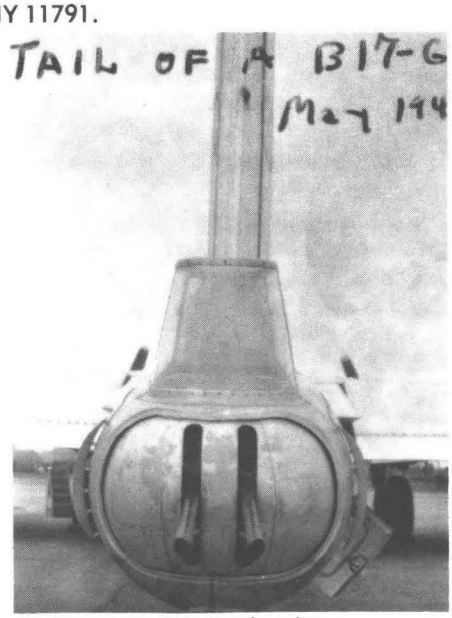
by Charles Metz

I'd like to add a few tid-bits to what has already been written. For some days prior to the actual missions we tested the dropping of dummy food packages at Mendlesham. I had completed my tour of 30 missions and wasn't exactly tickled to death about flying another, even if it was a "Mercy Missions", as we called it, but when I was approached about joining a Group Operations Crew, (Group Deputy C.O., Group Bombadier, Group Navigator, Group Radio Officer, etc.), I wanted to be a part of it.

It was an experience I shall never forget, even though the high point lasted less than two minutes. As we passed over the drop zone I looked down to see hundreds of people waving scarves and handkerchiefs, jumping up and down and clapping hands. One could not help but feel exhilarated at participating in such an act of humanity, and that it was worth every ounce of effort put into it.

Incidentally, there is an association called "International Manna/Chowhound Brotherhood" whose members are anyone who was connected with the operation. They have recently published a book called "Operation Manna/Chowhound, The Allied Food Droppings of April/May, 1945" by Hans Onderwater. Somewhere in its 156 pages is a brief anecdote to the effect that, about the 3rd or 4th day, this message appeared on a rooftop: "Tobacco, please".

I don't know if any more of these books are available because there was a very limited supply when I sent for mine over a year ago. Anyone who is interested can contact Bob Cooperman, U.S. Representative, International Manna/Chowhound Brotherhood, 17 Alden Avenue, Syosset, NY 11791.



M.F. Jacobauski

GERHART'S LUFTWAFFE

by Roy E. Tavasti

It was common knowledge that Gen. John K. Gerhart's 93rd Bombardment Wing Hdqtrs. was located at Mendlesham, along with the 34th Bomb Gp. Lesser known was the Bomb Wing's acquistition of an unusual assortment of aircraft to be used for administrative transportation. Among these was a UC-78, a light twin engine aircraft built by Cessna. It was primarily of wood and fabric construction and frequently described as the "Bamboo Bomber". In addition there was a "Norseman" UC-64, a large single engine airplane capable of accomodating perhaps six to eight passengers, and a Fairchild 24, a small single engine airplane that had some official GI designation that I no longer recall. This fleet was augmented by a war-weary, stripped-down P-47D Thunderbolt, also informally known as the "Jug" and which, incidentally, was Gen. Gerhart's pride and joy.

The 7th Bomb Sqdn. was saddled with the chore of maintaining this gaggle of odd ball airplanes for the 93rd Bomb Wing. It is not surprising that this collection of aircraft became known as Gerhart's Luftwaffe among the troops who were detailed to maintain them. I presume that they considered such duty only one rung above K.P. while their buddies crewing on the squadron bombers were winning the war. For me, the only redeeming feature of this arrangement was my ready access to any of these "birds". I spent many happy hours in the "Jug" engaged in aerobatic maneuvers such as loops, rolls, Immelmanns, split esses, etc., all of which were prohibited in our B-24s and B-17s.

Most of hairy war stories of the 34th Bomb Gr., in B-24s or B-17s, entail near catastrophic battle damage caused by the German Luftwaffe, anti-aircraft guns, or both. Limping home, sometimes alone, on a "wing and a prayer", with dead or wounded aboard was not uncommon. Pretty heavy stuff one had to admit.

The incident I'm about to relate has none of the ingredients described above, but comes close to being as sporty as any of my combat missions. Gen. Gerhart's "Jug" had just had an engine change and the crew chief asked if I would perform the mandatory engineering test hop on the new engine. Normally such a flight was about one hour duration in the local area with the engine operated at moderate power. After such a "slow time" flight the oil would be changed and minor discrepancies corrected and then the airplane would be signed off as airworthy.

On this occasion the marginal weather was the cause for scrubbing any operational missions but seemed adequate for the "slow-time" on the "Jug". In fact, the 34th had a number of B-17s airborne on similar engineering test flights along with a few training flights in the local area.

I did notice, while taxiing into position for take-off, that there was an undesirable level of background noise in my headset that made radio reception from the tower somewhat difficult but tolerable. After the take-off I discovered the background noise had increased to the level that made reception impossible. I decided that since I was airborne I would goof around in the local area until I had put in the mandatory one hour slow time on the engine. It was about that time that I also noticed what was probably a loose rocker box cover, causing a film of oil to form on the front windshield and the canopy. Still, no major problem, until it started to rain. Then I had no forward visibility whatsover which made it necessary to crank the canopy open so I could at least see out of either side. I could see perhaps 30 to 45 degrees on either side. So, at best, I had 90 degrees of my forward vision dead ahead absolutely blocked out.

After the rain started the tower had apparently advised all aircraft to land immediately. During this scramble to land I had a couple of uncomfortable near-misses with our B-17s because of drastically reduced forward visibility. Discretion being the better part of valor, I decided to depart the immediate area of the airfield until the airspace became less congested. During this time the weather was deteriorating rapidly with the rain increasing and the ceiling lowering to about 200 feet. By then I had lost all visual contact with the airfield and our red-tailed B-17s. It also slowly dawned on me that I had better be thinking about getting this war weary clunker on the ground.

I knew there were about fifty airfields crowded into East Anglia in about a 100 mile diameter circle, so I put what I designated as "Plan A" into effect. This was to fly low and slow on a straight course until I sighted any airfield to my right or left. At such time it was my intent to land immediately and return to Mendlesham when the weather cleared.

"Plan A" was scrubbed not too long after it was put into effect as I was now down to about 100 feet to retain visual contact with the ground and, lo and behold, my right wing passed within a few yards of a steel antenna tower that penetrated into the overcast. I knew such towers were located somewhere near Norwich, but I

Continued on page 20

Mort Abrams crew after coming down with 3 feathered props in cabbage patch in Belgium. Standing l. to r.: Abrams, Black, Whittaker, Steiner & Hall.
Kneeling l. to r.: Langdon, Zell, Brown and Reo.

Address Correction Requested

HDQ.

18 391 4 7

34th Bomb. Group

C/O Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 19

was slightly "shook-up" and decided to put "Plan B" into effect.

"Plan B" involved a 180 degree turn to the left and climbing through the overcast until I was ontop. Then I would proceed on a westerly course until I was past the weather front and could expect some breaks in the cloud deck. At that time I would let down and land at the first airfield that I could spot.

I broke out on top at 10,000 feet and I figured that I must be close to Graves End because I could hear the barrage balloon "Sqeakers" through the background noise in my headset. I then headed in a westerly direction for about 30 minutes but the breaks in the undercast that I was anticipating did not materialize. In fact, I was getting a wee bit apprehensive because now my fuel supply was getting somewhat low.

Knowing I was somewhere near Wales and since there were known to be hills in that area, any thought about re-initiating "Plan A" from that location would be a might risky. I had long lost the background noise from the barrage balloon "squeakers", but I reasoned if I backtracked I could pick them up again. I could then be fairly certain I was in the Graves End area when I started a blind let-down to make visual contact with the ground. At that time "Plan A" would be back in effect.

I did indeed pick up the "squeakers" and initiated a let-down on a northerly heading. At about 200 feet I leveled off and was making only periodic visual contact with the ground because of the ragged ceiling. I fearlessly dropped down to 100 feet or slightly less to have uninterrupted visual contact to each side. I had no sooner dropped down when my right wing passed perilously close to a white church steeple. Needless to say I was back up to 200 feet in a hurry.

Previously I memtioned that I was getting a wee bit nervous about my fuel supply. Now it was so crucial that I was about 5 minutes away from my last resort, "Plan C". This simply was to climb to about 5000 feet and abandon the airplane. I was reluctant to consider executing such a plan, not knowing what damage would be caused on the ground under such circumstances. Of equal reluctance would be facing Gen. Gerhart with an explanation of how I clobbered his "pride and joy".

As it turned out, with just about a minute to go before executing "Plan C", a runway appeared slightly ahead on my left. Fortunately I was actually on the base leg so I chopped power, lowered the gear and partial flaps, and in nothing flat I touched down and was rolling down the runway. At that time I thought I "had it made" until I started to apply the brakes. The right brake was completely lost so I had to contemplate an intentional ground loop to the left as I was rapidly running out of runway. That, however, became unnecessary because I came up to another runway that intersected at about 45 degrees and there was considerably more of it remaining than one I was on. So I was able to jump on the left brake and make the 45 degree turn. By then all switches were off and I was no longer moving very rapidly. I was actually able to negotiate another left turn at the end of the runway to the perimeter track. I was down to about 15 to 20 MPH when my luck ran out because the perimeter track took a right turn...I went ignominiously into the mud! The main gear bogged down and the "Jug" ended up on its nose. Happily, there was no apparent damage to the propeller.

As it happened, the airfield I landed at was a P-51 base so the nearest P-47 base was contacted to send over a crew to patch up the damage I had caused. At my earliest opportunity I called 93rd Bomb Wing Operations to let them know where their missing bird was. Unfortunately, Gen. Gerhart was in operations at the time so I had to give him a thumbnail summary of what had happened. From that point on the conversation became strictly one sided. Apparently my explanation did not please the General one iota because he gave me an"ass-chewing" I will never forget. I was startled at the time because the normally mild and even tempered John K. Gerhart did not run out of colorful adjectives for what seemed a full fifteen minutes.

I never did find out why he became so steamed up about this little incident unless I screwed up his plans for using his "pride and joy" the following day. I had naively expected a "jolly well done Old Chap" type of response instead of a wrathful reprimand.

I hate to contemplate what would have happened if I had executed my "Plan C"!!

VOLUME XIII NUMBER 3 SEPTEMBER, 1990

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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Eli Baldea (Editor)	(219) 988-4607

OBSERVATIONS

Here it is, late July and this summer, so far, has been unusual, to say the least. So far this month we've had a week of high 90's and low 100's as well as a week with total overcast and struggling to reach the 70 degree mark. Most unusual!

I'm going to repeat myself, somewhat, in this issue. It's important for our members to know that, by the time they receive their copy, the news is already nearly two months old. This issue, for example, which will reach most of you in early September, must go to the printer by the end of July. It takes three to four weeks to set the type, run proof copies for corrections, print the roughly 1200 copies and get them sorted and into the postal system. This means they won't be in the mail until late August. With bulk mailing privileges these will be delivered to you anywhere from two weeks to five weeks later. In order for most to receive the September issue in September, I must adhere to this schedule. I would appreciate cards or letters either approving or dis-approving this system.

Rose and I are looking forward to the Seattle reunion. We missed Shreveport and, because of last minute needs, we missed England. Lord willing, there's no way we'll miss Seattle. Our airline reservations are already made and other plans are under way. We look forward to seeing you all there.

In this issue you'll also find a copy of our yearly roster. This shows the latest known addresses of all our members as of late July, 1990. It has come to my attention, quite often, that we have mistakes either in name spelling, correct address or correct zip code. Please check your own listing carefully and, if you find an error, write me to notify me. Once and for all, I'd love to have the roster right. Don't let me down on this. It's very disconcerting to receive notification that a newsletter has not been delivered because of some small error.

Not much else to report at this time. Those of you who have not made arrangements for the Seattle reunion might want to look at the "News From Here And There" column. Rose and I received an excellent senior citizen airline rate and you might find it interesting.

Until the next issue I repeat, "We're looking forward to Seattle". Rose and I want to wish all of you the best of health and as much wealth as you can stand.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

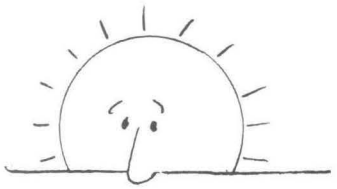
Reunion time is here again and I'm looking and hoping for a big turnout. It should be a good time of the year in a great part of the country. And when we're enjoying all the festivities, let us not forget about those who would truly like to be there, but can't for one reason or another. We know that there are a good number of these every year. Last time around, even our MM editor found himself among the missing.

As for things to see, the entire area offers a great variety, so come early and stay late. For aviation buffs, nothing beats the Museum of Flight at Boeing Field, with its Great Gallery and its historic Red Barn (the Boeing Airplane Company's original manufacturing plant).

A major item for consideration in the business sessions will be a complete revision of the Constitution and By-Laws to update and more clearly define them in language better suited to the Association's needs. Jack Farley and his committee have done an admirable job in preparing a final draft for presentation at Seattle. I have followed the process through the year and think the entire membership should be made aware of the extensive time and effort the committee has devoted to this very important project.

Looking forward to seeing you there,
Walt McAllister (Mac)

LOOK WHAT'S COMING UP...



34TH BOMB GROUP REUNION
SEATTLE, WA.
Sept. 13-16th, 1990

34TH BOMB GROUP REUNION
LOUISVILLE, KY.
Sept. 27-30th, 1991

8TH AF REUNION
LAS VEGAS, NV.
Sept. 30-Oct. 4th, 1990

34TH BOMB GROUP REUNION
LAS VEGAS, NV.
??????????, 1992

AIR FORCE RETURN TO
EAST ANGLIA, ENGLAND
1992

Hello, Friends and Comrades;

Wish I could talk to each of you individually but find it is impossible, so I will do the next best thing and write a little something. Yes, it is that time again to write something for the newsletter.

This has been a remarkable spring and summer. Altho we have not been travelling as much as usual, we have been gone quite a bit.

After I was able to see enough to drive, Hannah and I took a trip to Washington, D.C. to visit our grandson who is doing his Journalism Internship at the newspaper USA TODAY. I don't know where he gets his "smarts" from. Must be from his grandmother. While we were there we did take a couple of side trips to other places. One was a trip to Baltimore where we met Henry and Ruth Jurgens at Hausner's Restaurant on the east side of town. Should you ever spend some time at Baltimore, that is a good place to dine. Henry and Ruth missed the last reunion at Shreveport but, right now, they are planning to be at Seattle for our reunion this year. They're planning to drive through.

On our way back home we stopped in Richmond, VA. where we met some friends at Junius Cobb's Meadowbrook Restaurant on Walmsley Blvd. This has been a yearly stop for us each time we are thru Virginia. It may be the last one as Junius is planning on hanging up his apron the last of 1990. Junius' wife, Ginny, treated us all to dinner that evening. There were not too many who could make it on such short notice. I wasn't able to notify them too far in advance. Dan and Frances Wimer, Miles Hardy, and Junius and Virginia Cobb, along with "Pete" Gray, who drove his big "Caddie" up from Virginia Beach to be with us. That is some automobile, "Pete". Tom and Virginia Snelling called and gave their regrets for not being there. Tom has been under the weather for some time.

You know, summer is slipping by real fast and it will soon be time for the 34th B.G. Reunion at Seattle in Sept. Hannah and I have our plane reservations for both Seattle and Las Vegas. We will arrive at Seattle on Tuesday, Sept. 11th and will be going to the 8th AF Reunion at Las Vegas on Sept. 29th. We did get a good deal on the reservations thru our travel agency. We saved quite a bit thru the Senior Travel Discount plan. Eli will explain it in this issue.

Ken Lockwood called to say he is recovering from his illness and wants to thank everyone for the many cards and letters he received while he was in the hospital. He, of course, could not read them while he was in the ICU, so his wife and daughter read them to him, but when he was able, he read them all. He enjoyed receiving and reading each card even though he did not know many of the people who sent them. This sure shows that our 34th people care. Now, if you hear of death or illness of any member, sit down and write a card or letter and, if you will, please notify Sam Baglio, our Chaplain, or me and we will see to it that the person hears from members of the Group.

We had a fantastic trip to the beaches of N.C. in June. It was just too short. On the way down we stopped at Hunterville to see Dex and Beulah Jordan and went out to dinner with them. They joined us for breakfast the next morning and saw us off on the trip to Atlantic Beach. As you know, George and June Ritchie live close to where we were staying so we spent one day visiting them. Kivett and Lucille Ivey came down to George's to be with us.

Hannah and I went deep sea fishing. It was her first, and probably her last, time. You should have seen her holding her breath when she tried to bait her hook with cut-up squid. Nuff said!

I was hoping you might get this issue before Aug. 18th for on that date, the Glenn Miller show will be back at the AF Museum at Dayton. If you miss this one there will be another one in two years. Wish you could bring your lawn chairs and coolers and join us.

WE HOPE TO SEE YOU ALL IN SEATTLE OR AT LAS VEGAS!

RAY SUMMA

34th B.G.-Pt-17 used at Westover Field in 1941.

1990 RETURN TO ENGLAND REUNION

A group of 56 members, spouses and friends of the 34th B.G. (H) arrived at Heathrow Airport, Friday, May 18th, tired and rather disorganized. Flights from the U.S. were delayed by fog so heavy that the birds had to walk. Flights arrived over a six hour period. The first bus loaded up and left while the second bus waited for us stragglers. We were safely esconced in the Novotel Hotel by 3:30 p.m. The late arrivals put away their luggage, had a quick nap, a refreshing shower and prepared for our first dinner together. We went over the schedule with Dick D'Amato, of the Tamarac Travel Agency, and Ron Blake, of F.O.T.E. We then took turns introducing ourselves because, for some of those present, this was their first trip to any reunion. We missed Bill and Naoma Orton who had to cancel the trip because of illness. Bill Browne, 18th Sqdn. surprised us with his arrival; said he wanted to rest up before his retirement from U.S. Air. Most of the group didn't stay up socializing too late; they wanted to have a full head of steam for Saturday.

Saturday morning, after a full English breakfast, we boarded our buses and set out for our Memorial at Mendlesham. We drove past the Memorial, saw the flags flying, and were greeted by a convoy of restored OD Army vehicles. They looked as if they had just rolled off the assembly line. The braver souls climbed aboard for a bouncing tour of the field and adjacent areas. Those that made that tour really enjoyed the experience and saw more of the area than those that took the bus tour. We finally rounded everyone up and proceeded to the Memorial where we met many of our old friends. The ladies do a tremendous job of maintaining the Memorial. Flowers are placed there all thru the summer.

At the memorial it was surprise time for Al Anderson and Bruce Sothern. Al met Janet Finbow. As a little girl she and her brother used to pick up and deliver the laundry that her mother did for the fellows. She remembered the candy and oranges they used to get. Now she is a gray-haired grandmother - my how time does fly. Bruce was met by Robin Horrex, who rode over on his bike just as he did 47 years ago when he assisted Bruce in getting all the equipment in place after the air crews departed the aircraft. There were not too many 11 year-olds that could sit in the cockpit and feel that he was contributing to the defense of his country.

Father Philip Gray (the Vicar of St. Mary's Church in Mendlesham) conducted the Memorial Service. Vice Pres. Wally Brauks did the readings. The Honor Guard, two women and four men, was furnished by the U.S. Air Force based in England. Randy Martin, representing the officers and flying crews, and Bruce Sothern, representing the enlisted men and ground crews, presented the wreaths. Randy's jacket had a B-17 on the back and Bruce's had a B-24 on the back.

Continued on page 4

1990 RETURN TO ENGLAND REUNION (Luncheon)

Doris & Gordon Ryan with Fred Maundrell at the luncheon.

Luncheon at Ann Herron's home in Mendlesham.

Ladies & men who sponsored luncheon at Ann Herron's home in Mendlesham.

Reception at Ann Herron's home by the ladies that care for the memorial.

Return To England

Continued from page 3

I think we covered all bases. We spent time visiting with the people of the area, the Honor Guard, the U.S. 3rd A.F. 48th Security Police Sqdn., and the ladies who maintain the Memorial. We were presented with a booklet on the 34th B.G. (H), "Welcome Back, May 1990", edited by Barbara Pleasance and printed by Peter Gaskin, on behalf of the 390th B.G.M.A.M. We had to break off and head for our scheduled luncheon.

The Golden Fleece was our next stop and again we met with friends and acquaintances. We had a delicious buffet lunch - probably our group consumed more "suds" than normally goes over the bar in a month. The Golden Fleece is shown in the 1841 census as a beerhouse, and its interior still retains much of its original construction. Later, as we walked around town, a red-color Jaguar pulled up. The driver introduced himself to us - A.W. Braybrooke, Tudor House, Mendlesham. He had served in the RAF flying Mustangs to provide cover for B-24's and B-17's. Continuing on we took pictures of the town center and its buildings. The town buildings are on the Register and cannot be changed on the outside, but the inside is another matter, as we were to find out.

We had to get back on the bus to make it to the 390th B.G. Control Tower Memorial. They had the banner as we approached. "Welcome Back The 34th Bomb Group". The outside of the tower is being refinished. The old plaster is being removed and, to my surprise, the building was of brick construction. The interior has had some changes since our last visit, and was most interesting to all. We bused back to the Novotel to get ready for dinner.

We had the following guests for dinner: Violet Abbott, Ron Blake, Margaret and Russell Brundish, Roger Freeman, Peter and Sylvia Gaskin, Ian and Mary Hawkins, Robin Horrex, Vera and Rosemary Peters, Len Smith, Gerald and Lorraine Stedman and Thelma Thorpe. The dinner was great and our guests were seated among the members so that we had a good mix. It was very enjoyable and by the end of the evening we had a better understanding of each other. There were no speeches except to thank the ladies and their men for their efforts at the Memorial. Roger Freeman, Author-Historian, who has written and published many books about the 8th Air Force, provided us with many humorous memories about Yanks in England. He reminded us that the British do remember and appreciate our efforts during WWII, and they were glad that we were there. We already knew of the bonds with our friends in Mendlesham. The ladies and men who take care of our Memorial are very special people. Ian Hawkins is one of our friends who also has written a very interesting book on the Munster raid, "The Way It Was". It was with deep regret that we had to break off the socializing and head for our rooms to pack and sleep fast so that we would be set to leave in the morning.

Sunday morning, after our full English breakfast, our baggage was loaded into the bus and we left for St. Mary's

Continued on page 5

R.A.F. MUSEUM AT HENDON

Carl Freysinger back at tail gun position after 45 years.

34th Group waiting for tour bus at R.A.F. Museum.

Cleveland Romero and B-17 Tail Guns.

Audrey Gibbs with George and Margaret Kline at the R.A.F. Museum. Hendon.

Return To England

Continued from page 4

Church in Mendlesham. Many of our members used to attend services there, and we have continued to do so on our reunions. The church dates back to 1075 AD. The beams are still holding up the roof and look like they are good for another 900 years plus. The pews are hand carved and not too comfortable to sit in. The floors and walk areas show the wear of countless worshippers who have passed this way before us. After the service we gathered outside to talk to the parishioners and Fr. Philip Gray.

We walked down the street to the home of John and Anne Herron where we were to have a luncheon buffet. This is where we found out what a difference there is behind the front door. The home and gardens are beautiful - behind what is seen from the street. The interior and appointments were well worked into the original structure. The finger buffet was not a luncheon but, actually, a full course dinner. The wines were excellent and the many desserts were out of this world. Wally Brauks proposed marriage to the preparer of the "torte". She turned him down saying he was the sixth one that morning who had proposed. We enjoyed relaxing in the garden and the company of the ladies who prepared the dinner. Here Claude Conklin met the former Molly Muggins, now Mrs. Gordon Watsham, who, as a little girl, carried the laundry for her mother. But, all good things must come to an end. We had to leave for the American Cemetery. When we departed there were not too many dry eyes on the bus.

We were to be at the Cambridge American Military Cemetery and Memorial for the 3:00 p.m. Memorial Service. With the influx of people you must arrive on schedule. We were scheduled to arrive at 2:30 p.m. Memorial Service Day was celebrated this year on May 20th. The American Memorial Day Ceremony is conducted under the auspices of the United States Embassy in London and the USAF in the United Kingdom with the cooperation of the American Overseas Memorial Day Assn., British Friends and the American Battle Monuments Commission. The Memorial area looks out over 3,811 white crosses set in a circular arc pattern on an immaculate grassy area.

The wreaths were laid at the Wall of The Missing, a stone wall on one side of the promenade leading to the Chapel engraved with 5,125 names of those, from all Armed Forces, considered dead whose bodies have never been recovered. Harold Rutka laid a wreath in Honor of the Members of the 34th B.G. The firing squad, then Taps, and the fly-over by the 48th Tactical Fighter Wing all added to the impressive sight of the white crosses.

Monday was a shopping trip in Cambridge for some of our group. The rest boarded the bus and set out for the Duxford Museum. Duxford was built during WWI and is one of the oldest RAF stations. During WWII this was the home of the USAAF 78th Fighter Group, who provided cover for us. We were met by Peter Gaskin, who was our personal guide around the Museum. He is a member of F.O.T.E. (Friends of the Eighth). The hi-light of Duxford was the B-17 our group was allowed to explore. Some found it impossible to walk through the bomb bay. It was also hard to swing up into the front of the aircraft. Several brave souls even got into the ball turret. The wives enjoyed the chance to go through the aircraft as much as the men did. They had a chance to experience the cramped quarters and the bare metal interior - not like the jet that brought them to England. Peter Gaskin was available to answer questions and assist us around the Museum. Peter, thanks again for taking the time off from your employment to take us through Duxford and the RAF Hendon Museum. Hendon is the Bomber Command Museum and is well designed. It has many new additions since our last visit.

After lunch we loaded up and headed for London. We checked into the Gloucester Hotel. After a bit of a delay we made it to our rooms. This is the first time in four England reunions that we ever checked into a five-star hotel. It was a great way to end our reunion.

Our half-day city tour of London and the tour of Churchill's War Rooms was very interesting. Wednesday afternoon and Thursday were free to try out the Tube, shopping, visiting museums and other points of interest. Two of our "Scouts", Martin and Sothern, visited the Scout Headquarters and had a scout luncheon including beans and wieners. Harrod's Dept. Store was a short walk away from our hotel and most of the group checked it out and Genevieve bought her Burberry coat.

We had many good experiences; you have to hear some of the gals tell about their problems with European bath tubs. The Freysinger's and Kline's had their baggage delayed. Maryellen Colwell broke her arm and is now undergoing therapy on the road to recovery. Get well real soon, Maryellen. Some of the group tied the reunion with other travel. Randy and Shirley Martin went on a Rhine cruise. Wally and Doris Brauks visited the area where he was shot down and became a POW. Cleveland and Henrietta Romero traveled to the Continent. John and Bernie Farley were to visit Ireland. Claude and Genevieve Conklin to visit Ireland and Scotland. Harold and Genevieve Rutka to Yugoslavia for 15 days (Adriatic Sea). Others stayed on for more sight seeing in the London area. Paul and Hazel Mueller brought along their son, Steve, who video-taped the tour. We do hope to see the tape at one of our reunions. There are others I've missed but, somewhere in traveling, material disappeared.

We want to thank Ron Blake, Ian Hawkins, Roger Freeman, the "Ladies" and "Men" who maintain the Mendlesham Memorial, Father Philip Gray, John and Anne Herron and the "Ladies of St. Mary's Church", Peter and Sylvia Gaskin and Dick D'Amato of Tamarac who all helped to make the 1990 RETURN TO ENGLAND REUNION the best we have had.

HAROLD C. RUTKA
1990 RETURN TO ENGLAND REUNION COORDINATOR

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
Rte. 4, Box 630
Carriere, MS 39426

1990 RETURN TO ENLGLAND REUNION (Memorials)

Honor Guard at Mendlesham Memorial.

Memorial Service at Mendlesham Memorial.

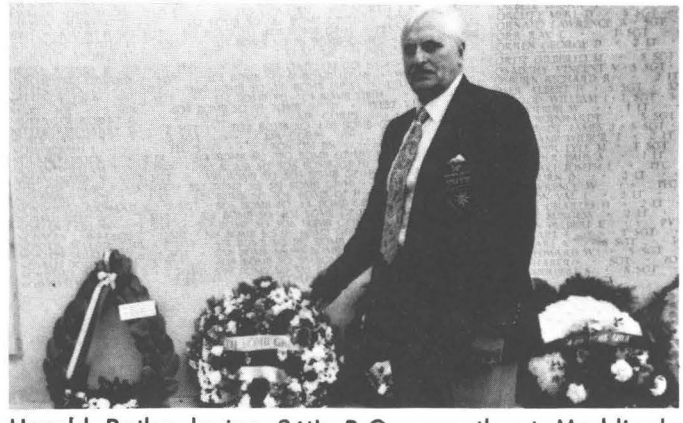
Wreaths prior to the memorial ceremony at Mendlesham.

Group of 34th'ers at Maddingly memorial service.

Bruce Sothern and Randy Martin after placing wreath at Mendlesham Memorial.

34th B.G. wreath at American cemetery at Maddingly.

Cleveland Romero and Wally Brauks at Mendlesham Memorial.

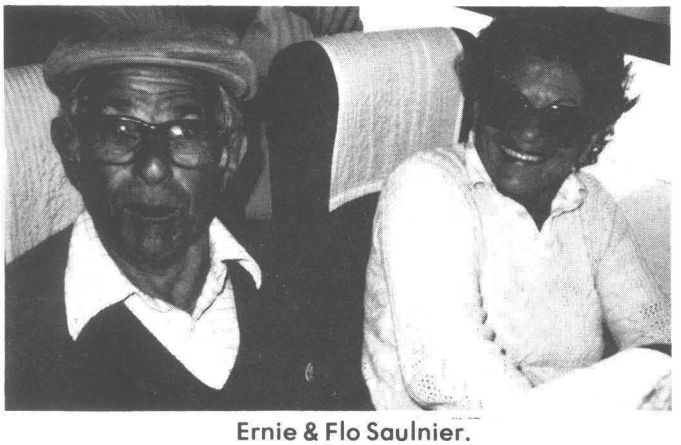


Harold Rutka laying 34th B.G. wreath at Maddingly memorial service.

1990 RETURN TO ENGLAND REUNION (On the Bus)

Alvin & Julia Anderson.

Carol & Edward O'brien.



Ernie & Flo Saulnier.

George & Margaret Kline.

Paul & Hazel Mueller.

Gileen & Charles Herget.

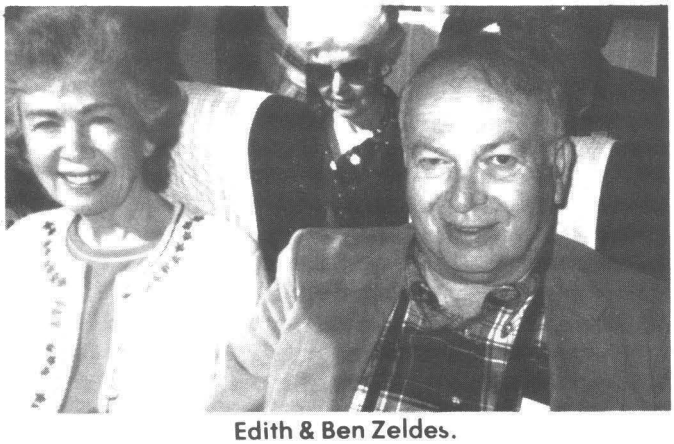
Betty & Sam Wolstencroft.

Virginia & Charles "Bob" Yockey.

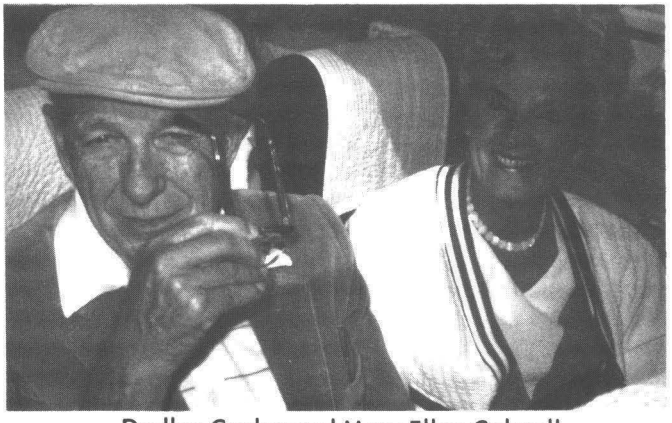
1990 RETURN TO ENGLAND REUNION (On The Bus)

Jack & Bernie Farley.

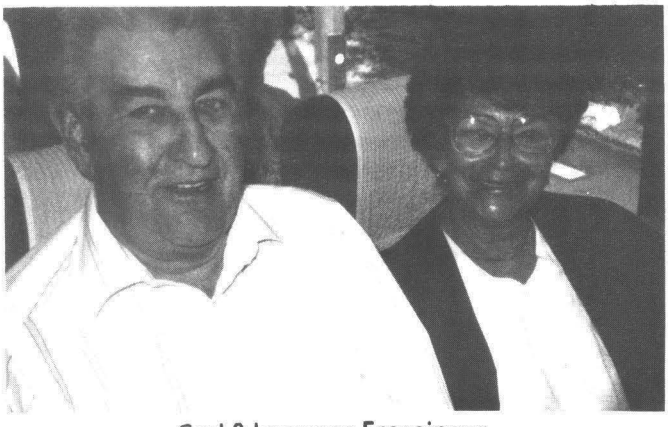
James & Eleanor Thomas (Henrietta Romero behind).



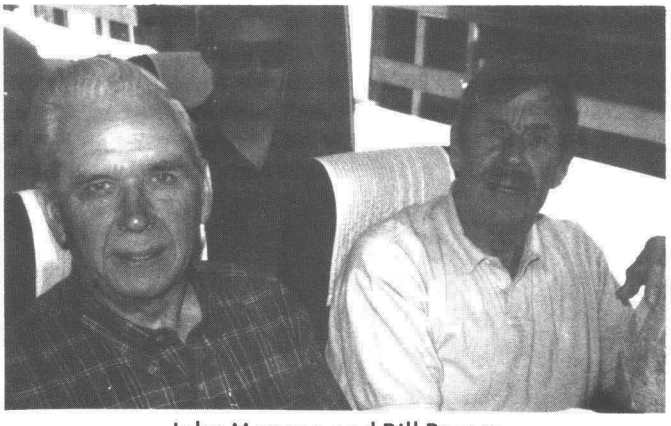
Edith & Ben Zeldes.



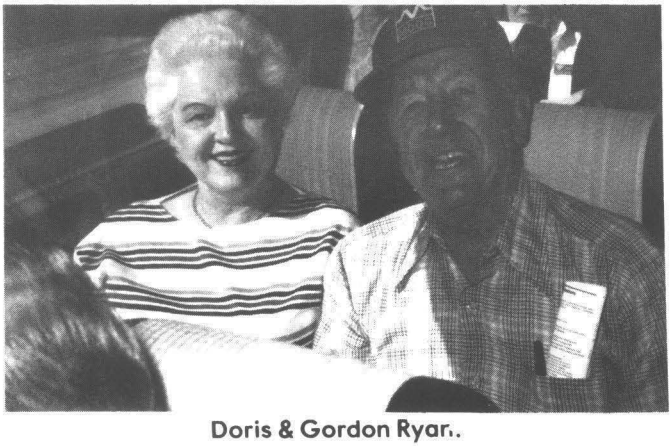
Dudley Casler and Mary Ellen Colwell.



Carl & Imogene Freysinger.



John Mangan and Bill Brown.

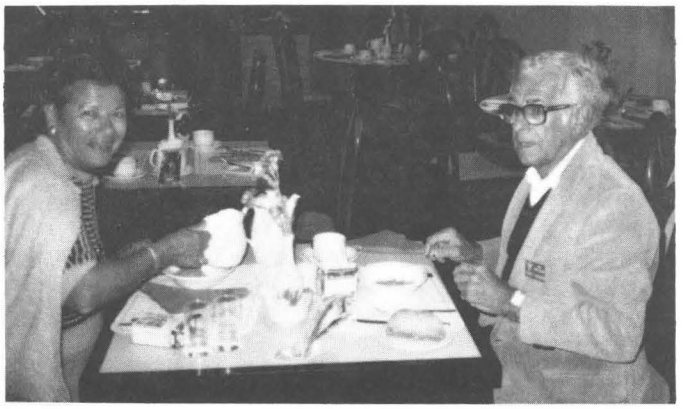


Doris & Gordon Ryan.

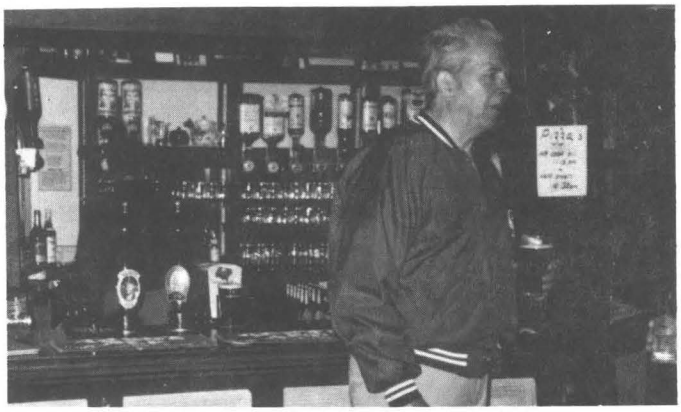
Betty & Bob Lampey.

1990 RETURN TO ENGLAND REUNION
(Here And There)

Genevieve and Harold Rutka waiting for room assignment.



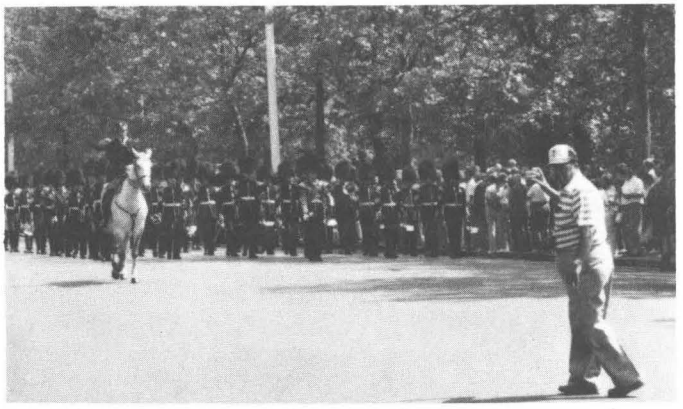
Flo & Ernie Saulnier at breakfast-Novotel Hotel.



John Mangan at Fleece Pub in Mendlesham.

Waiting for room assignments in London.

Joan & Wally Poole in Novotel Lounge.



Cleveland Romero directing the Queen's Guard.

Audrey Gibbs, Harold and Genevieve Rutka and Paul & Hazel Mueller.

Carl Freysinger and Jim Spink, united again after 25 years.

1990 RETURN TO ENGLAND REUNION
(Here and There)

Group at dinner-Stedmans are at right foreground.

Roger Freeman (Guest Speaker) with Carl Freysinger and Jim Spinks at Banquet.

Paul & Hazel Mueller with James & Eleanor Thomas.

Peter & Sylvia Gaskins of F.O.T.E.

Eleanor & James Thomas with Alex Antonovich.

Ian Hawkins & Family in Dining Room at Novotel Hotel.

Henrietta Romero, Wally & Joan Poole and Randall Martin in Novotel Lounge.

Charles "Bob" Yockey.

REUNION 1990

SEATTLE, WA., SEPT. 13TH TO 16TH

To the membership of the 34th Bomb Group:
Dear Members;

We hope all of you have made plans to attend the Seattle Reunion. Bill and Margo Burnell have been working real hard to make this reunion a reunion to be remembered. Golf, tours of the local area have been planned, and Bill and Margo have promised to welcome all to "their" town. Seattle is also "THE" jumping off place for an Alaskan tour, or to Vancouver and other places that our northern neighbors have to offer.

If you drive, start early. There are many national parks and other scenic things to visit. Please do not forget that the room rates at the reunion hotel have been extended to include the dates from 8 September until 19 September. These rates will be the same as reunion rates for these dates.

If you plan on flying, contact the phone number that is on the leaflet in the last issue of Mendlesham Memories. You will receive the reduced rate.

A fine menu will be served, different from the usual, but very good. President "Mac" tells us that a fine program is planned for Banquet night.

SEE YOU AT SEATTLE!

Your Reunion Committee:
Gerald Pine
Harold Rutka
Robert Wright

"Bachelor's Baby" Crew-standing: l. to r.:??, Whitaker, Martinelli, Lowery, Harris & Smith.
Kneeling: l. to r.: Casey, Willoughby, Kovach, ??, Burns & Holtz.

CHARLES METZ - Islip Terrace, NY.

I'm a little confused because I received a couple of back issues of Mendlesham Memories from Ray when I thought they'd be coming from Eli. (Ed. Note: After the original mailing of each issue Ray Summa gets the overrun copies to send to new members or as needed.)

With respect to the question of sending MM to those who have not paid current dues, I would suggest sending them one issue yearly - enough, hopefully, to excite their interest enough to pay up and get all four issues. I love reading MM and compliment you on producing a really quality publication. I can only imagine the time and effort that go into each issue, but I think I have a pretty good idea.

****

FRED MAUNDRELL - Mendlesham

I was able to attend the luncheon hosted by Ann and John Herron after the Church service. These goodly friends have a large house and a large garden and, as old man weather played his part, everyone had access to house and garden. Ann and John made perfect hosts and I am sure all those with the 34th enjoyed those few moments before venturing off to Cambridge.

Several folks wanted to know the name of the large tree in the garden. It was a "Wellingtonia", a tree actually coming from America. It was planted here many years ago (120 to 130 years), generally honouring a son who had been killed in those innumerable scrapes this country had, mainly in the Waterloo (Wellington) era.

****

HAZEL (REV. PAUL) STOUTSENBERGER - Rehoboth, DE.

Paul died on April 22, 1990. He's had along illness and we are happy he is at home with his Lord.

****

BILL SHOVE - San Diego, CA.

I wrote to the Royal Yugoslavian Air Force former members listed in Mendlesham Memories. I received a letter from Aurel Trailor in March. He said that he was going to visit four of his children in April and, if he couldn't stop by, he'd call. He called me and it was very nice to talk with him.

We will try to make the reunion in Seattle but that will depend on the cost.

****

A.T. CONNELLY - Oak Ridge, TN.

You folks certainly do a nice job of handling Mendlesham Memories. Thanks!

Continued on page 12

Notes From Our Friends

Continued from page 11

BETTY (TOBY) SEILER - Rochester, IN.

Toby had surgery at Manatee Hospital in Bradenton, FL. in March. He has sleep apnea and they removed his tonsils and did a throat restructuring operation. He is still recuperating and has lost a lot of weight. Food tastes completely different than before. He is doing real well considering the extent of the surgery.

****

IMOGENE (CARL) FREYSINGER - Cable, OH.

Here we are, back from a great trip to England with a bunch of 34'ers. I would like to say "hello" to all of them and thank them for making our trip such a pleasure. It was really nice meeting them and making new friends, the Muellers, the Lampeys, the Klines, the Conklins (whose arms I twisted!), and my "good-lookin" smoking buddy with his lovely wife! I hope the lady who hurt her elbow is improving.

They all laughed and joshed with us about our luggage going to Las Vegas for three days. I've always known the 34th B.G. was the best in Europe, and they all found great gals to marry! Carl was reunited with Jim Spink, one of his crew. They hadn't seen each other for 25 years. We will see you all in Seattle.

****

HERB KLIER - Sunnydale, CA.

After 45 years we've located the four officers of our crew. In April we got together and had a most enjoyable time. I was the co-pilot on our crew. We were in the 4th squadron and went overseas with the original group from Blythe, CA.

Standing l. to r.: Wes Franklin, Fred Spelic, Henry Jurgens, G. Meirs.
Kneeling: Steve Bialas.

L. to R.: Wm. Ferlich, Roy Fleming, Jack Graham and Randall Martin.

VERN AMES - Tonawanda, NY.

Just a short note to express our appreciation to Kivett Ivey on the great work he did with the "Video Project". Also to Bob Wright and Al Israelson and others for sharing their personal videos so Kivett could integrate them into a very fine video.

****

JEFF HAWKINS - Lawrenceville, GA.

We've had a house built, jointly with our daughter's family, about 5 miles northeast of Lawrenceville where we are now living. We also have a guest suite in the basement so, anytime you all are out this way, call and come by. In all we were involved in five moves within three months (almost like being back in the Air Force at times). If there's another house in our future it won't be built in the wintertime unless it's in south Florida.

We've also had many problems. Had to make several trips back to Birmingham. A brother, aged 65, had terminal cancer of the prostate that lasted for three years. Then a sister, aged 83, with cancer of the colon that lasted four years. The last 6 to 12 months for each was the worst, with the doctor saying the end was near and we had better come back to see them before they went. There were other trials and tribulations but the foregoing is enough. Everyone has their own.

****

EILEEN (JOSEPH) DRAHNAK - Denver, CO.

I'm sorry to say I lost my husband, Joseph, to lung cancer on April 12, 1990.

We enjoyed the reunion at Ipswich and our cruise on the Rhine. It will always be a treasured memory.

****

DR. ALFRED J. OLSZEWSKI - Euclid, OH.

Glad to see my Blythe roommate, Sam Turnipseed, is still active and in good shape.

****

BETTY (TOBY) SEILER - Palmetto, FL.

We had company for 3 days last week, Kathleen and Wayne Lester from Conn. We had such a good time talking over our "old times" and how many years ago those pictures were taken. At the time of those crew pictures, even though he wasn't the oldest, Toby was the only one married.

The Dr. told Toby he is doing fine but the throat operation has a long recuperating time. Otherwise he feels real good.

Continued on page 13

Notes From Our Friends

Continued from page 12

CLAUDE GIBBS - Catawissa, MO.

We just returned from the trip to England. It was a great experience. The Rutkas did a fine job in arranging the complete trip. Our visit to Ipswich and Mendlesham, in particular, was tremendous. The "Ladies of the British Legion" do a great job of caring for the Memorial at Mendlesham. The services at the Memorial were heart-warming. It is unbelievable how much those people sincerely receive the men when they return. It truly brings home the realization that U.S. efforts were and are really appreciated by those close to the old base.

We attended church services in Mendlesham, followed by a delicious luncheon at the home of Ann Herron. The weatherer was beautiful and we were able to visit and eat in her beautiful yard.

We've made our reservations for Seattle and we're going to fly this time. It's a long trip by car and I don't think I can handle it with my back problem. See you in Seattle!

****

PAUL A. MUELLER - Rapid City, S.D.

We really enjoyed our trip to the "Mendlesham Reunion". Our youngest son, Steve, joined us to Heathrow and took lots of pictures with his Camcorder. Hope they turn out well for editing.

We will not be able to attend the Seattle reunion. We hope it will be a great success.

My crew is having a "Crew Reunion" in Denver the weekend of June 22nd. My co-pilot's wife (Orfa Barta) had a stroke so only four of us and our wives will meet.

****

LOLA (CHARLES F.) SCOTT - Athens, TN.

Charles F. Scott passed away May 30, 1987. I am sure he would have been pleased to know that the group is still in contact. The only member we've kept in touch with is Felix Bernstein of Brooklyn, NY.

Thank you very much for making the effort to keep in touch.

****

AL SADOWSKY - Roslyn, NY.

I was advised of your organization by my pilot, Alf Johanson, who I had not seen or spoken to since December, 1944, when we both left Mendlesham after completing our tour of 30 missions. The fondest memories of my entire life I owe to the experience of being with the 34th and the many friends I made.

Unfortunately, I cannot make the 34th reunion in Seattle, WA. as my wife and I are moving to Boca Raton, FL. very shortly. I want to assure you that, as soon as I get settled in Florida, I shall become a Life Member and, God willing, participate in the 1991 reunion at Louisville, KY.

****

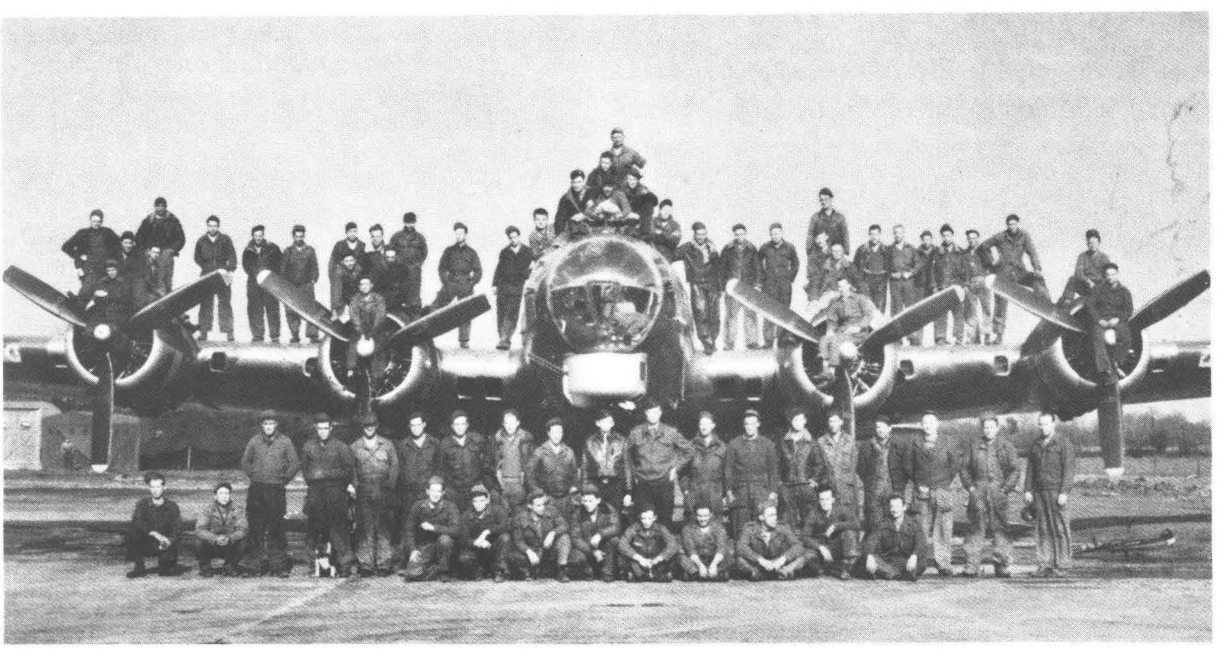
GEORGE KLINE - Burnt Hills, NY.

Things started in a bad manner on our trip to England, with us being delayed in Albany by storms and tornado warnings for 1½ hours. Upon arriving at Kennedy we found our flight hadn't even been assigned a loading gate. All sorts of lame excuses and stories before we could leave 5½ hours late. Did you ever eat a lousy roast beef dinner at 2:30 in the morning?

We finally arrived in London to find a suitcase missing which we didn't get back until five days later. The poor people waiting for us on the bus had a long wait. We arrived in Ipswich in time to get cleaned up for a good dinner. The warm greetings and smiling faces from everyone waiting at the Novotel finally got us in a happy frame of mind.

Our Memorial was very nice and being well kept up by the British. We sure appreciate the upkeep and the lovely memorial service. We also owe much to Ian Hawkins and his family and all the others who helped to make the reunion so great. Also, let's not forget that guy in the fire-engine red suit, Harold Rutka and lovely Gen for being our leaders.

In London, we had a good quick tour of some of the highlights. Prince Charles passed by in a taxicab a couple of minutes before the Queen passed by in her Limo. It thrilled the girls to be able to see the Queen. Of course, we took pictures.



18th Bomb Sqdn. Engineering Ground Crew-Mendlesham, 1945.

NEWS FROM HERE AND THERE

From Bob Dees and others as well as our personal experience we'd like to pass on to all our members the possibility of flying to the reunions at pretty good air fares. Rose and I purchased a four-coupon book each for $384.00 from Northwest Air Lines. This entitles you to four flights anywhere Northwest goes. American Airlines, Delta Airlines, and United Airlines all have similar coupon books and theirs run $420.00. Considering the cost of individual tickets to Seattle, you're flying for about half price. However, you must make reservations for flights early because seats on each plane for these coupons are limited. Also, the four flights must be completed within one calendar year. Other airlines all have senior citizen discounts, generally 10 percent. Before you pay full price, do yourself a favor and look into this.

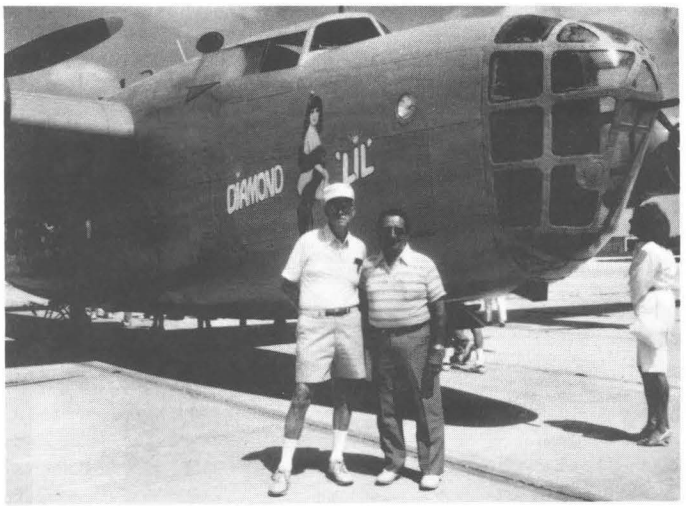
****

From the Brownwood (TX.) Bulletin we have the following:

Darrell Bulis, a vetaran of WWII, had an unexpected surprise a few weeks ago. In the mail came a package from Randolph Air Force Base with two medals he had earned while serving in Korea.

More than 40 years after the incident, Bulis received the Distinguished Flying Cross and a Bronze Star. He recalls the incident that earned him the Bronze Star. "I was flying as a flight engineer in Korea when we went to Chosin Reservoir. We had been ordered in there to evacuate the wounded. While loading wounded passengers we were attacked by Chinese. I went out with five wounded marines and fought off the attackers."

He received the Distinguished Flying Cross because on take-off from that same mission, the pilot and co-pilot were seriously wounded. "I had to take over and fly the plane from Korea back to Japan. I did have a lot of help from ground airways controllers and finally landed the plane in Japan". He added that he flew the plane back to Japan as an engineer, not as the pilot. The two wounded pilots were lying on the bunks and the pilot later died.



Charles O'Hara and Lou Tamburro with a Confederate Air Force B-24 at Clearwater Airport in 1989.

From McCook Army Air Base Historical Society we have the following:

You are invited to join us at the 4th Annual McCook Army Air Base Reunion to be held Sept. 28 and 29, 1990 in McCook, NE. This Reunion is open to all persons interested in McCook Army Air Base. Reunion headquarters will be Fireside Restaurant at the Red Horse Motel. Registration will be $30.00 per person. This includes three meals. If interested, contact: McCook Airbase Historical Society, P.O. Box B-29, McCook, NE. 69001.

****

From Bill Creer we have the following "Commendation" found in one of his old files. We thought you'd be interested.

22 December 1944

TO: Commanding Officer, 34th Bombardment Group (H), APO 559

It is my privilege and pleasure to officially commend you and the officers and enlisted men of the 34th B.G. (H) and all units serving with the group for noteworthy achievement in successfully completing one hundred (100) heavy bombardment missions over Germany and enemy occupied Continental Europe from 23 May 1944 to 15 December 1944.

In order to reduce the enemy's capacity to wage war, our combat crews go forth daily to deal devastating blows to vitally important enemy installations despite the determined opposition offered by a powerful foe, armed with the world's most concentrated anti-aircraft and fighter defenses. In this tremendous task, the 34th has carried out its assignments in a manner deserving of the highest praise. Narratives of the numerous significant operations in which it has participated just prior to "D-Day", the 34th Group responded wholeheartedly to the demands for more men and aircraft, and contributed materially to the support of the cross channel surface operations in June 1944. In addition, the 34th Group has added the weight of its well-placed bombs in attacks on tactical targets in Holland, 17 September 1944, Merseberg, Germany, 28 September 1944, Munster, Germany, 5 October 1944, Cologne, Germany, 15 October 1944, and Hamburg, Germany, 25 October 1944.

Your units have established this enviable record of success in combat through perfect cooperation between combat and ground personnel, painstaking care in the planning and execution of missions, and a display of indefatigable zeal and aggressiveness.

Commended alike are the officers and men now present for duty, and those whose absence is keenly regretted. To you and to those brave men are due eternal praise and gratitude for heroic accomplishment in battles well fought, which add notably to the highest and most cherished traditions of the Army Air Forces.

E.E. Partridge
Major General, U.S.A.
Commanding

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For former P.O.W.'s of Stalag Luft III:

An ex-P.O.W. at Stalag Luft III has written a book about his two year's experiences in prison camp. It has been published at Merrimore Press and is now available for those interested. The book is 6x9, hardcover, with ten pictures and a dustjacket. The price is $19.50 including shipping and handling. If interested send $19.50 to: Clifford Hopewell, 3540 Villaverde, Apt. 146, Dallas, TX 75234.

ROSE'S CORNER

Hello, all of you eager 34th'ers!

Our wish for you through the rest of this year is: Enough enthusiasm to look forward! At our age, we sometimes find this statement rather ludicrous, but looking forward to once again visiting with you all at our Seattle reunion is something to get enthused about!

The following story from Audrey Gibbs is a good example of what I'd like to include in this column, so get busy, girls, and write up your experiences. We really want to hear from you! Here is her story:

I was one of those women that worked in the factory during WWII. After graduating from high school in 1940, I put my application in at the U.S. Cartridge Co. of St. Louis. It was a huge site with several buildings. I was hired as a machine operator for 50 caliber bullets. We wore badges and ugly tan coverall uniforms. There were three 8-Hr. shifts, a month of each. After a few months I acquired a skin rash. Doctors tried every kind of medicine, but to no avail. I finally quit my defense job, where I was making $145.00 a week, for a less paying job at Union Electric Co. While at Duxsford Museum I saw how they used those bullets on the planes.

U.S.O.'s were set up and I joined one near my home. It was a small building, but several service men dropped in. There was a huge U.S.O. set up in downtown St. Louis in the main "Keil Auditorium". Thousands of service men went there.

Audrey Gibbs

P.S. Thanks, Audrey. I'm looking forward to your impressions of England.

'Til we meet again,
Rose

"Picadilly Tilly"s crew.

Top: l. to r.: T. Seiler. C. Dold, W. Dunham, R. Buchanan, T. Erickson.
Kneeling: C. Mathe, F. Higgins, M. Vitulli, W. Lester, J. Robertson.

Scholarship 1990

The winner of the 1990 34th Bomb Group Association Scholarship is Lisa L. Schull from 120 Princeton Place, Blue Springs, Missouri. The name of her relative sponsor is Paul A. Schull, who was with the 391st Squadron. Paul is a resident of Raytown, Missouri. I am sure Paul and his wife Pauline will be happy to hear this news.

MOVING?????

Don't jeopardize receiving your next copy of MENDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise ELI BALDEA, 2576 BROOKWOOD DRIVE, CROWN POINT, IN 46307 of your NEW ADDRESS!

ADDRESS CHANGES

(As of 7/27/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
AUTRY	ELWIN B.	7	2206 CHARLES AVE.	MEBANE,	NC.	27302
BAKER	JOHN	4	55 LINDBERGH PLACE	POUGHKEEPSIE,	NY.	12603
BALDWIN	GEORGE W.	4	518 E. GREER ST.	HONEA PATH,	SC.	29654
BRAUN	FREDERICK	4	P. O. BOX 79	OAKDALE,	PA.	15071
CANNON	DALE C.	7	1100 GRAND AVE. #300B	SCHOFIELD,	WI.	54476
CARNAHAM	FRED	7	RT. 1, BOX 29	RIVERTON,	KS.	66770
CASEY	PERCY E.		NO KNOWN ADDRESS			
COHEA	HOWARD	391	3131 ADAMS ST. N.E.	ALBUQUERQUE,	NM.	87110
CORUM	MALCOLM	391	4325 BURTONWOOD DRIVE	PENSACOLA,	FL.	32514
DRENNAN	WILLIAM C.		Zip Code Should Be			63401
EBERLE	CHARLES		NO KNOWN ADDRESS			
FELDMAN	MILTON S.		NO KNOWN ADDRESS			
FINK	EDWARD	7	1418 W. PERSIMMON ST.	RIALTO,	CA.	92376
FORSMAN	DR. DON L.	7	8208 E. 75TH STREET	TULSA,	OK.	74133
FREI	ELLEN		6517 CELIA VISTA DR.	SAN DIEGO,	CA.	92115
GAY	ROBERT S.	GRP.(LM)	8800 VINYARD DRIVE	PASO ROBLES,	CA.	93446
GIBBS	CLAUDE H.	7(LM)	5747 HWY. H.H.	CATAWISSA,	MO.	63015
GOLDBERG	SID		NO KNOWN ADDRESS			
GRONOUSKI	JOHN A.	7	1108 SO. MONROE AVE.	GREEN BAY,	WI.	54301
HANSEN	TIMOTHY	7 (A)	2468 S. EVANSTON ST.	AURORA,	CO.	80014
HAWKINS	JEFFERSON R.		1250 FONTAINEBLEAU CT.	LAWRENCEVILLE,	GA.	30243
HAYES	MARVIN G.		703 WEST AVE. #E7	GAINESVILLE,	GA.	30501
HEAD	THOMAS		18924 OAK DRIVE	DETROIT,	MI.	48221
HENSON	HAROLD L.		NO KNOWN ADDRESS			
HUBERT	DOUGLAS	(A)	9085 SEWARD PARK AVE.S.#104	SEATTLE,	WA.	98118
JOHNSON	DR. DONALD R.	4(LM)	3304 ROXFORD	CHAMPAIGN,	IL.	61821
JUDD	J. E.	391	4016 E. PALO BREA LN.	CAVE CREEK,	AZ.	85331
KORF	ROBERT	391	1009 PHILLIPS CT. #B	MONTROSE,	CO.	81401
KRAMSCHUSTER	EUGENE	391	472 LAKEWOOD DRIVE	MONDOVI,	WI.	54755
LUCAS	RAY E.	4	9518 TOPRIDGE DR. #48	AUSTIN,	TX.	78750
LUSCHER	RAYMOND	391	P.O. BOX 141	WAYLAND,	MI.	49348
MADDOX	WILFORD		Zip Code Should Read			63401
MARKS	JOSEPH K.	4	1006 E. 3RD STREET	SALT LAKE CITY,	UT.	84102
MOON	WALTER		Zip Code Should Be			18042
O'HARA	CHARLES	18	P. O. BOX 564	NORTH CONWAY,	NH.	03860
REID	HERALD		City Should Be	MILTON-FREEWATER,	OR.	97862
RICE	DON		P. O. BOX 284	RANCHO CUCAMONGA,	CA.	91729
RYAN	G. I.	4-18	P. O. BOX 844	SALEM,	MA.	01970
SCHIFFERER	JOHN S.	391 (LM)	Zip Code Should Read			92029
SCHMOLDT	WILLIAM R.	7 (LM)	7N557 STEVENS ROAD	ST. CHARLES,	IL.	60175
SIMON	BERNARD BEN		4800 NW. 35TH ST.APT.608	LAUDERDALE LAKES,	FL.	33319
SPILKER	GORDON	7	1401 EL NORTE PKY. #6	SAN MARCOS,	CA.	92069
SPINK	JAMES M.		Zip Code Should Read			98026
STEINER	ALFRED N.	4	35 CHESTNUT COURT	BASKING RIDGE,	NJ.	07920
STOUT	KENNETH		NO KNOWN ADDRESS			
THOMAS	HAROLD E.	7(LM)	RT. 6, BOX 43L	AUSTIN,	TX.	78737
TRAPANI	JOSEPH		Zip Code Should Read			92127
TROUP	JAMES H.		35A SUNRISE AVENUE	SEDONA,	AZ.	86336
VAN LIERE	WILLIAM P.		1506 W. MARIAN WAY	FORT WALTON BEACH,	FL.	32548
WILBURN	ROBERT D.		220 MAMIE EISENHOWER AVE. #12	BOONE,	IA.	50036

NEWLY FOUND

(As of 7/27/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BECKER	MILFORD	391	1320 WYNONA DRIVE	ENID,	OK.	73703
ESLIN	HENRY E.	391	8510 W. MAUNA LOA LANE	PEORIA,	AZ.	85381
KLIER	HERBERT	4	1634 PEACOCK AVE.	SUNNYDALE,	CA.	94087
LA BANCE	ANTHONY		511 GRASSMERE AVE.	INTERLAKEN,	NJ.	07712
POULNOCK	RUSSELL		13151 CUMBRA VISTA	LOS ALTOS HILLS,	CA.	94022
SADOWSKY	AL	4	34 RIDGE DRIVE E.	ROSLYN,	NY.	11576
STOLTZ	JOHN		2402 SO. DAISEY AVE.	JAMISON,	PA.	18929

TAPS

(As of 7/27/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
DRAHNAK	JOSEPH A.	391	3137 WEST 37TH AVE.	DENVER,	CO.	80211
DUNN	HAROLD	391	3774 - 42ND AVE. SO.	ST. PETERSBURG,	FL.	33711
HARTMAN	RALPH	391	1 HILLCREST DRIVE	BALLSTON LAKE,	NY.	12019
McGOWAN	FREDERICK D.	391(LM)	2838 SUNSET CIRCLE	SIOUX CITY,	IA.	51104
RICCARDI	MICHAEL			GARFIELD,	NJ.	
SCOTT	CHARLES F.		1204 WOODWARD PARK	ATHENS,	TN.	37303
STOUTSENBERGER	REV. PAUL	18(LM)	510 NEWCASTLE ST.	REHOBOTH,	DE.	19971

NEW LIFE MEMBERS

(As of 7/27/90 - Total Now 173)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
GREEN	WALLACE E.	4-391	407 ALLEN HALL ROAD	BROOKLYN,	CT.	06234
PETERSON	RALPH C.	18	2477 WALDORF COURT	GRAND RAPIDS,	MI.	49504
RENTZ	ERIN M.	391	732 KIMBROUGH	SHREVEPORT,	LA.	71104
SPINK	JAMES M.	4-391	5310 144TH PLACE	EDMONDS,	WA.	98026
TANDY	LEE	7	41750 MERRIAN	AUBERRY,	CA.	93602

Gerald & Marie Holmes

1945

1988

Seymour W. Isaacs

1944

1984

O. Allen Israelsen

1943

1988

Memories

CORRECTION, PLEASE!

by Borah Lipsky

I enjoyed Roy Tavasti's story on Gerhart's Luftwaffe. I must clear up some of his thoughts.

I was picked by Capt. Cole, 7th Sqdn. Engrg. Officer, to be crew chief of Col. Gerhart's planes, working for the 93rd Wing. I was given all assistance when needed, with mechanics, and on all major repairs. We had a WWB-17, A-20, P-38, P-47 and a UC-78. I was also sent to different airbases to get first hand information on maintaining the P-38 and P-47 and inspection procedures.

My first ass-chewing was when Col. Gerhart made General and came to use the B-17. He found oil drippings on the tarp after I had just finished an engine change and hadn't had a chance to clean up the ramp.

I, and all the mechanics who worked on these planes, didn't consider the work we were doing one rung above K.P. We did our job to the best of our ability. We also felt we were contributing to the war effort. I think, also, that the K.P.'s in the kitchen felt, rightfully so, that they were contributing to the war effort. Not all of us were blessed with the ability to fly and earn silver wings. The mechanics who worked on my planes also worked on combat crews.

If I knew that Major Tavasti was playing games with my P-47 and using up fuel, I would have put a stop to it. It was no toy!

The UC-78

The A-20

The P-47

The WWB-17

A FLIGHT BACK TO MEMORIES

By Edith Zeldes

(Edited to shorten)

What was once a network of runways is now filled with dark green fields of winter wheat and lighter green acres of planted barley. What was once active with the roar of engines is now a small area of broken and overgrown cement. Where once a control tower bustled with commands there are BBC and telephone antennas. Hospital quarters now house an engineering company and open fields host small private farms and several industrial firms.

These are the remains of Mendlesham airfield, one of 127 such in England during WWII from 1942 to 1945. Its ghosts may have faded and disappeared with time but, to the present day, returning servicemen of the U.S. Army Air Corps., 8th Air Force, 34th B.G. Assn. and to the people who still live nearby, it is just as alive in their memories as at the moment of takeoff.

Such as Mr. and Mrs. Herron who opened their home only a few miles away to 34th members and their wives for a luncheon served in their manicured English garden - in full blossom on a warm spring day of this nostalgic tour. Mr. Herron said, "I will never forget seeing four returning American planes being downed by German planes over my house.

Such as the memories of three members from a crew of ten of the B-17 "The Phantom"; Charles Herget, Charles Yockey and Benjamin Zeldes. Dr. Zeldes, now an optometrist, remembered his first night at the airfield when his comrades "welcoming" actions of running a stick across the outside of the corrugated metal quonset hut barracks gave the effect of a gunfire attack. One lone rusted quonset hut stands today.

Janet Ward Finbow still lives in Mendlesham and attended the recent memorial services there. She spoke of the war years when she was about nine years old. "I was one of the children asking, 'Do you have any gum, chum?'. I used to take my basket on my bike and collect laundry from the airmen and bring it to the ladies in town to wash. I was the carrier and had the time of my life, saving chocolates which the soldiers gave me for my father. I got good tips, too, and felt I made a fortune. This memorial service brings back all those memories," she said.

Mr. Herget, now retired, remembered giving oranges (rare in England then) to children living near the base. He said, "It was delightful being with the youngsters, and seeing some of them grown now brings back the pleasant time of war memories. I also have strong feelings for the British who have taken care of our memorial so long and so faithfully. It could have gone by the wayside.

For over 40 years Margaret Brundish and Thelma Thorpe have been two of "The Nine Ladies At Mendlesham" caring for flowers and shrubs every month at the Mendlesham Memorial. She reminisced about her younger years when she and her friends used to walk near the airfield and count the planes going out and coming back.

Their dedication and devotion to the men who flew those

Continued on page 20

Address Correction Requested

HDQ.

18 391 4 7

34th Bomb. Group

C/O Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
U.S. POSTAGE
PAID
Crown Point, IN
Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 19

aircraft is in evidence with lovingly cared for, well trimmed, greenery at the memorial site, highlighting the monument which depicts a flyer replete with leather helmet and goggles, leaning from the cockpit, holding an oxygen mask in one hand and an olive branch in the other. Below is the inscription: "To the American airmen of the 34th, who, in valor, gave their lives to the victory that made real the challenge for world peace and unity." Harold Rutka presented this group with two American flags which had been flown over the United States Capitol.

Herget, Yockey and Zeldes remembered their time at Mendlesham from April, 1944 to August, 1945 when, overall, there were 2972 personnel and 170 operations flown - the first 62 with B-24's and the rest in B-17's. Their "Phantom" flew six food missions over Holland. Dr. Zeldes spoke of "Thousands of planes filling the sky". The "Return to England" booklet reads, "Day after day from 1943-45 vast squadrons of aircraft would assemble in the East Anglia skies for the onslaught on Europe. From horizon to horizon, the sky was filled with the specks and dots of aircraft silhouettes and ears were filled with the drone of myriad airplanes.

Personal anecdotes of rememberances were, "I was in London and the wildest time I remember was when Big Ben lit up for the first time since the war and everyone went wild!" "One worthwhile event was when we picked up French youngsters in Austria who had been working as forced labor on machinery in factories. We were going to try to unite then with their parents." "I'll never forget the expression on their faces when we crossed into France. It was as if they couldn't believe it. They lit up like a light bulb when they saw the Eiffel Tower." "I remember a plane loaded with bombs which crashed at the end of the runway." "I was forced down and was in the North Sea for three days." "I was a guest of the Luftwaffe for a year."

Bob Yockey, Ben Zeldes and Charles Herget of the B-17 "The Phantom."

The 34th's route of memory also led to the 390th B.G. Memorial Air Museum at Framlingham. Housed in its original, refurbished, control tower were the Merlin III Rolls Royce engine and a Pratt & Whitney engine along with other WWII memorabilia.

The Duxford Museum in Cambridge, with its collection of historic aircraft and the British R.A.F. Museum at Hendon were particularly interesting. Following those trips the 34th visited the Cambridge American Military Cemetery and Memorial. As part of the wreath laying ceremony, Harold Rutka laid a wreath for the 34th. A service including the singing of "I'm Proud To Be An American" and "America" was interspersed with speakers adding their recollections and gratitude to all those who fought and died in WWII.

Those addressing the audience stood in front of the chapel, at one end of a long rectangular area filled with ponds of floating lilies and lily pads. At the far end of the area stood a tall flagpole holding, side by side, the British and American flags. Bordering one side of the seated audience was row upon row of grave markers, eloquent in their silence. On the other side, the stone "Wall of the Missing" with etchings of individual names of missing or dead Americans.

A flyby of four planes from the 48th Tactical Fighter Wing and the R.A.F. Lakenheath flew overhead, their sound reverberating in ears and body - a final dramatic tribute along with the playing of the British and American National Anthems.

Peter Bowman, currently living in Ipswich, summed it all up by saying, "I saw a German plane attack a Spitfire which went down in flames over my town. Thanks for coming to help us. We wouldn't be here today without you".

VOLUME XIII NUMBER 4 DECEMBER, 1990

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

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Claude Conklin (92)	(319) 444-2503
Clyde Willis (92)	(816) 542-3450
Earl Maciel (93)	(400) 737-6231
Verbal Holcomb (93)	(714) 883-5612
Gerald Pine (Reunion Chmn.)	(608) 836-3939
Cleveland Romero (Scholarship)	(318) 232-0774
Robert Wright (Reunion)	(219) 232-4287
Sam Baglio (Chaplain)	(717) 654-0205

OBSERVATIONS

Hello again! Well, our Seattle reunion has come and gone and, as expected, it was enjoyed by all. Along with the camaraderie, the northwestern part of our country is something to be experienced. And, contrary to popular belief, the weather was just gorgeous. We had sunshine every day with temperatures in the very moderate range with highs in the upper 70's and lower 80's.

Another interesting fact that Rose and I discovered was the unmistakeable lack of insects. With the mild temperatures, our hotel window was open all day and night for our seven night stay. In all that time we never saw a housefly or any other annoying insects. We didn't think to ask any of the natives about this but, in retrospect, we saw no flies, bees, or stinging mosquitoes during our entire stay.

We took the tour through the city including a visit to Pike Street Market, an open air market selling fresh fruits, vegetables, meats and fresh seafood, as well as almost anything else you can imagine. The loudest complaint about that market was that the tour didn't allow enough time to traverse the entire complex.

Also on the tour was a visit to the Hiram Locks, which allows watercraft to traverse back and forth between fresh water Lake Washington and salt water Puget Sound. I believe, at low tide, Puget Sound could be as much as 24 feet below the level of Lake Washington. Quite interesting.

Also at Hiram Locks were the gate areas for salmon leaving Puget Sound to spawn in Lake Washington. It's exciting to see them jumping and fighting their way to the higher elevation of the fresh water lake.

Another interesting fact we learned was that the two highway bridges crossing Lake Washington are floating bridges because the Lake is so deep they couldn't put down any form of columns or stanchions that would handle the loads. So, as you drive across, you can, at times, feel the sway of the floating bridges.

In the "Notes From Our Friends" section of this issue is a letter from Grady Deatherage asking that we think about having regional chapters for those who find it hard to travel long distances. If you agree with him please write him and we'll see what happens.

After this issue goes into the mails Rose and I are leaving northwest Indiana for our winter sojourn in Florida. I just read, in our local newspaper, that the Old Farmer's Almanac is predicting a colder and snowier winter for the Midwest this year. If it becomes fact we'll be happy to be away from here during that period.

We both want to wish you all the health and wealth you can garner for the upcoming holiday season. May you all have a Merry Christmas and a Happy and Healthy New Year.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

It is indeed an honor and a pleasure to have succeeded Walt McAllister as president of the 34th B. G. Association. I want to take this time to thank the following; Walt McAllister for chairing one of our largest reunions (249), the reunion committee for providing a truly memorable reunion site, and Paul Shull for providing the interesting new PX items. A good time was had by all. We were happy to see all the familiar faces, and all of the newfound friends, but we sorely missed all those who could not attend. The Board of Directors voted on and passed the revised Constitution and Bylaws. The weather was great, the Puget Sound was calm, and the salmon were delicious. So, save your money and mark your calendars for 9/26-29/91, Louisville, KY., so that we may be reunited with good friends.

Wally Brauks

FROM THE PAST PRESIDENT

Thanks to all who contributed to another great reunion. It would be hard to find a more beautiful part of the country with such a variety of things to do and see.

And thanks to all the individuals on the various committees who helped me so well during the past year. While most remain unnamed here, I do think all will agree that Jack Farley and his committee deserve special mention for an outstanding job on what was, without a doubt, the longest, most tedious, and most time consuming task of all; the complete revision of the 34th B.G. Association's CONSTITUTION AND BY-LAWS.

And thanks to all from Ruby and myself for the lovely Mikasa crystal fruit bowl, and for the great Travel Bar which we enjoyed through the next four weeks on the road. We visited all of Ruby's family and some of mine through Washington, Oregon, and California. We included a delightful visit with Roy and Kate Tavasti and Bob and Phyllis Gay. Also spent a most pleasant couple of hours at Jim Hollowell's home in Paso Robles. I hadn't seen Jim since October, 1944, when I suddenly departed the 7th Squadron for an extended vacation in the German countryside.

Again, Thanks to All
Walt McAllister (Mac)

Ray Summa...

Fello members of the 34th B.G. and wives:

At this time Hannah and I wish each of you a very Merry Christmas and many Happy Holidays for 1991.

The reunion at Seattle has come and gone and I am sure those who attended had a real nice time and will always remember it as well as the scenery in and around Seattle. Wasn't it something to see? Those of you who didn't attend missed a real good time. We had several first timers there and we hope they will continue to come to the other reunions of the 34th. Gen. LeBailley's talk on Saturday nite was real good. He still has the charm that he had a long time ago.

As you know, Hannah and I were only home for a few days before we flew to Las Vegas to attend the 8th A.F. reunion, which was held in the Riviera Hotel and Casino. Quite different from our 34th reunion. I do think ours is the best for there were over 2000 8th A.F. members at their reunion. At ours, one gets to know the people but at theirs one can only remember a few. I was busy with meetings most of the time but did get to visit with most of the 34th B.G. members. At the meetings I learned a few new things and we rehashed over a few old things. Some, in my opinion, were a waste of time. But one must keep up with the business of the 8th AFHS.

Bob Nolan, Exec. Secretary of the 8AFHS, has resigned and the Society is looking for a replacement to run the Society like Woolnough did. (John Woolnough has a terminal illness and has resigned the positions he held in the 8AFHS.) Due to this and the resignation of Nolan, there will be no 8th A.F. News for October.

We had 20 people at the Rendesvous dinner on Tues. evening and all had a very nice time. Wed. evening we had 25 at the Gala Dinner. Bill and Viv Creer with a guest joined us with a few others. The food was good but the speeches were too long and the speaker didn't use the mike enough so it was hard to understand him. Many left before he finished his speech as it was 10:00 p.m. Most people wanted to dance or visit others or even to play the slot machines. By the way, Buck Olson's wife, Alma, hit the jackpot for $1000.00 while he was at the business meeting. Some people have all the luck.

Harold and Gen Rutka had a little bad luck for, when they arrived to register on Sunday, they were told their registration form had not been received and all the banquet tickets were sold. They did join us after the Rendesvous dinner.

The cost of eating in Las Vegas is very cheap. Our Buffet breakfast at the hotel was just $2.07 each and the Prime Rib Buffet dinner was just $7.50 each including taxes. The lines were long but it moved fast.

We are looking forward to the 34th B.G. reunion at Louisville, KY., Sept. 26th-30th, 1991. The Galt House must be a good place. I am told many bomb groups go back there year after year. For those interested, the 8th A.F. reunion will be held at New Orleans over Labor Day.

Did any of you see the small planes that Bill Schildman brought to the reunion? He gave one to me and one to Vern Ames. He had carved them from wild cherry and they are excellent. One day we received a package from him and in it was a B17 that he carved. He had heard that I wanted to make book ends using a B17, so he carved one and sent it to me. Thanks very much, Bill.

Jack Bolton would like to locate the Mess Officer of the 34th, Paul G. Howard, who originally was from KY. Do any of you remember his old home town? Also, Cpt. Leonard Arteel from Duluth, MN. Also, if any of you know of anyone who remained in the AF after 1947 please send their names and S/N, if you know it, for we may have a way of locating our missing men thru a Locator Center in Texas.

Time is getting short for us. It seems as if when we find one who is alive we find one who has passed on.

Ray Summa

Can you identify these fellows?

REUNION

REPORT OF THE REUNION COMMITTEE

To all 34th Bomb Group Association Members:

The Reunion Committee was and is very happy to have made the arrangements for the "Family" to get together again in Seattle.

We missed all of you that were unable to attend. It was a great reunion combined with beautiful scenery and good weather. We welcome the first-timers and hope we'll see them again. To the members that did attend - "Thank you for your support!"

A special "Thank You" to Bill and Margo Burnell for their long hours and many deeds that helped make our Seattle Reunion a great success.

Thank You,
The 34th Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

****

34TH B.G. ASSN. BOARD OF DIRECTORS MEETING
15 Sept., 1990, Radisson Hotel, Seattle, WA.

Present: Pres. W. McAllister, V. Pres. W. Brauks, P. Anderson, H. Province, R. Summa, G. Pine, C. Romero, S. Wolstencroft, H. Rutka, C. Willis, R. Wright, E. Baldea, S. Baglio, J. Farley, B. Sothern, G. Goodnough, & C. Conklin.

The meeting was called to order at 9:05 a.m. by Pres. McAllister. The Pledge of Allegiance was led by H. Rutka. S. Baglio gave the invocation.

Board and General Meeting minutes of 1989 were read and accepted.

COMMUNICATIONS - H. Rutka read excerpts from letters of various 8th A.F.H.S. members concerning the internal and financial problems of that group. Discussion followed.

R. Summa stated he is still sending letters trying to locate prospective members. He now has a method of obtaining addresses of those who were in the Air Force after 1947.

E. Baldea stated he continues to send the newsletter to the surviving spouse after the death of a member. He asked if he should continue to do this. After discussion, it was agreed that an inquiry be sent to the surviving spouses asking if they wish to continue receiving the MM. The inquiry to be included in the condolence card sent by the Chaplain, with answers to be returned to the MM editor. Baldea also discussed scheduling problems in publication of the MM. He asked about sending the 34th B.G. Roster to all names on the roster because of postage costs, etc. incurred by its weight and bulk. After discussing ways to reduce the problem, none of which offered sufficient advantage, it was agreed to continue sending the Roster to Dues-paying members only.

E. Baldea also stated he has contacted a local photographer to take pictures at the Saturday night banquet. After a discussion of the disturbance this might cause, a motion was made to approve the photographer this year and authorize $35.00 per roll of 35 mm. film. Motion carried. Another motion was made and passed to have the Reunion Committee find a photographer at future reunion sites if the 1990 experience proves successful.

MIA/POW - W. Brauks reported not much progress at the present.

TRIP TO ENLAND - H. Rutka reported the total cost to the 34th B.G. would be $273.60. He stated that in 1992 the East Anglican community is sponsoring many activities for a 50th Anniversary celebration. At the present time he could not recommend a 1992 trip because of the poor money exchange rate, and the international situation. After a discussion of gifts for the ladies in England, H. Rutka made a motion to send them silver medallions. Motion was carried.

TREASURER'S REPORT -	16 Sept. '89	13 Sept. '90
Memorial Fund	8,650.69	5,983.51
General Fund	3,764.68	14,219.69
Life Membership Fund	14,597.85	17,520.85
Reunion Fund (1 Jan. '90)	2,570.44	13,415.66

WALL ART - R. Summa reported he recently had visitors from England who had helped in the removal of the painting from the 18th Sqdn. Day Room. It is now in the 95th B.G. Museum.

Pres. McAllister reported on actions he had taken to address the question of sending the Mendlesham Memories to all names on the 34th B.G. Roster. He explained the questionnaire that was prepared and sent to those names on the roster that were not dues-paying members. The results of the survey provided interesting data on the degree of interest, and reasons they had not become members. H. Rutka made a motion that those who indicate no interest in the 34th B.G. Assn. be eliminated from our mailing lists. Seconded by C. Romero. Motion passed.

SCHOLARSHIP - C. Romero reported this year's recipient was Lisa L. Schull, Paul Schull's granddaughter. A discussion followed on making the Memorial Fund available for Scholarship Fund needs. S. Wolstencroft moved that up to 50 percent of the Memorial Fund be made available as necessary to provide for first and second place awards. Seconded by S. Baglio and carried. C. Romero moved that the first place Scholarship Award be $1000.00 and the second place award be $500.00. Motion was seconded and carried.

CONSTITUTION & BY-LAWS - J. Farley, assisted by G. Goodnough, conducted a paragraph by paragraph review of the revised document. Typographical errors were pointed out, and changes discussed. Major revisions agreed upon include:

Deleting voting rights for Associate members.

Requiring the approval of the general membership when the Board of Directors requests the resignation of a member.

Changing the term of office for officers from two years to one.

NOMINATING COMMITTEE - B. Sothern and committee presented the following slate:

President	W. Brauks
1st V. Pres.	F. Schoch
2nd V. Pres.	C. Stemen
Recording Secr.	P. Anderson
Treasurer	H. Province
Unit (Contact) Corres. Secr.)	R. Summa
New Board Members	E. Maciel & V. Holcomb

Our Chaplain, S. Baglio delivered the closing prayer. H. Rutka moved to adjourn. Motion seconded and carried.

Meeting was adjourned by Pres. McAllister at 12:45 p.m.

Respectfully submitted by:
Paul Anderson, Secretary

34TH B.G. ASSN. ANNUAL GENERAL MEMBERSHIP MEETING

15 Sept. 1990, Radisson Hotel, Seattle, WA.

Meeting was called to order by Pres. W. McAllister at 9:35 a.m. Chaplain S. Baglio gave the invocation. The Pledge of Allegiance was led by H. Rutka.

Minutes of the 1989 General meeting were read and accepted.

TREASURER'S REPORT - H. Province gave a detailed report of each account, with balances as follows:

General Fund	$14,219.69
Life Membership Fund	17,520.85
Memorial Fund	5,983.51
TOTAL	$37,724.05

B. Sothern moved, seconded by E. Baldea, to accept the report. Carried.

NEWSLETTER - E. Baldea explained scheduling problems in publication of Mendlesham Memories. He stated Oct. 26, 1990 would be the deadline for items to be included in the Dec. issue and made request for news items.

REUNION COMMITTEE - G. Pine gave dates for the 1991 Reunion as Sept. 26-29, at the Galt House in Louisville, KY, located on the river at Fourth St. The 1992 Reunion will be in Las Vegas, Nev., but firm dates are not yet set. He stated that a substantial reduction in room rates could be obtained if the dates do not include a weekend. Various cities in the East/S. East are being studied for 1993.

REUNION FUND - R. Wright reported the following:

Jan. 1, 1990	$2,570.44
Sept. 13, 1990	$13,415.66

(The 1990 reunion expenses not yet taken out of the Sept. 13 balance.)

TRAVEL - E. Baldea detailed some airline coupon packages which afford lower fares for senior citizens. These packages are available on most of the major airlines.

SCHOLARSHIP - C. Romero described methods used to determine award winners, and how close this year's contest was. The 1990 34th B.G. Scholarship Award goes to Lisa L. Shull. He asked that a $1,000.00 first place and a $500.00 second place Scholarship Award be instituted, with the additional money to come from the Memorial Fund as needed. Discussion followed on the danger of depleting the Memorial Fund. A motion, made by L. Sherman, seconded by H. Rutka, to establish the two awards and use Memorial Funds as necessary, was carried.

PX - In Paul Shull's absence, Ray Summa reported sales were going well, and mentioned several new items now available.

AUDIT COMMITTEE - W. Howarter reported all accounts are in good order. A motion was made to accept the report. Motion carried.

Pres. W. McAllister explained the research done to resolve the question of continuing, or discontinuing, the sending of Mendlesham Memories to people who showed no interest in the 34th B.G. Assn. After discussion, D. Armstrong moved that all names be kept on the Roster, but names of those showing no interest be deleted from the MM mailing lists. Motion carried.

CONSTITUTION/BY-LAWS - J. Farley went over draft copies sent to members. He explained changes required due to typographical errors or changes approved by the Board of Directors. It was also agreed to add a description of the Scholarship Committee, and require that the Nominating Committee consist of not less than three members. Motion made by R. Wright to accept the revised Constitution/By-Laws. Seconded and passed.

NOMINATING COMMITTEE - B. Sothern presented the following slate of nominees:

President - W. Brauks
1st V. Pres. - F. Schoch
2nd V. Pres. - C. Stemen
Recording Secretary - P. Anderson
Treasurer - H. Province
Unit Contact/Corresp. Secr. - R. Summa
New Board Members - E. Maciel & V. Holcomb

Motion made to close the nominations and accept the entire slate as presented by the nominating committee by acclimation. This was seconded and carried.

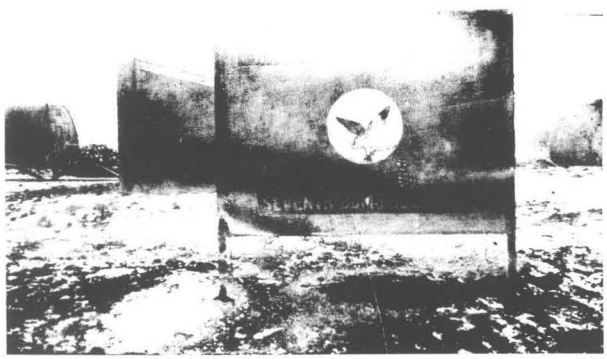
The number present at the 1990 Reunion was reported to be 243. Eight of these are first time attendees.

Our Chaplain, S. Baglio, gave the closing prayer.

Motion was made to adjourn, seconded and carried.

Pres. W. McAllister adjourned the meeting at 11:35 a.m.

Respectfully submitted by:
Paul Anderson, Secretary



7th Bomb Sqdn. Holiday Greetings at Mendlesham, 1944.

MOVING?????

Don't jeopardize receiving your next copy of MENDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise ELI BALDEA, 2576 BROOKWOOD DRIVE, CROWN POINT, IN 46307 of your NEW ADDRESS!

1990 SEATTLE REUNION ATTENDEES

(Total 249)

LAST NAME	FIRST NAMES	GUEST(S)
Adams,	Bailey & Ruth	
Akers,	Kenas	
Albert,	Eugene & Ruth	
Ames,	Vern & Millie	
Anderson,	Paul & Beryl	
Armstrong,	Denton & Eileen	
Ashburn,	Jack & Frances	
Attridge,	Charles & Evalyn	
Atwater,	Vernon	
Babcock,	Lawrence & Lucille	
Baglio,	Sam & Lee	
Baldea,	Eli & Rose	
Baughman,	Cleo & Freddie	
Bess,	Leonard & Helen	
Bloczynski,	John & Marge	
Boreen,	Lloyd & Bobbie	
Brauks,	Wallace & Doris	
Braveman,	Milton & Elaine	
Brown,	Bill & Nita	
Browne,	William	
Burnell,	Bill & Margo	
Buxton,	Jay & Elda	
Caldwell,	Robert D.	
Camp,	J. Watson & Helen	
Casey,	Ralph & Dot	
Clarkson,	Jack & Dorothy	
Cole,	Robert & Ginny	
Conklin,	Claude & Genevieve	
Coutros,	Anthony & Mary	
Creer,	William & Vivian	
Dees,	Robert & Edith	
DeHaan,	Ben & Helen	
DiNenno,	Al & Elsie	
Doran,	Vince & Jean	
Fandel,	William	
Farley	John & Bernice	
Forister,	Carroll & Sylvia	
Fossum,	Lee & Bonnie	
Frank,	Earl & Mary	
Frankenstein,	Hyman & Kathleen	
Freysinger,	Carl & Imogene	
Gavryck,	Chester & Jacquelyn	
Gay,	Robert & Phyllis	
Gibbs,	Claude & Audrey	
Goodnough,	Bob & Judy	
Gorski,	Clarence & Irene	
Gradin,	Bob & Ginny	
Griffis,	Willis	
Hanchar,	Joseph F.	
Hanrihan,	James & Joy	
Hansen,	Ambers & Jean	
Hansen,	Milton & Kathryn	
Henry,	Glenn & Kay	
Holcomb,	Verbal & Betty	
Howarter,	Wayne & LaVerne	
Humphrey,	Clyde & Annette	
Inman,	Lloyd & Marla	
James,	Gene & Helen	
Janson,	Wendell & Ann	
Jenkins,	Richard & Isabelle	
Jennings,	William & Carol	
Jurgens,	Henry & Ruth	
Kenny,	Jim & Mary	
Kincaid,	Gerald & Edith	
Krystof,	Joe & Fran	
Lauby,	Tony & Louise	
Leath,	John & Ethel	
LeBailey,	Eugene "Ben"	
Lindia,	Joe & Dotti	
Lonergan,	Edward & "B"	
Maciel,	Earl & Helen	
Martin,	Howard	
Martin,	Jim & Bettie	
Martin,	Randall & Shirley	
Mayer,	Norman	
McAllister,	Walter & Ruby	
Moreno,	John	
Morton,	Robert & Angie	
Muente,	Fred & Ginny	
Nendell,	Robert & Dorothy	
Noehren,	Robert & Letha	
Orton,	William & William	
Palmer,	Raymond & Bula	
Paxton,	Ken	
Perez,	Juan & Mattie	
Pine,	Gerald & Wanda	
Prillaman,	Arnold & Georgia	
Province,	Hal & Janice	
Reid,	Roy & Sybil	Marie McMeans
Richmond,	Floyd & Marion	
Romero,	Cleveland & Henrietta	
Rose,	Everett & Peggy	
Rutka,	Harold & Genevieve	
Ryan,	Gordon & Doris	
Salveson,	Leon & Jeanne	
Scherr,	Fred & Libbie	Alex & Minette Moore
Schoch,	Frederick & Clara	
Schommer,	Paul & Betty	
Schroeder,	Robert & Jennie	
Share,	Jack & Marian	Granddaughter Paula
Sheesley,	Byron & Mary	
Shull,	Paul & Pauline	
Sivret,	Frank & Alda	
Smith,	James & Jane	
Sothern,	Bruce & Muggs	
Spink,	James & Barbara	
Springer,	Robert	
Stampon,	Peter & Lucille	
Stemen,	Carl & Peg	
Summa,	Ray & Hannah	
Tandy,	Ervin & Marjorie	
Tobiason,	Henry & Audrey	
Vanlandingham,	Dale	Dorothy Skoda
Vaughn,	Robert & Helen	June Wuertz
Veon,	Elly	
Walker,	Oral & Marge	
Whited,	Rolly & Yolanda	
Willis,	Clyde & Lynn	
Wolstencroft,	Sam & Arlene	
Wright,	Robert & Esther	
Wright,	Tom	
Young,	Wooten & Eileen	
Zesch,	Edward & Dolores	

REUNION '90 Getting Down To Business

General Membership Meeting

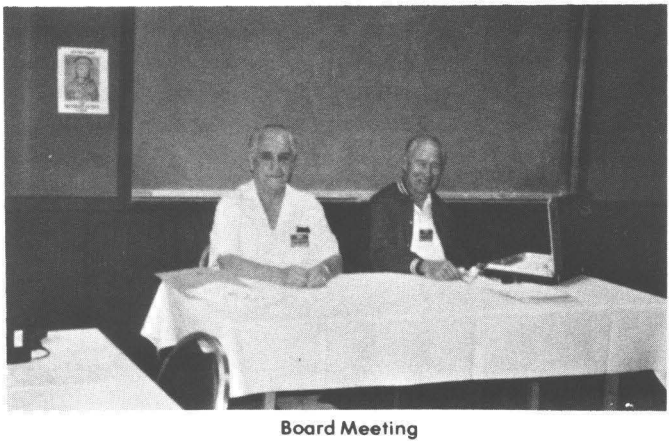
Board Meeting

General Membership Meeting

Board Meeting

Pres. Walt McAllister calls meeting to order.

Board Meeting



Board Meeting

L. to R.: Wanda Pine, Esther Wright, Helen Maciel, and Genevieve Rutka at the Registration Desk.

REUNION '90

L. to R.: Ben & Helen DeHaan and Juan & Mattie Perez.

L. to R.: Clyde Humphrey, John & Ethel Leath and Annette Humphrey.

L. to R.: Claude & Audrey Gibbs with Bonnie Fossum.

L. to R.: D. Armstrong, Rose Baldea, Sam Baglio, Harold Rutka, Randy and Shirley Martin.

Here and There

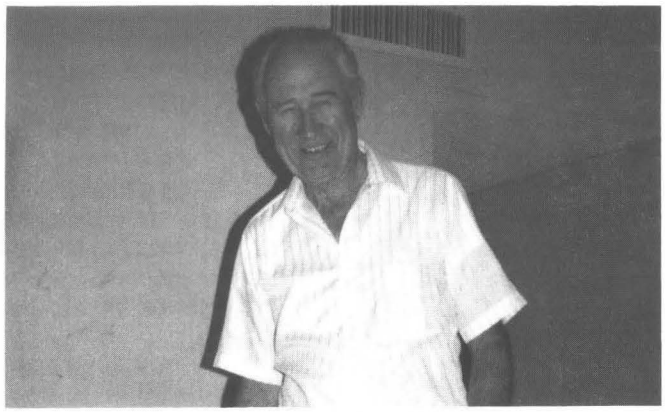
One-man band at Pike Street Market.

Ruby McAllister (back to camera), Betty Martin & Rose Baldea at Pike Street Market.

Helen Vaughn & Rose Baldea.

One group on the bus tour.

REUNION '90



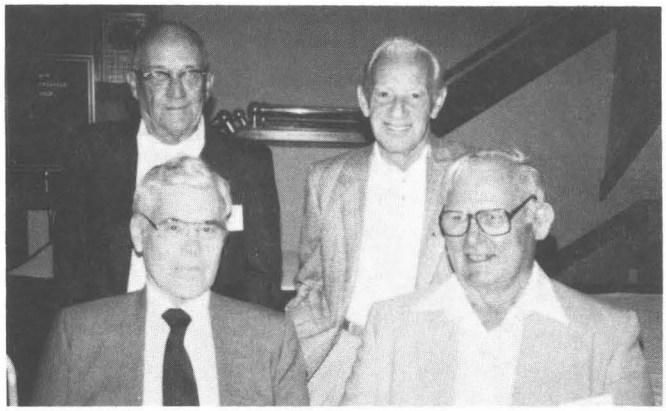
Walt McAllister opening 34th B.G. Gift for his service as president of the assn.

Rose Baldea, Walt & Ruby McAllister and Doris & Wally Brauks on boat tour through Hiram Locks.

B-17 on display at Boeing Museum of Flight.

Rose Baldea with flower bed at Hiram's Locks Park.

Here and There



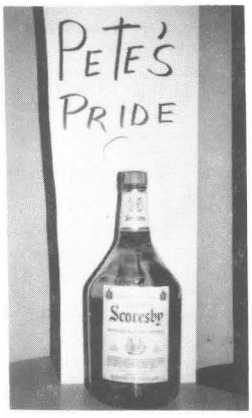
Standing: Tony Lauby and Hyman Frankenstein. Sitting: Ray Summa & Henry Jurgens.

L. to R.: Jim Martin, J.C. Cook, Viv Creer, Walt & Ruby McAllister & Betty Martin at Museum of Flight.

Seattle Space Needle from below.

Musicians at Pike Street Market.

REUNION '90



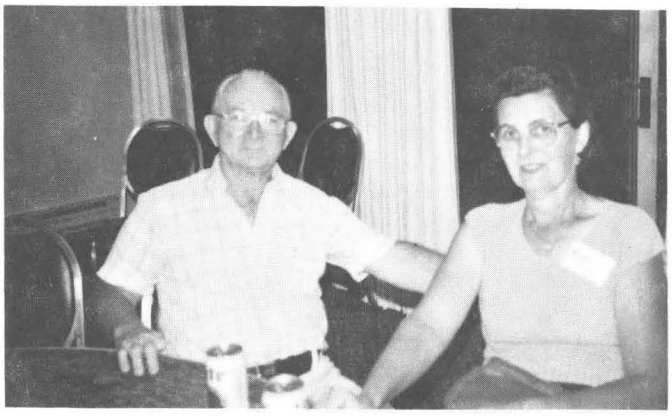
"Pete" Gray's Scotch in Hospitality Room.

Sam Baglio singing the bass part with the quartet.

The Premium Blend Barbershop Quartet in Hospitality Room after Friday's dinner.

Elly Veon and June Wuertz

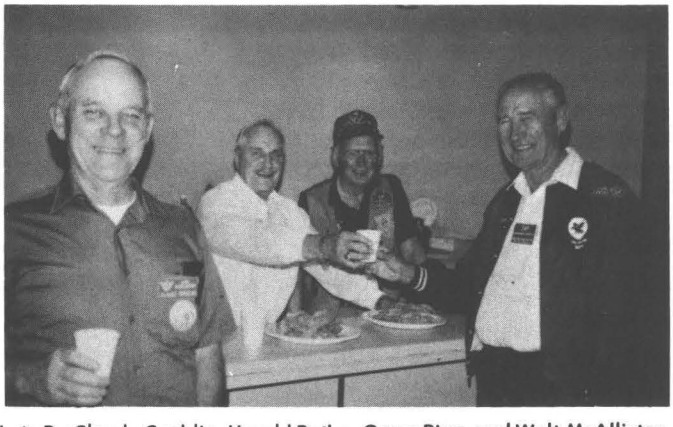
Here and There



Dale VanLandingham with Dorothy Skoda.

L. to R.: Glenn & Kay Henry, LaVerne Howarter and Pauline Shull.

Alex and Minette Moore

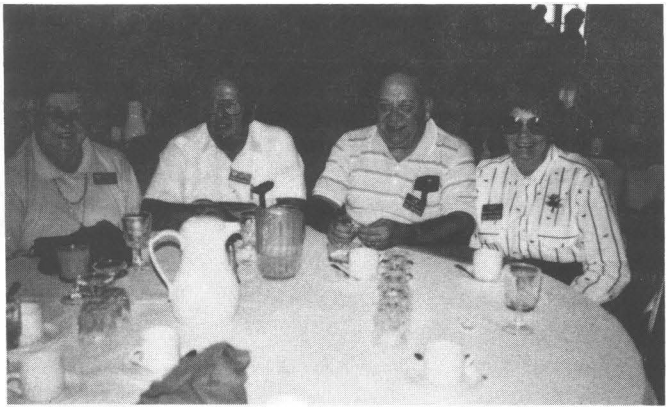


L. to R.: Claude Conklin, Harold Rutka, Gerry Pine, and Walt McAllister.

REUNION '90

L. to R.: Ann & Wendell Janson with Nita Brown.

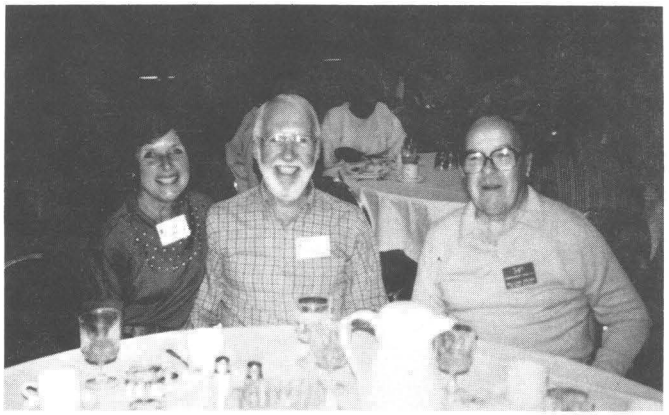
Jackie & Chester Gavryck



L. to R.: Henrietta and Cleveland Romero with Hal & Jan Province.

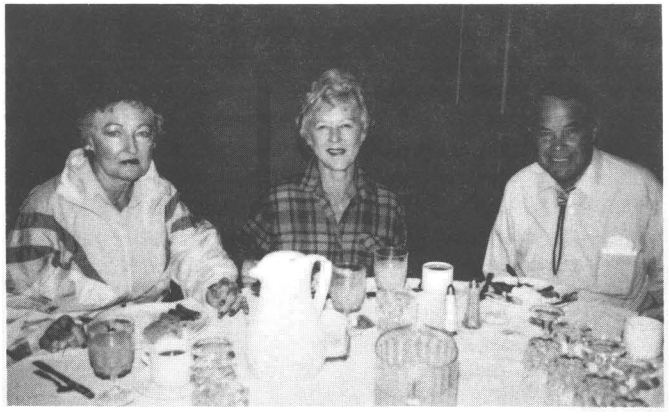
L. to R.: Bill Fandel, Bob Gay and Bill Creer.

The Breakfast Table



L. to R.: Mary & Byron Sheesley with William Brown.

L. to R.: Mary & Tony Coutros and Virginia & Fred Muente.



L. to R.: Vivian Creer, Phyllis Gay, and Ben LeBailley.

Ticket Takers L. to R.: Wanda Pine, Genevieve Rutka, and Esther Wright.

REUNION '90

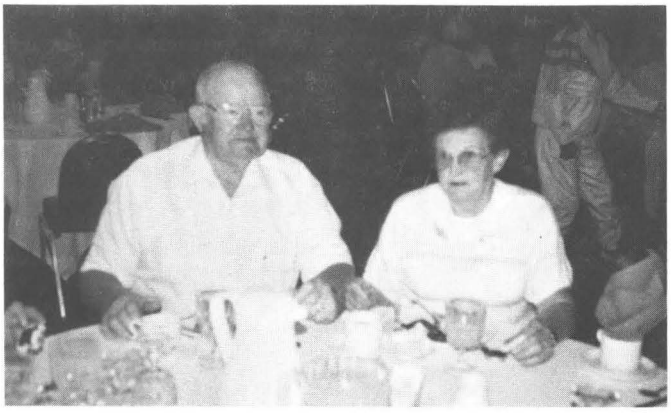
The Breakfast Table

Bennett & Miriam Richmond

L. to R.: Oral & Marjorie Walker and Henry and Audrey Tobiason.

L. to R.: Ambers and Jean Hanson and Betty & Verbal Holcomb.

Standing: Minette & Alex Moore. Seated: Libbie & Fred Scherr.



Earl and Dolores Zesch

Joe and Fran Krystof

L. to R.: Walt and Ruby McAllister with Rose and Eli Baldea.

Jack and Marian Share with lovely granddaughter Paula.

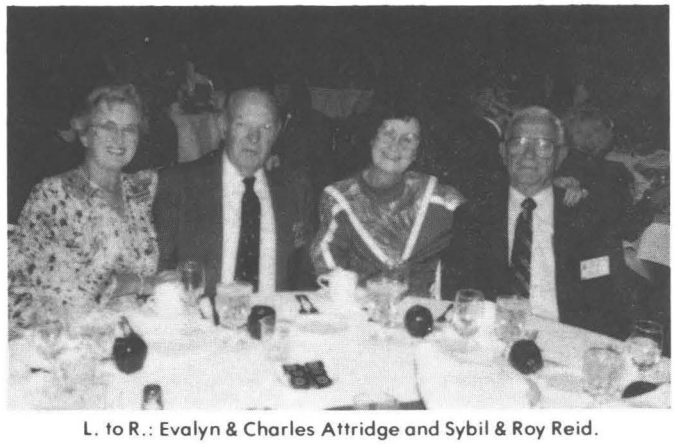
REUNION '90

Gala Festivities

L. to R.: Audrey & Claude Gibbs and Audrey & Henry Tobiason.

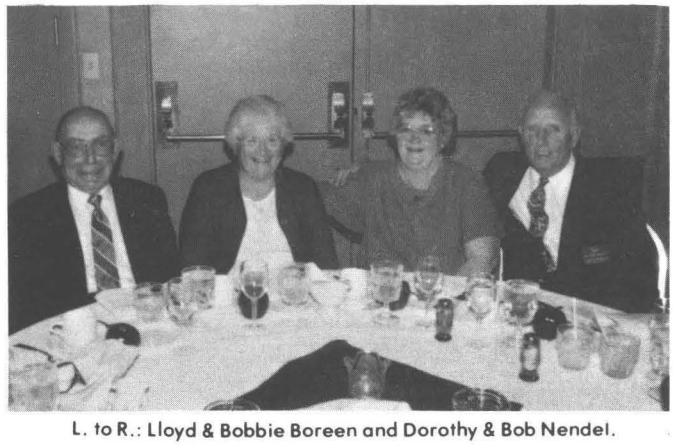
L. to R.: Roy Reid, Marie McMeans, and Helen & Leonard Bess.

Betty & Paul Schommer

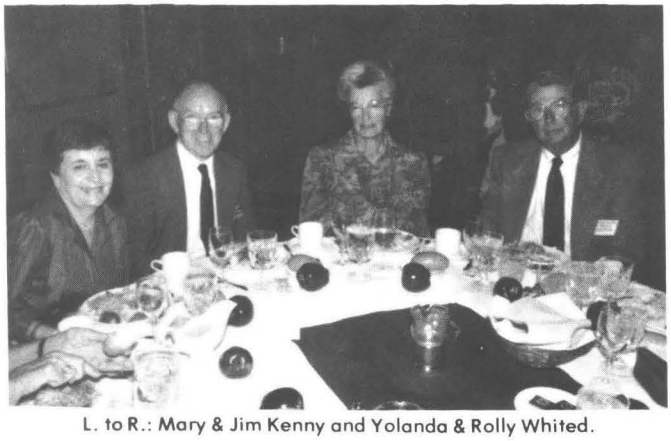


L. to R.: Evalyn & Charles Attridge and Sybil & Roy Reid.

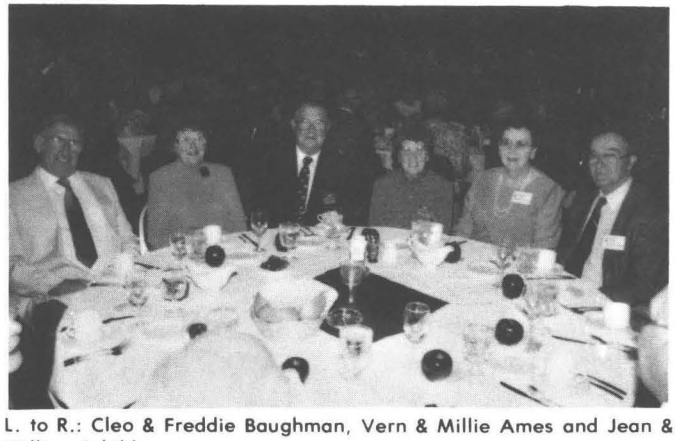
L. to R.: Ethel & John Leath and Earl & Helen Maciel.



L. to R.: Lloyd & Bobbie Boreen and Dorothy & Bob Nendel.



L. to R.: Mary & Jim Kenny and Yolanda & Rolly Whited.

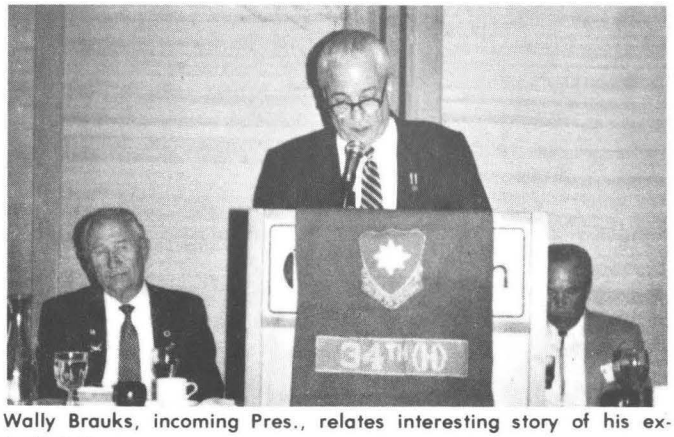


L. to R.: Cleo & Freddie Baughman, Vern & Millie Ames and Jean & William Schildman.

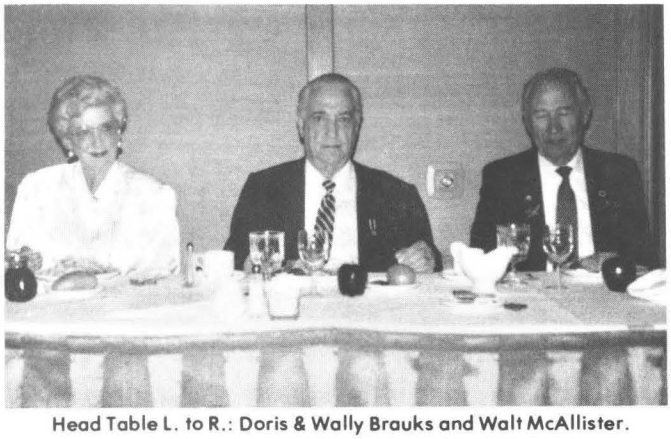
REUNION '90

Gala Festivities

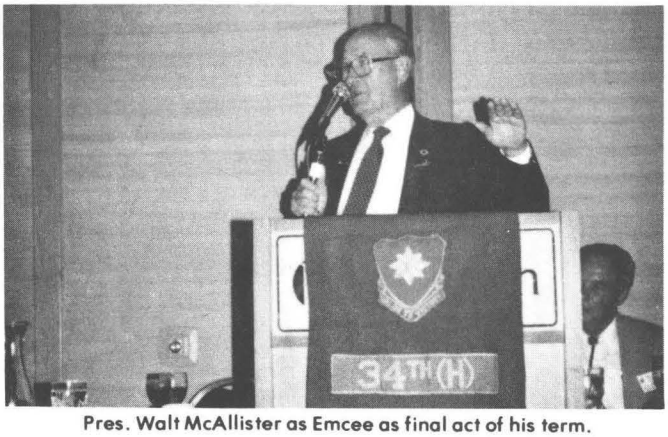
Head Table L. to R.: Ben LeBailley, Ruby McAllister & Paul & Beryl Anderson.



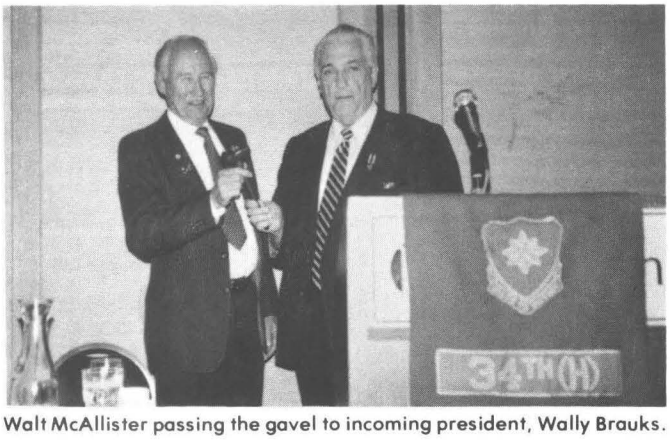
Wally Brauks, incoming Pres., relates interesting story of his experiences.



Head Table L. to R.: Doris & Wally Brauks and Walt McAllister.

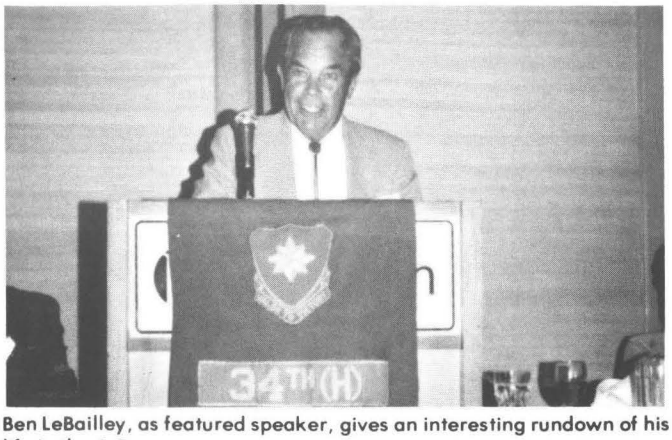


Pres. Walt McAllister as Emcee as final act of his term.

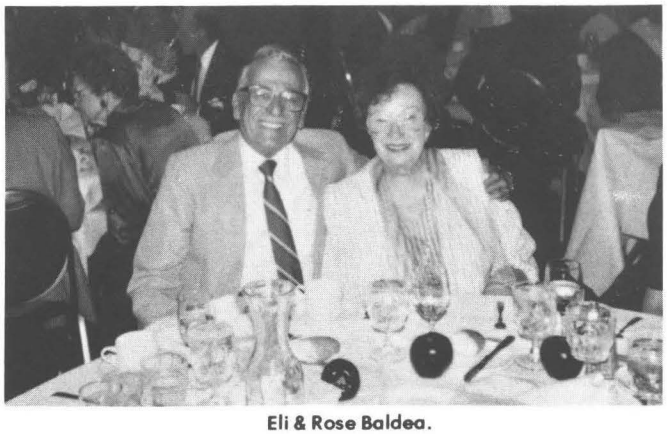


Walt McAllister passing the gavel to incoming president, Wally Brauks.

Betty & Jim Martin.



Ben LeBailley, as featured speaker, gives an interesting rundown of his life in the A.F.



Eli & Rose Baldea.

REUNION '90

Gala Festivities

LaVerne & Wayne Howarter with Glenn & Kay Henry.

L. to R.: Ann & Wendell Janson, Nita & Bill Brown, and Bob Caldwell.

Lucille & Lawrence Babcock with John & Cathy Moreno.

Jack & Bernie Farley with Bob & Judy Goodnough.

L. to R.: Elaine & Milt Braveman, Marjorie & Lee Tandy and Carl & Peg Stemen.

Barbara & James Spink with Imogene & Carl Freysinger.

Marjorie & Oral Walker with Lee & Bonnie Fossum.

The 34th B.G. had only four cryptographers. This is the first time since 1945 that they have all been together. L. to R.: Bob Goodnough, Bud Janson, Bob Caldwell and Bill Brown.

REUNION '90

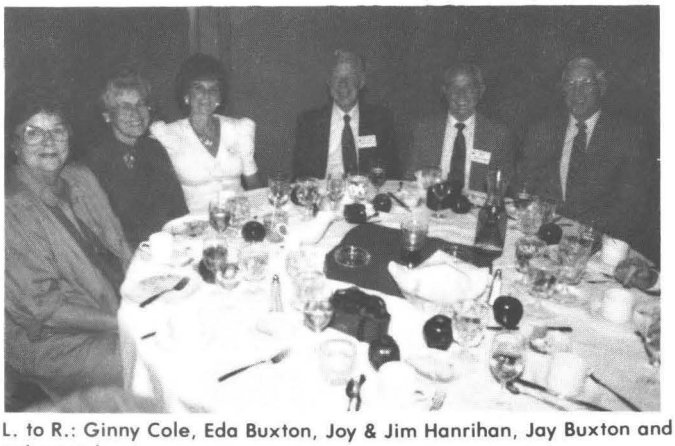
Gala Festivities

L. to R.: Edith & Jerry Kincaid, Genevieve & Claude Conklin and Mary & Earl Frank.

Marian & Jack Share with their granddaughter, Paula.

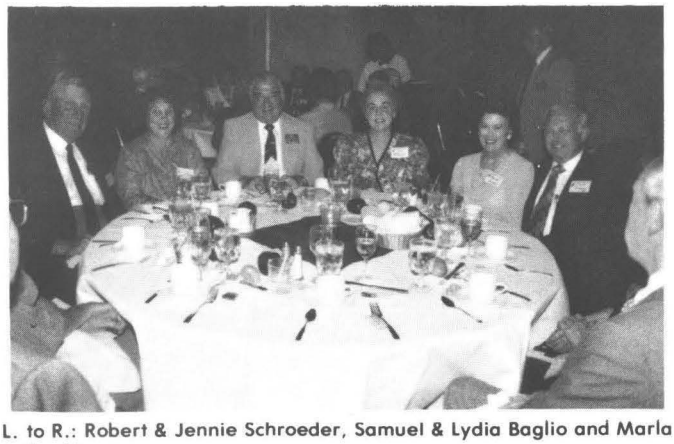
Joe and Fran Kristof with Helen & Robert Vaughn.

Paul & Pauline Shull with Art Real.



L. to R.: Ginny Cole, Eda Buxton, Joy & Jim Hanrihan, Jay Buxton and Robert Cole.

Fred & Libbie Scherr with Ben & Helen DeHaan.

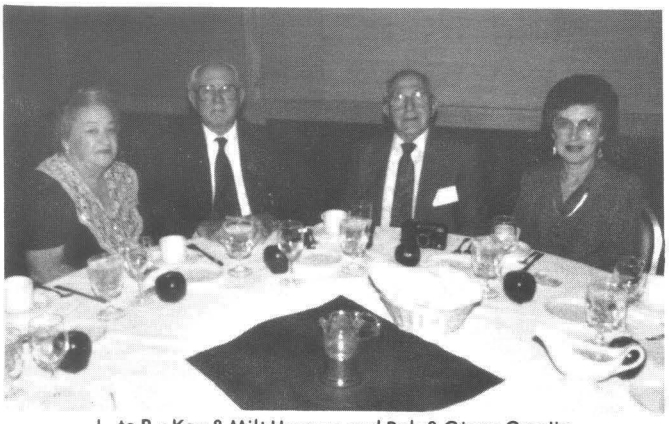


L. to R.: Robert & Jennie Schroeder, Samuel & Lydia Baglio and Marla & Lloyd Inman.

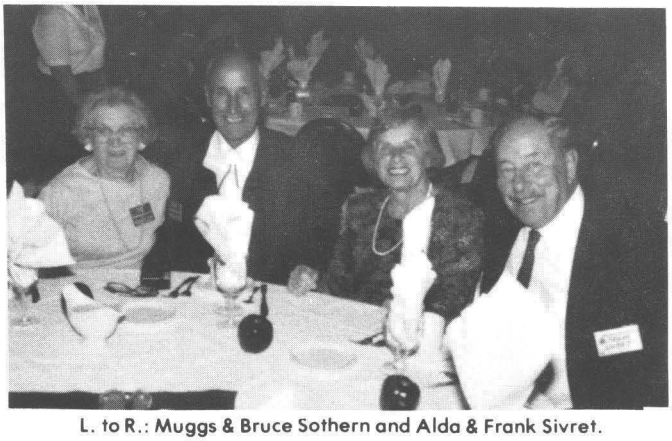
L. to R.: Bob Springer, Henrietta & Cleveland Romero and Sam & Peggy Wolstencroft.

REUNION '90

Gala Festivities



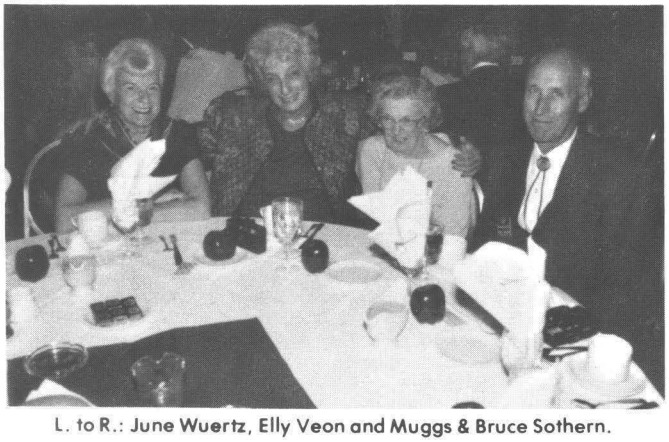
L. to R.: Kay & Milt Hansen and Bob & Ginny Gradin.



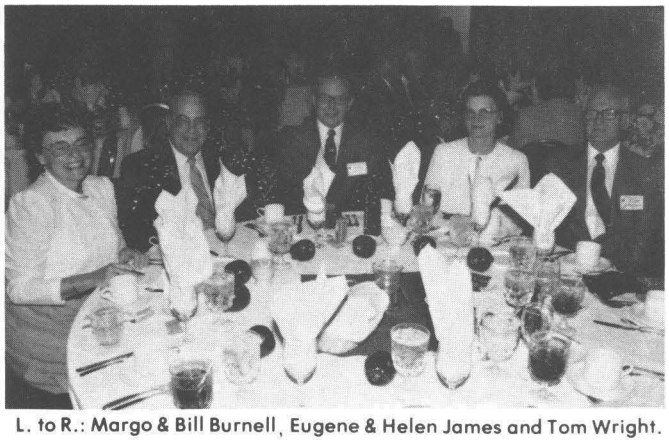
L. to R.: Muggs & Bruce Sothern and Alda & Frank Sivret.

L. to R.: Ken Paxton, Juan & Mattie Perez and Ray & Bula Palmer.

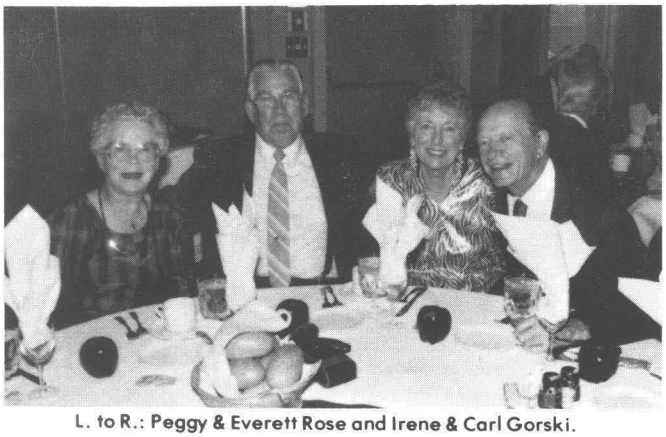
L. to R.: Arnold & Georgia Prillaman, Frances & John Ashburn and Clara & Fred Schoch.



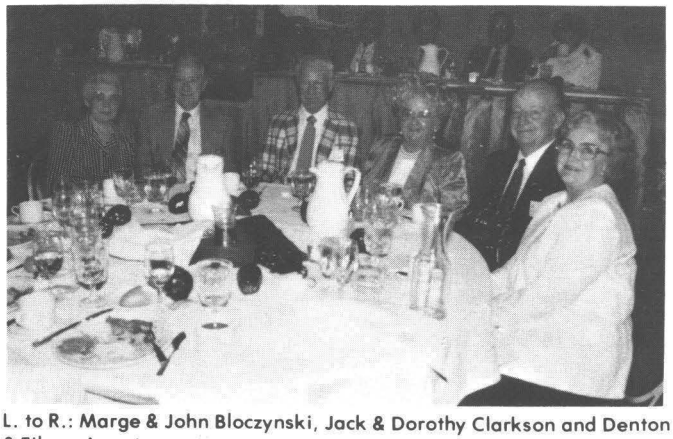
L. to R.: June Wuertz, Elly Veon and Muggs & Bruce Sothern.



L. to R.: Margo & Bill Burnell, Eugene & Helen James and Tom Wright.



L. to R.: Peggy & Everett Rose and Irene & Carl Gorski.



L. to R.: Marge & John Bloczynski, Jack & Dorothy Clarkson and Denton & Eileen Armstrong.

REUNION '90

See You In Louisville!!

Glenn & Kay Henry

Elly Veon & June Wuertz

Ray & Hannah Summa

Beryl & Paul Anderson

Wayne & LaVerne Howarter

Helen & Leonard Bess

Yolanda & Rolly Whited

Bill Fandel & Ben LeBailley

WILLIAM BUCHAN - Shelby Township, MI.

Just a short note to thank you and all involved with the "Mendlesham Memories". What an excellent job you all do. I look forward to every issue.

Mira and I have not made any reunion yet, but we want to attend. Louisville looks like a possibility.

****

WILLIAM J. ORTON - Cascade, ID.

Just a short letter to tell you what a fine job you are doing. I should be getting ready to go to the reunion at Seattle, but I am still having a problem with the shingles. This chicken-pox virus put me to bed on March 18th and has stayed with me since then. I was unable to make the "Back to Mendlesham" trip because of them. Sure has been a problem. (Editor's note: Bill missed Seattle, also.)

****

JOHN P. (JACK) TERRY - Azusa, CA.

This is to formally endorse the concept of sending Mendlesham Memories to every known former member of the 34th Bomb Group. This is easy for us to say, but it behooves us to put our money where our mouth is. So I have enclosed a check for a fund that has yet to be established. I suggest that this fund be earmarked to pay the additional costs of such a proposal, into which any of us can contribute.

8TH A.F.H.S. REUNION- LAS VEGAS, NV.

Those in attendance at the 8th AFHS Reunion in Las Vegas are:

Henry & Bonnie Butler
Bill & Viv Creer with guest
Dick & Dorothy Fechko
Dale & Marge Finley
Bryant & Myrtis Grimes
Seymour & Claudia Isaacs
Mike & Margaret Jacobbauski
"Buck" & Alma Olson
Harold & Gen. Rutka
Fred & Alene Sauermilch
Bob & Laura Schwartz
Ray & Hannah Summa
Ed & Dolores Zesch

(Editor's note: Pictures from this reunion will be printed in the March issue of Mendlesham Memories.)

BARBARA (RALPH) HARTMAN - Bullston Lake, NY.

My husband, Ralph, died April 22. He had colon cancer, then developed a brain tumor. We had home hospice and spent many evenings reminiscing with Ralph telling his war stories. We enjoyed the reunion at Virginia Beach and hoped to go to England.

In 1984 Ralph lost his leg due to a blood clot. He later became involved with handicap skiing as a fund raiser and instructor. In March the bank Ralph worked for sponsored a ski race in his honor with a tribute cup in his name.

Ralph is missed by so many here. He was very brave, some of which, I'm sure, arose with the 34th.

****

MARGARET (STEPHEN) FABER - Tarentum, PA.

I am very sorry to tell you Stephen A. Faber passed away Nov. 3, 1989. He was very proud of his outfit and would have attended the reunion if he were alive.

****

LOUIS R. BORELLI - Woburn, MA.

Happy am I to receive the opportunity to get together with former friends of the 34th. Unfortunately I must decline for this reunion at Seattle.

I lost my wife three years ago, April, and I have been sort of to myself for these years. I thank you for getting in touch with me. I just want to say hello to all the friends that knew me and I them. I apologize for not being able to attend this reunion. Perhaps in the future I'll be able to attend.

****

MILLIE (LAWRENCE) LONG - Norwood, PA.

I hope everyone had a great time at the reunion. I only wish Larry were here. I know he would have been thrilled to be a member and see all his great buddies of the Bomb Group.

Continued on page 19

Charles E. Smith of the 7th Sqdn.

Notes From Our Friends

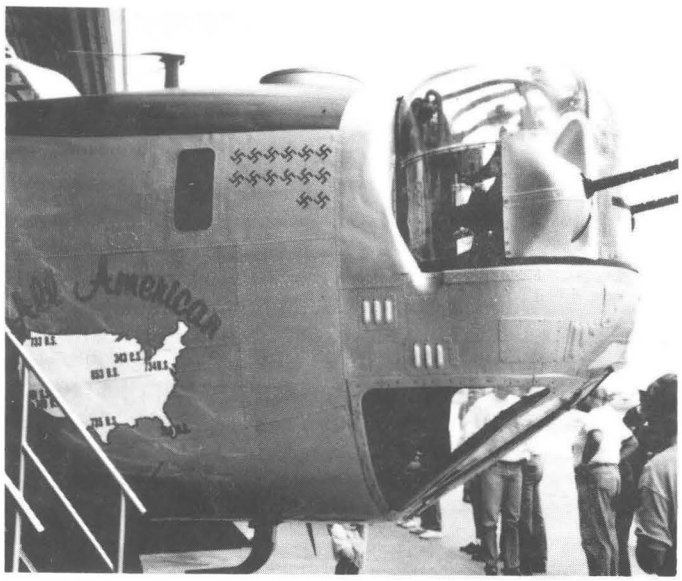
Continued from page 18

ROBERT PACHOLSKI - Erie, MI.

Some of us old B-24 veterans got quite a thrill the other day. A restored B-24 "J" in just super condition flew in to Toledo.

Lots of memories came back in touring the plane. The only thing; I couldn't get around the catwalk and turrets so fast. Lord, if I would have had on a parachute - I'd have been stuck "high and dry".

****



Restored B-24 "J" shown at Toledo, OH.

MRS. (DONALD) ZEIGLER - York, PA.

I'm writing to inform you that Donald died of cancer Sept. 29th, 1976. Several years before his death we had been to London but could not make connections to get to Ipswich. Had he lived I'm sure he would have enjoyed going on the reunion trips. After your search in locating his address, I'm sorry it could not be more rewarding.

****

JOSEPH J. DOMINO - Perkasie, PA.

Both Vic and I would like to have been at the 34th Reunion which was held at Seattle. Since Vic's been on the disabled list we haven't been traveling anywhere, whether it was on business or pleasure.

But, at the present time and at this writing, we are planning to see everyone at the 34th reunion which is to be held at Louisville in Sept., 1991.

****

WILLIAM "PETE" GRAY - Virginia Beach, VA.

Heard you had a fine time at the reunion. Wish I could have been there. Thanks for the card. I really appreciated it.

I'll be in Louisville next year, come hell or high water - and if I don't fall down again. (Ed. note: See accident report in this issue.)

Y'all take care now and be sure to smell the roses before it's too late.

****

GRADY DEATHERAGE - Collinsville, VA.

When I came home from Shreveport, it took me a week or so to get over the trip and, although I hated to face up to it, I realized that I am just not able to attend any more long distance reunions. There is no way that I could make Seattle or even Las Vegas.

When I got to thinking about it, I began to feel like some of us might not get to see each other again, or that we would wind up missing a lot of the fine fellowship we enjoy when we get together. It occurred to me that there are others in the same boat and, if we couldn't make some of the reunions, maybe it would be a good idea to make some arrangements as an alternative to have mini-reunions in lieu of not having anything. Perhaps we could set up Chapters of the 34th with locations within driving distances to many of us; for example, an Eastern States Chapter, Central States Chapter, and a Western States Chapter.

It is not my intention to change anything with regard to the overall operation of the 34th B.G. Assn., nor to infringe or conflict with the regular reunions, as a mini-reunion could be held at a different date.

Several years ago we attended a reunion of the Florida chapter of the 8th A.F. Assn. Everyone brought food, beverages, etc. and paid for their own rooms and meals with no bother of registration fees and the like. It was really nice. This is what I have in mind.

If there are others in favor of this proposal, they can write or call me and, if there is enough interest, I can mail out a flyer, and we can get it off the ground. I already have a volunteer or two to assist in selecting a site, motel, etc. in the Eastern States. We can get started and go from there.

****

SAM TURNIPSEED - Aliceville, AL.

I couldn't come to the reunion this year due to family circumstances. Two granddaughters to send off to college and my brother scheduled for eye surgery at about the time of our meeting. Would certainly have liked to see everyone and especially Gen. LeBailly and Maj. Gay. We have not yet attended the reunion at the same time.

Talked to Roy Jones last Sunday. He didn't plan to be in Seattle either - questions ability to stand the travel. However, we can drive to Louisville, so looking forward to 1991.

Kindly remember me to all our people and express my regrets for not joining them.

****

WILLIAM N. MULLEN - W. Lafayette, IN.

Saw your address in the American Legion Mag. and thought I would drop you a line. I was in the 34th Bomb Group in the 391st Sqdn.

In 1984 I was admitted to the Indiana Veteran's Home at W. Lafayette. Had a lot of lung trouble for which I have to take a special medicine. I'd be interested in hearing about any of our group personnel.

****

ROBERT M. GRIMES - Crawfordsville, IN.

You don't know how pleased and surprised I was to hear from you. I had mentioned to my wife at different times, wondering if there was a group organization. I have wondered many times what the guys were doing or if they were even still living. That has been a long time ago.

I have lived here in Crawfordsville since I got out of the service. I worked and retired from R.R. Donnely Co. after 43 years.

Continued on page 20

Notes From Our Friends

Continued from page 19

HAROLD W. REIBMAN - Hellertown, PA.

I received Mendlesham Memories and the roster of members of the 34th as well as the membership application. I really did not know the 34th was this organized, and have to thank Ray personally for a job well done. To find 2000 and still searching is, in itself, quite an accomplishment.

I enjoyed all the stories, pictures, etc. in the newsletter. I read it completely the second time. The pictures of the Fleece Pub looked very familiar. I had an evening in a Pub there the day I completed my last mission. May have been the Fleece - don't really know.

****

MIDGE (WILLIAM) KELLY - West Monroe, LA.

I regret to inform you of Bill Kelly's death on July 11, 1990. He was not ill long - in the hospital from June 28th til the time of his death. The good Lord took him quickly with very little suffering. Once the doctors discovered his problem (cancer) he told us to live one day at a time and not to be sad. He was in good spirits and making people smile to the very last. Sorry we never made one of the reunions but he loved receiving the newsletter.

****

WILLIAM BROWN - Stone Mountain, GA.

We sure enjoyed the reunion in Seattle. Thanks for the recognition we four "Cryptographers" received at the banquet.

Nita and I rode with Bud and Ann Janson. They live in Farmerville, LA. After leaving them, on the way back to Atlanta, we stopped by and saw Sam Turnipseed. He had just finished cutting his front lawn. He must be 83 years old and is still as sharp as a tack. We (crypto-men) worked real close with him in England and liked him very much.

Hope to see you all in Louisville next reunion.

****

VINCENT J. DORAN - Anchorage, AK.

Six members and their wives, of a nine-man B-17 crew, veterans of Mendlesham, met and reminisced at the Seattle Reunion. They were Helen & Gene Albert, Helen & Watson Camp, Dorothy & Ralph Casey, Jean & Vince Doran, Angie & Bob Morton, and Lee & Bob Noehren. Tom Orcholl, recently located, has retired to Sun City but is unable to travel. Bernice and Bill Latz have both died. We haven't found Ralph Brown yet, but we're still looking.

We were brought together by chance at the combat crew assignment center in Lincoln, NE. in the summer of '44. We trained in Ardmore, OK., sailed to England, flew our 33 bombing missions from Mendlesham, and immediately scattered again. Forty-one years later, at the 1986 Colorado Springs Reunion, we began coming back together. Now we think of ourselves as an extended family. We keep in close touch and meet as often as we can. The 34th Bomb Group Association has given us the inspiration to reunite.

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CORRECTIONS

On page 16 of the June, '90 issue the names and pictures of Carroll E. Forister and John I. Hohenstreiter have been reversed in the "Then & Now" section. We apologize most heartily!

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Front to Rear, Left Bomb: Therrian, Schmidt & Schoenthaler. Middle: Smith & Watkins. Right Bomb: Gray, Savarese and Smit.

ACCIDENT REPORT

VICTIM'S NAME: William N. "Pete" Gray
ADDRESS: 5601 Sedgemoor Rd., Va. Beach, VA. 23455
DATE OF ACCIDENT: August 22, 1990

DETAILS OF ACCIDENT: Victim had eyes on a long-legged girl in very short pants, crossing parking lot in shopping center. As a result, victim mis-judged height of curb, stumbled, and fell forward, crashing to sidewalk. Fall partially broken by bag of groceries victim was carrying. Victim skidded several feet along pavement, scattering said groceries all over. Victim had hard time regaining upright position - whole right side numb.

"LONG LEGGED GIRL IN SHORT PANTS DROVE OFF, IGNORING THE WHOLE AFFAIR!!"

DOCTOR'S REPORT: "Not again! - Well, let's X-ray it and find out how much damage has been done this time!" (X-rays showed only two ribs cracked - should heal in a month or so.)

DOCTOR'S ADVICE: "Next time you see a long-legged girl in short pants, come to a complete halt - stand still and enjoy the scenery and THEN resume your forward motion. You've got to remember that at your age ---- GIRL WATCHING CAN BE HAZARDOUS TO YOUR HEALTH!"

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
Rte. 4, Box 630
Carriere, MS 39426

Life Membership - $85.00 Dues by Dec. 1

NEWS FROM HERE AND THERE

Ernest T. "MO" Moriarty has, for sale, his book "One Day Into Twenty-Three", a true story of a B-17 waist-gunner's escape from German occupied France in 1943. To purchase it please send check or money order for $13.50 to:
Ernest T. Moriarty
W-105 Warwick Road
Orange, MA. 01364

****

From Claude Gibbs we have an article which appeared in the 6th Inf. Divn. publication "The Sightseer":

A new study by the Veterans Administration, as reported in the Jan. 1990 issue of the Disabled American Veterans magazine, discloses some very sobering and startling facts!

The 1990's will bring a tremendous increase in the numbers of older World War II veterans and a very sharp increase in their deaths.

The report states veterans now age 65 and older will increase from 6.7 million to a peak of 9 million in 1999, all veterans.

World War II living veterans now total 9.3 million. At the end of the next four years, 1990-1993, only 7.94 million will be alive.

These figures, the report show, reveal that 1,360,000 World War II veterans will die in the next four years 1990-1993. That is an average of 340,000 each year; and an average of over 2,830 each month. Any of us World War II veterans could be in these numbers.

These are sobering facts and figures. Shouldn't personal decisions be made for this inevitable finality of life on earth?

****

The AAA Travel Agency of Charlotte, NC is organizing a trip called "A Sentimental Journey", a nostalgic return to England and U.S. Bomber Squadron bases. This will be for 11 days and 10 nights from April 22 to May 2, 1991. The tour cost is $1991.00 per person, double occupancy and begins at Charlotte Douglas International Airport in Charlotte, NC. Anyone interested can get more information by writing to: AAA Travel Agency, Carolina Motor Club, 720 E. Morehead Street, Charlotte, NC. 28202.

****

A new book called "Ploesti: Graveyard of Bombers" will be published in January. This book is on the human side of the bombers' war. Many grandchildren, children, younger friends and even wives have no idea what you went through in that never-to-be-repeated aerial conflict.

A personalized signed copy is available by sending $17.95 plus $1.00 postage to: Leroy W. (Ted) Newby, 346 Pineview Drive, Venice, FL. 34293.

****

Warren Tucker, an artist who was a base photographer with a B-24 unit in the E.T.O. is offering to paint any aircraft on YOUR flight jacket for fifty or seventy-five dollars. He will quote prices on request. If interested contact: Warren Tucker, 4480 Sherman Oaks Circle, Sherman Oaks, CA 91403. PH.: (818) 784-7821

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From the Airmen Memorial Museum we have the following:
Dear Veterans of World War II and Korea;

The Airmen Memorial Museum is conducting a major search for historical resources on the experiences of airmen during the Second World War and Korea. We invite you to be part of the history of airmen we will tell to the American public.

As you know, there's a lot of truth to the saying, "90 percent of aviation history occurred on the ground." But very few accounts of histories of the U.S. Army Air Forces or the U.S. Air Force mention the hundreds of thousands of enlisted personnel - the technicians, mechanics, meteorologists, gunners, photographers, and many others - who bravely served our nation in its time of greatest need.

The Airmen Memorial Museum had been organized to change all that. At its national headquarters in Suitland, Maryland, just outside Washington, D.C., the Museum is gathering the materials - documents, artifacts, photographs - it needs to tell the story of the airman's contribution to our nation's defense in war and peace. Through exhibits, special public programs and publications, the Museum will recount, for veterans, school children and the general public, the valuable service men and women like you have given to our country.

But we need your help! We need to know what your life was like in the service. We need to know about your training, your duty assignments. We need to record your daily routines and your combat experiences.

If you are interested in contributing the story of your contribution to the war effort write to:
AIRMEN MEMORIAL MUSEUM
5211 Auth Road
Suitland, MD. 20746

A questionnaire will be sent you to be filled out with pertinent information for their purposes.

****

Crew of the "Flying Fish"-Standing L. to R.: Vitulli, Dold Erickson, Buchanan & Mathe. Kneeling, L. to R.: Higgins, Robertson, Lester & Seiler.

ROSE'S CORNER

Dear ones of the 34th:

When we left Seattle, we said "So-long" to so many wonderful friends and, God willing, we will be saying "Hello" next year in Louisville.

There were many new faces at breakfast which is a great time to get acquainted! I met Jackie Gavryck who is an expert on Bed and Breakfast places. She told of experiences she and Chester had at these places and I'm sorry not to have had time to follow thru and check out her book on them.

I sure liked what Imogene and Carl Freysinger told me about how they both try to be the first to read the Mendlesham Memories when it arrives! This is music to our ears!

Meeting Jennie Schroeder made me wish that we could get her to write a column in our newsletter. She is a very enthusiastic cook and knows a lot about canning. Both she and Bob have a terrific sense of humor. Just ask them what happened when the maple syrup spilled on Bob's lap!?!

Helen Vaughn can lift you out of any depression you might be into. She has a mind like a steel trap when it comes to very funny stories. She really was fun to be with.

Annette Humphrey will tell you about "iced tea" if asked. She is a real lovely lady.

Beautiful vistas can be seen from any road. The mountains are in sight almost everywhere you look. This was one of the benefits in riding the bus to the South Center Mall with Ruby McAllister, Annette Humphrey, Helen Maciel and Helen Vaughn. We enjoyed looking and touching all of those beautiful clothes at Bon Marche. Too bad the prices were so high! We didn't have enough of shopping, so Vivian Creer, Bettie Martin, Ruby McAllister and I made the trip while our men waited for us to go on the Boeing tour. This time one of us actually bought something. Did that beautiful pair of slacks ever get sent to you, Vivian? We did have a good time, so let's do it again and let's include some of the others who missed this year's reunion.

On Sunday, after the "So-longs", Wally and Doris Brauks, the McAllisters and the Baldeas took off on a trip by boat thru the locks. I've never dreamed of doing something like this.

The one thing that we'd like to know from you all is, what would you like included at our reunions? At the banquet I was asked "Where is the music? We'd like to dance." I told her to talk to the Reunion Committee - so, please write and let us know what more can be included so that the right people will fit your ideas in the schedule, if at all possible.

Well, there it is - the end of my column and I want to wish you all enough determination to make each day a better one.

With love,
Rose

P.S. Louisville in '91!

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SPECIAL NOTICE

Ray Summa has received a letter from the Commander of the 2nd Bombardment Wing (SAC) at Barksdale as follows:
Dear Mr. Summa:

I have received your "Offer of Gift", dated 17 July 1990, by which you transferred flak; a 20MM shell; strike photos; and a 34th Bomb Group banner to the United States of America as a gift.

By authority of the Secretary of the Air Force, I accept with pleasure your gift pursuant to 10 U.S.C. 2601.

Thank you for your kindness and generosity.

Sincerely yours,
Ronald C. Marcotte, Colonel, USAF
Commander

B-24 LIBERATOR HISTORY BOOK

Walt McAllister has been advised that the B-24 Liberator History book is now off the presses. These should be in the mail by the end of October. Those of you who have ordered it should probably have received it by the time you read this.

"Weary Willie"-Pappy Grace in cabin with Meredity & Lane standing.

ADDRESS CHANGES

(As of 10/26/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ADAMS	BAILEY		12358 LEDGER LANE	HOUSTON,	TX.	77015
ARENS	ALVIN K.	7	Zip Code Should Read			48335
BIKSEY	JOHN	4	25484 HERMAN LADNER RD.	SAUCIER,	MS.	39754
BLACK	WILLIAM H.	7	27021 McSWAIN RD.	ALBEMARLE,	NC.	28001
BUCHAN	WILLIAM	18	49312 WINCHESTER CT.	SHELBY TOWNSHIP,	MI.	48315
BUERSMEYER	SYL. R		119 KING RIDGE ROAD	JEFFERSON CITY,	MO.	65109
CAMP	J WATSON		Zip Code Should Read			30132
CARPOUSIS	JAMES A.	7	114 HEDGEROW LANE	READING,	PA.	19606
DE RAIMO	NICHOLAS	4	696 ATWOOD AVE.,APT.C	CRANSTON,	RI.	02920
DWYER	JOHN R.	7	43 LA VILLA WAY	FT. PIERCE,	FL.	34951
EVANS	EDWARD W.	391	1671 MISSION HILLS RD. #210	NORTHBROOK,	IL.	60062
FOURNIER	LOUIS	18	315 RAILROAD AVE.	SAUNDERSTOWN,	RI.	02874
FRANK	PAUL E.	7	1204 SO. DEWEY ST.	EUSTIS,	FL.	32726
FUNK	JOHN J.	7-4	113 NO. AMBLER ST.	QUAKERTOWN,	PA.	18951
GOLDEN	JOHN	4	Zip Code Should Read			14228
GOMBOS	WILLIAM	7	10 WEEKS BLVD.	SWANSBORO,	NC.	28584
GRIMM	UDELL C.		181 W. WOODLAWN ST.	HINCKLEY,	IL.	60520
HAMMOND	EDDIE	HDQ.	Zip Code Should Read			10523
HARKLEROAD	LEE	7	605 REDSTONE DR.,BLDG.A,#4	BRISTOL,	TN.	37620
HIGGINS	FRED E.		Zip Code Should Read			35967
JONES	DAVID P.		Zip Code Should Read			30504
MERRIS	GENE C.	4	City Should Read	JUPITER,	FL.	
MOON	WALTER H.		NO KNOWN ADDRESS			
MORIARTY	ERNEST	18	Zip Code Should Read			01364
O'HARA	CHARLES B.	18	1333-C SHADY PINE WAY	TARPON SPRINGS,	FL.	34689
OLSEN	EVERETT W.	18	323 LOMA VISTA	TORRINGTON,	WY.	82240
ORTON	WILLIAM J.	14460	P. O. BOX 611	CASCADE,	ID.	83611
OSCHAK	ANDY	7	17 MARYLAND	LEHIGH ACRES,	FL.	33936
PITTMAN	LOREN	18	Zip Code Should Read			34275
PRENTISS	S. P.		NO KNOWN ADDRESS			
PROVINCE	HAROLD E.	391(LM)	111 PROVINCE LANE	CARRIERE,	MS.	39426
RICHART	GEORGE A. JR.	391	1555 - 18TH AVE.	LONGMONT,	CO.	80501
RILEY	JAMES W.		NO KNOWN ADDRESS			
SCHAFANTI	DANTE		NO KNOWN ADDRESS			
SCHWEITZER	LEON W.		74 CREIGHTON LANE	ROCHESTER,	NY.	14612
SPRINGER	ROBERT H.	18	5711 W. AVE. M, #233	LANCASTER,	CA.	93536
TANDY	ERVIN LEE		41750 MERRIMAN LANE	AUBERRY,	CA.	93602
VENNE	DERRICK J.		R.R.#3, BOX 37	ANGUS,	MN.	56712
WESTMAN	CARL B.	18(LM)	5222 BIRCH POINT RD.	BLAINE,	WA.	98230
WILLIAMS	THOMAS C.	18	5628 SCENIC HILLS ROAD	KNOXVILLE,	TN.	37912
WOOLNOUGH	JOHN	8AFHS	7752 HARBOUR BLVD.	MIRAMAR,	FL.	33023
ZELENESKI	JOHN		186 PINE ST.,APT. 2	LOWELL,	MA.	01851

NEWLY FOUND

(As of 10/26/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANSELMINI	ANDREW	(LM)	3422 AMALFI DRIVE	WEST PALM BEACH,	FL.	33417
BORELLI	LOUIS R.		25 WEBSTER AVE.	WOBURN,	MA.	01801
BOWE	HERBERT G.		949 N.KELLY ST.,APT.6	CADOTT,	WI.	54727
CVITKOVICH	CHARLES E.		5091 E. 135TH STREET	GARFIELD HEIGHTS,	OH.	44125
FRUIT	ALPHONSE J.	18	100 FRONT ST., APT.308	WOONSOCKET,	RI.	02895
GRIMES	ROBERT M.	4	1002 NORTH DRIVE	CRAWFORDSVILLE,	IN.	47933
KLUTCH	KENNY		9382 SHAW ROAD	SPENCER,	OH.	44275
LETALIEN	EUGENE J.		168 CARLSBAD CIRCLE	VACAVILLE,	CA.	95687
LUCAS	PAUL		3885 MOREFIELD RD. AP.13	HERMITAGE,	PA.	16145
MAHALIK	JOSEPH J.		3 CRESTDALE ROAD	DANBURY,	CT.	06811
MITCHELL	GEORGE		7801 EAST SAHARA, APT.231	LAS VEGAS,	NV.	89104
MORLOCK	JAMES		924 WAGNER AVENUE	PHILADELPHIA,	PA.	19141
MULLEN	WILLIAM N.	391	3851 NO. RIVER ROAD	W. LAFAYETTE,	IN.	47906
REIBMAN	HAROLD W.		544 FLINT HILL RD.	HELLERTOWN,	PA.	18055
RICHMOND	FLOYD B.	4 (LM)	5919 ARGENT DRIVE	PASCO,	WA.	99301
ROBINSON	ODELL D.		300 PINE CREST RD.	MARS HILL,	NC.	28754
SHERMAN	WILLIAM V.		7030 S.W. 64TH COURT	MIAMI,	FL.	33143
SMEDLEY	CLIFF		4307 - 324TH ST. S.E.	FALLS CITY,	WA.	94024
SWANN	ALFRED A.		2811 SAN NICHOLAS	TAMPA,	FL.	33880
WADE	JEREMIAH C.		2449 GRAND TETON CIRCLE	WINTER PARK,	FL.	32792
WESTENHOFF	JOHN H.		11200 LEATHERWOOD DRIVE	RESTIN,	VA.	22091
YANOSEK	JOSEPH M.		22724 ROSEDALE	ST. CLAIR SHORES,	MI.	48080

NEW LIFE MEMBERS

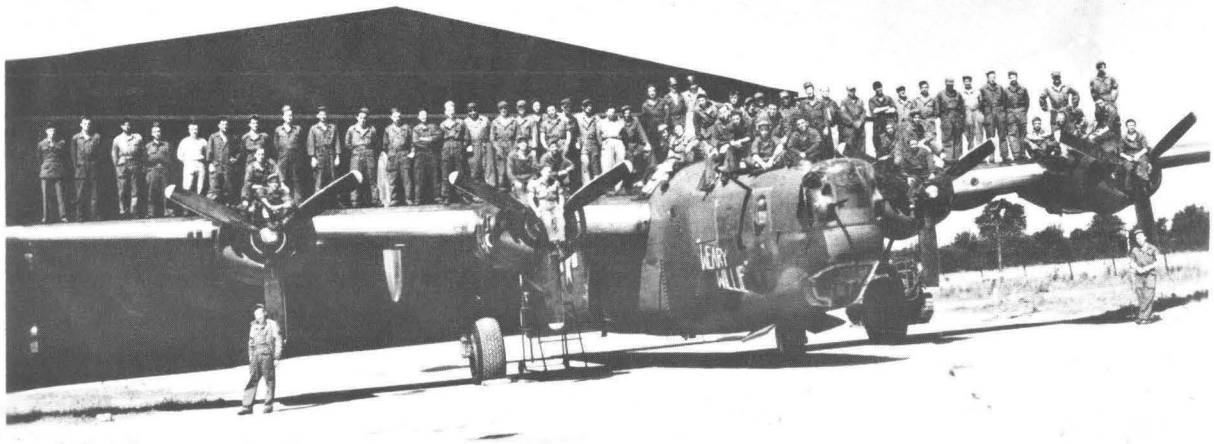
(As of 10/26/90 - Total Now 178)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANSELMINI	ANDREW		3422 AMALFI DRIVE	WEST PALM BEACH,	FL.	33417
BRAEGER	ROBERT	4	1222 EAST BYWATER LANE	MILWAUKEE,	WI.	53217
DOOLEY	LAWTON ED	18	1520 MAPLETON	DALLAS,	TX.	75228
ISRAELSEN	O. ALLEN	4	3330 N.LEISURE WLD.BLVD.#628	SILVER SPRING,	MD.	20906
MONGEON	OMER G.	18	RTE. 1, 365-4	COLLIERVILLE,	TN.	38017
PINE	GERALD	7	5414 HIGHWAY 12, LOT 51	WAUNAKEE,	WI.	53597
RICHMOND	FLOYD B.	4	5919 ARGENT DRIVE	PASCO,	WA.	99301
SPRINGER	ROBERT H.	18	5711 W. AVE. M, #233	LANCASTER,	CA.	93536
WEAVER	CHARLES R.	7	89 WESTVIEW DRIVE	REYNOLDSBURG,	OH.	43068
WINNICK	SEYMOUR	391	333 PEARL ST.,APT.26D	NEW YORK,	NY.	10038

TAPS

(As of 10/26/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BISCHOF	HARRY P.		1005 GRAND AVENUE	HOT SPRINGS,	AR.	71913
CESSNA	CLYDE	18	3610 S. 56TH ST.	LINCOLN,	NE.	68506
CLARK	HOWARD	4	15 ROSECLIFF ST.	ROSLINDALE,	MA.	02101
CLARKE	WILLIAM			TENAFLY,	NJ.	
CRAWFORD	WILLIAM		BOX 192	DANDY,	VT.	05739
DAVIS	ROBERT L.	7	6244 KIERNMAN DRIVE	CARMICHAEL,	CA.	95608
D'IMPERIO	FREDERICK A.		4558 TUDOR STREET	PHILADELPHIA,	PA.	19136
EBERLE	CHARLES		B1-11 CLINTON GARDENS	CLINTON,	NJ.	08809
EMBERTON	DANIEL P.		7780 LOUISE COURT	WESTLAND,	MI.	48195
FABER	STEPHEN		215 W. 12TH AVENUE	TARENTUM,	PA.	15084
HAGER	HARRY C.		RT. 2, BOX 195	WATERTOWN,	NY.	13601
HENDRICKS	ROBERT L.			ELDORADO,	AR.	
HIGGINS	HAROLD JR.	391	9 WASHINGTON AVE.	ASHLAND,	MA.	01721
KELLY	WILLIAM L.	7	112 MALLARD AVENUE	WEST MONROE,	LA.	71291
KULCZYCKY	WILLIAM			ROCHESTER,	NY.	
McCARRAHER	DONALD B.			PHOENIXVILLE,	PA.	
MILLER	ALBERT	7	247 MOCKINGBIRD ROAD	SWANINOA,	NC.	28778
MOWINSKI	HENRY J.	4	4835 SO. TRIPP	CHICAGO,	IL.	60632
RICE	ERNEST JR.	4	P. O. BOX 1243	FRANKLIN,	TN.	37065
SCHROEDER	JOHN	7	323 COLE AVENUE	W. PORTSMOUTH,	OH.	45662
SHILLING	GUY B.		709 - 6TH ST. EXT.	CHESTER,	WV.	26034
THONE	EARL	7	3592 NELIA COVE RD.	MEMPHIS,	TN.	38116
WALENSKI	WALTER			CLEVELAND,	OH.	
WEBSTER	BLAIR		NO KNOWN ADDRESS			
WINDSOR	RICHARD	5AF(A)	P. O. BOX 205	OSAGE BEACH,	MO.	65065
ZEIGLER	DONALD M		335 SO. PINE	YORK,	PA.	17405



A Group of the 4th Sqdn. on the wings of "Weary Willie".

MEMORIES

REUNION

By "Pete" Gray

Many members of the 34th will recall the flights we made to Holland in which we carried food to the Dutch people. The first mission was to a location just north of Rotterdam, and almost every plane carried several members of its ground crew.

As we flew over the city thousands of the Dutch people were out in the streets and, among them, was a 15 year old girl. About 5 years after the war she married an American Merchant Mariner and came to this country. They have been neighbors of mine for many years now, and we often talk about those war years. Incidentally, she has been over here for so long that she now speaks Dutch with a southern accent.

Some weeks ago she mentioned an item appearing in the April, 1990 issue of the Dutch newspaper, "DEKRANT". I asked her to write me a translation of it, thinking it might be a good item for the newsletter. This is it:

"Reunion"

Pilots, who in the hungerwinter dropped food above the Netherlands, are going to the Netherlands at the end of April, 1990. The Foundation "Food and Freedom" organized a reunion of several hundreds of ex-pilots from Air Force squadrons from Great Britain, U.S.A., Canada, Australia, and Poland. In almost 5500 flights above the Netherlands towards the end of the "Hungerwinter" more than 11 million kilos of food was dropped.

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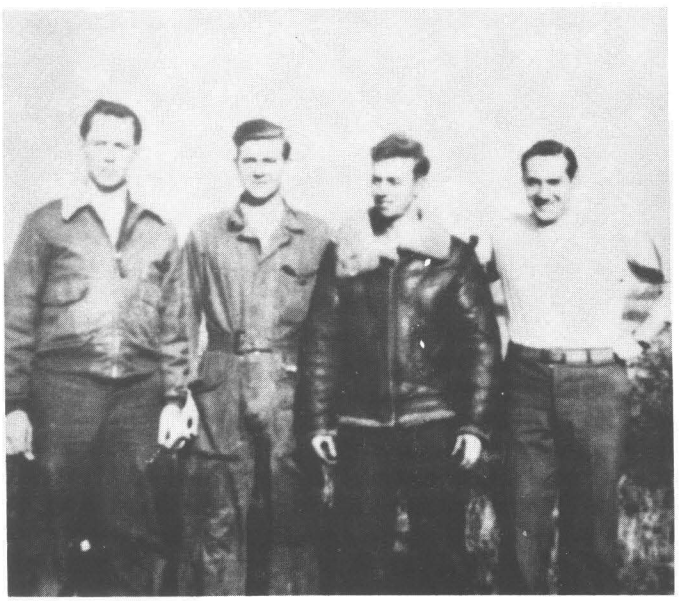

7th Sqdn. Ground Crew-L. to R.: Frank Smith, Francis Schmidt, Clyde Sudderth and Borah Lipsky.

THE MEETING

By George H. Kline

During the war a soldier came into our hut and said he had just come down from Iceland in convoy. I asked if an infantry group my brother was with (he was stationed in Iceland) also came down. He said he thought so. I immediately wrote his A.P.O. Sure enough, he had moved to a base near Southhampton. He sent me a telegram to meet him at the Rainbow Red Cross Club in Picadilly. I received it 3 days late, so no meeting. The night we were to meet he was knocked out of bed in the Red Cross Club by a buzz-bomb that hit about 120 yards away. The club was located across the street from Harrod's, in the Knightsbridge area of London.

Captain Dunham gave me a pass, so off I go to Grovesnor Square in London, where the records were kept. They gave me the base address in Ramsey. His Lt. sent a jeep to Southhampton and off we went to where my brother was on field exercizes. My brother dressed while his Lt. wrote him out a pass. Then they jeeped us to the Southhampton R.R. station. We were off to London where we spent a couple of days together.

So, with a helpful censor and careful wording, I was able to let our mom know that we had met. I still have the newspaper clipping and pictures of "Brothers Meet In London".

****

THE FIRST MEAL

by Darrell Bulis

We came back to the States on a Liberty Ship named the "Marine Devil", which had been equipped to haul "RAMP" which means Recaptured Allied Military Personnel. Half the passengers were RAMP and the rest were U.S. air crews. We were fed 3 meals per day and ate like kings all the way across. The ship landed at Boston, MA. and we were taken to Camp Miles Standish for processing.

Upon arriving at the base we were taken to the theater for briefing by the base commander, Gen. Ulysses S. Grant III who got up and made a long speech of welcome finishing with "We have only one rule here!" "We know you are heros and that you've saved the world. But we have only one rule here! You can wear anything you want. We don't care. But we have only one rule here. When ordered to report, if you don't show on time it will delay processing. But we have only one rule here. You don't have to salute because you'll soon be discharged. But we have only one rule here. By now you must be wondering about what that one rule is. Well, now I'm going to tell you."

"From here you will be taken to the mess hall. There you will have your first meal here. The first meal is when we invoke our only rule and that is 'You can order anything you want to eat or drink'. If you think you can stump us feel free to try. We have all kinds of meat, game, fowl, or fish. You name it, we have it!"

The mess hall was ready for us with white table cloths, and the finest cloth napkins. The waiters were P.O.W.'s all properly with napkins over their arms and pad and pencil in hand. They all spoke English and it was, "Your order, sir?". Some guys ordered weird things and all got what they ordered. Others held their hands up and said they wanted a

Continued on page 27

MEMORIES

Continued from page 26

steak so big and so thick. This didn't bother the waiters a bit. They just pulled out a ruler and asked that the hands be held so he could measure. Some ordered whiskey, wine, etc. They got it.

I ordered a steak with all the trimmings. It was a meal I'll never forget.

****

THE MILK RUN

By Roy Tavasti

A "Milk Run" can be defined in a number of different ways, but, in WWII, I thought of it as a combat mission with little or no anticipated enemy opposition from the Luftwaffe or anti-aircraft defenses. Of course, there are exceptions to the rule. For example, on the mission to Berlin on Feb. 3, 1945, we expected to take a severe beating because of the reported 500 heavy anti-aircraft guns that defended the city. On the bomb run to our particular target the prospects didn't appear to be too rosy. The bomb group immediately ahead of the 34th completely disappeared in a black cloud of flak smoke with the exception of two or three momentary large orange flashes that indicated catastrophic explosions of bombers ahead of us. Then a strange thing occured. The 34th, which was leading the 93rd Bomb Wing, slipped in and out of the target area without a shot fired at us. I presume the other two groups of the wing, (490th and 493rd), enjoyed the same eerie experience. I can only speculate that, since the 93rd Bomb Wing was toward the rear of the bomber column, the flak guns were over-heated by the time we came into their range. As a consequence, we had a free ride while the guns were cooling. As it turned out, that mission to Berlin unexpectedly ended up being somewhat of a nerve-shattering "milk-run".

On the other hand, the 34th went on a mission on June 21, 1944, to Haute de Cote, Blanchermot, located just a few miles from the English Channel in France. By definition, this mission seemed to be the classic "milk-run". This was a so-called "No-Ball" target, i.e. a launching site for the V-1 (Buzz Bomb).

At that time hundreds of V-1s were being launched into the London area daily. The V-1 was essentially a flying bomb powered by a pulse-ram jet that was extremely noisy. It could be heard for an unbelievably long time before it was programmed to impact. The physical damage by the V-1s was not insignificant, but more overwhelming was the demoralizing impact on the morale of the Londoners who were constantly alerted to return to the air-raid shelters. This went on day and night until eventually it seemed that every Londoner not essential to the war effort fled to Edinburgh in Scotland, Belfast, Ireland or any other safe haven away from London. I can't blame them because a 72 hour leave to London at that time was less than relaxing. After such an experience, I was delighted to return to Mendlesham and the relative serenity of our combat operations.

Eventually the V-1 was diagnosed as more than a "nuisance" and, for a relatively short period of time, a significant effort by the 8th A.F. was diverted from strategic targets in an attempt to nullify or reduce the impact of these "Buzz-Bombs".

The mission on 21 June 1944 was the 34th's first attempt to attack a "No-Ball" target. Walter McAllister was the lead crew pilot and I went along as Air Commander. The target itself was so well camouflaged that it became an extremely difficult problem for George Ritchie (bombadier) and Eli Baldea (navigator). Except for this difficulty of target identification the aspects of the mission were so simple minded that almost anyone would place it in the "Milk-Run" category. The target was defended by a relatively few 88mm AA guns and the appearance of fighters was considered possible but remote. The target in France was so close to the Channel that the departure point on the English coast was essentially the start of the bomb run.

The run across the channel was a breeze and, on the actual bomb run, Ritchie had directional control of the airplane through the auto-pilot-bombsight link-up. It seemed

Continued on page 28

Can you identify these men?

At Blythe, California. Do you know these two?

Address Correction Requested

HDQ.
18 391
4 7
34th Bomb. Group
C/O Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
U.S. POSTAGE
PAID
Crown Point, IN
Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 27

just seconds away from bomb release that all hell broke loose from the handful of guns defending the target. Those "dead-eyes" on the ground had us fairly well bracketed. When, after what seemed an eternity, the bombs were released, Mac and I each leaned forward to disengage the C-1 auto-pilot. While we were doing this we had a close burst of flak on our port (left) side and a piece of very high velocity shrapnel pierced Mac's side of the cockpit and compressed a column of air that jolted Mac so severely that, at first, he was certain that the piece of flak had nailed him. As a matter of fact, I was also jolted, but much less severely, all the way across the cockpit on the right side. Mac asked me to check if he was bleeding. Once assured that he was not, he cranked that B-24 into a rather violent left turn out of the target area.

At about that time, we had another hit. This one came through the cat-walk in the bomb bay and severed the exposed fuel lines to the No. 2 and No. 3 engines. As a consequence, hundreds of gallons of 100 octane fuel was pouring into the bomb bay and a heavy gasoline mist syphoned into the cockpit area and drenched our flying suits.

We switched our demand oxygen systems to 100 percent and immediately deactivated every electrical system in the airplane with the exception of the magnetos to the engines. In a matter of minutes we lost Nos. 2 and 3 engines when the tanks went dry. Those engines were feathered immediately and we left formation and proceeded to England. J.C. Smith bird-dogged us at a safe distance until he was sure we would make it back to England. We let down to about 10,000 ft. over the channel and proceeded to Mendlesham after considering alternative emergency airfields. As it turned out, it wasn't the best of decisions. We should have dropped into Manston which was specifically set up for emergency recoveries.

Mac had no difficulty handling the airplane with the inboard engines feathered, but we were considering the problems incidental with landing because the feathered No. 3 engine had the primary hydraulic pump. We didn't dare use the auxiliary hydraulic pump located in the gasoline-saturated bomb bay. The only alternative that made sense at the time was to fly an extremely wide traffic pattern, unfeather No. 3 engine to give us hydraulic power to lower the flaps and landing gear and, hopefully enough, for the brakes after we touched down. We had no way of alerting the tower that we were in trouble. Our radio was shut down and firing emergency flares on final approach, under the circumstances, was considered most imprudent indeed.

Mac did a superb job of bringing us in on a long final approach. I dropped the gear and flaps. Even with the extra drag of the windmilling No. 3 engine we were having no difficulty with this uncharacteristic long shallow final approach until we arrived at what would be the base leg of a normal traffic pattern.

Another returning aircraft was in the pattern and the pilot did not see us on our low shallow approach. He cut in just ahead and above us and touched down for landing. It was obvious that we would be touching down dangerously close behind this aircraft so Mac "poured on the coal" for an emergency go-round. I started the gear and flaps up and we were accelerating nicely and starting to climb when, all of a sudden, engines No. 1 and No. 4 just flat and quit. I took a quick look at the instrument panel and noticed that we were indicating 30" of manifold pressure on the gauges of No. 1 and No. 4 engines. For a reason for which I have no explanation, I grabbed the throttles and started retarding them. The manifold pressures dropped to O" and then through a blank area in the gauges. Then, miraculously, when the manifold pressure read in the neighborhood of 60", both engines roared to life and the emergency go-round was continued. We cleaned up the airplane (retracted gear and flaps and feathered No. 3) and decided there was no reason not to try the same procedures for our second pass at the field. After all, it was an odd-ball circumstance that had goofed up our first approach.

Continued in our next issue.

Happy Holiday

VOLUME XIV NUMBER 1 MARCH, 1991

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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OBSERVATIONS

Greetings!

Here it is, late January, and I'm working diligently to get this issue of MM to the printers by the end of the month. It's not all that easy. First, I'm in Florida and the printer is back in Indiana, so all communication is long distance. Secondly, I've set a deadline for submissions for inclusion in this issue no later than Jan. 25th. Unfortunately, too many of our submitters wait until the last minute which makes me rush to get the copy to the printers. Oh, well, that's life.

However, for your information, the deadline for material to appear in the June issue must reach me before April 26th. This will allow me to put it all together, get it to the printers, proof read the proofs, print it and get it into the mail soon enough for most of our members to receive it in June.

In this issue we are following up on the Las Vegas 8th AFHS Reunion with attendance and pictures which were not available in time for the last issue. Also, the completion of Roy Tavasti's interesting story in the Memories section.

Also in this issue are several special notices from our Treasurer, Hal Province, who, by the way, is doing one h--- of a good job. His follow-up of my previous article on senior citizen air fares is interesting. Read it carefully and let's start planning for Louisville, KY. These senior fares can save you a lot of money with enough pre-planning. Rose and I have used them and they work.

We're grateful to be in Florida when we get the news of some of the weather back home in Indiana. And the worst of it, usually, February and March, is yet to come. We will be heading back in early April when the weather, for the most part, is springlike. Thankfully, we can enjoy the best of both worlds and we sympathize with those who would like to do the same but can't for one reason or another.

We wish to acknowledge all the cards and letters we received for the holidays. Thank you all for the kind words and words of encouragement in regard to our efforts with the newsletter. But, let me say, after six years, along with a deteriorating back condition, it's getting to be quite a chore. (The back problem has to do with hauling the boxes in from the printer and the mail sacks to the post office.) So, as much as I hate to say it, it might be time to be looking for another editor for the Mendlesham Memories.

BEST WISHES TO ALL!

Eli Baldea
Editor

PRESIDENT'S MESSAGE

As I am writing this message the radio announced that we are at war. The airmen of England, Saudi Arabia, Kuwait and United States are bombing Iraq. It appears the attack is going well and casualties are light. My prayers and hopes, as well as yours I am sure, is that this war will be short and the casualties will be minimal.

Looking through some of my old WW-2 mementoes I came across a letter from the 34th B.G. Chaplain, Clarence H. Eller, dated October 2, 1944. The letter was to my mother expressing sympathy about my being missing in action. As I was reading it I realized the message in it is just as true today as it was 46 years ago.

Chaplain Eller said "In these troubled times we look to the Lord to help us through our anxieties, doubts, misgivings and we pray for patience and peace".

Does anyone know where Chaplain Clarence H. Eller is? I would like to locate him.

I do volunteer work at the Veteran's Administration (VA) hospitals. This is very rewarding helping the veterans that need help. If any of you would like to help, just go to the closest V.A. Hospital, to the Voluntary Service Office, and they will assign you a job.

The V.A. hospital in St. Louis is setting aside 25,000 beds for those wounded who may be coming from the Persian Gulf. Let us hope that these beds will not be used.

May the Lord bless and guide our troops in the Persian Gulf.

Wally Brauks

Ray Summa...

Hello Good Friends;

My, how time has flown! It seems as if it was just a few days ago that I wrote the column for the December newsletter and now I am told it's time for the March issue. Hannah and I wish to thank each of you who sent Xmas cards to us and Get Well cards to me. Thanks very much. The cards were read and reread several times before storing away after the Holidays.

One nice sunny day Hannah and I met Carl and Peg Stemen and "Nick" and Imogene Freysinger in Richmond, Ind. for lunch. We had a wonderful time talking about the 34th B.G. and the Alaskan trip that the Freysingers took just before the reunion. We were to meet again in Columbus, Ohio in December but things happened to prevent it. We are hoping that we will be able to get together again before spring.

Part of November and December were lost weeks for us. I was in three hospitals in 3 weeks. First in Anderson and then a fast trip to another hospital in Indianapolis where I had another heart catheterization. Then, in another week or so, back to another hospital in Anderson where I underwent gall bladder surgery. Everything seems to be alright at the present time and I am back at the computer and typewriter.

Right now we are spending time at the Library going thru phone books and newspaper guide books, getting ready to send out notices about the reunion of the 34th at Louisville, KY. Sept. 26th-29th, 1991. The surgery kept us from a visit to Marge and Dale Finley's in southern Indiana. But this is just a postponement for we will see them both before spring or at the St. Patrick's party in Indy.

Regarding a Mini reunion that some one asked about, Hannah and I have been doing this for years. Every place we go we call and set up a visit with members of the 34th. We have done this several times in No. Carolina and Virginia. One must select a centrally located city and a nice hotel, also a place close-by for a dinner. Then you send cards to people in the vicinity. Each makes his own reservations. We'll be doing this when we go through No. Carolina on May 11th on our way to the coast. How about you members from North and South Carolina and Virginia meeting us then? Plans are not finalized yet but we will send cards when they are.

As you know, I am the Unit Contact for the Group and attend the meeting at the 8th AF reunion each year. (About all I get done is attend meetings.) Last year the reunion was held in Las Vegas and Hannah and I were there. I attended all the meetings except the 8th AF BOD meetings. For many years there have been meetings for the Unit Contacts, where we were taught many things and rehashed others. No attention has been paid to the suggestions of the unit contacts as to the running of the 8th AFHS. In Las Vegas we elected 3 men to the BOD of the 8th AFHS who favor the suggestions of the Unit Contacts. With this a change for the good has been made, I hope. Our man was elected President and the Manager, Bob Nolan, has resigned. Now, maybe things will be back on an even keel before long.

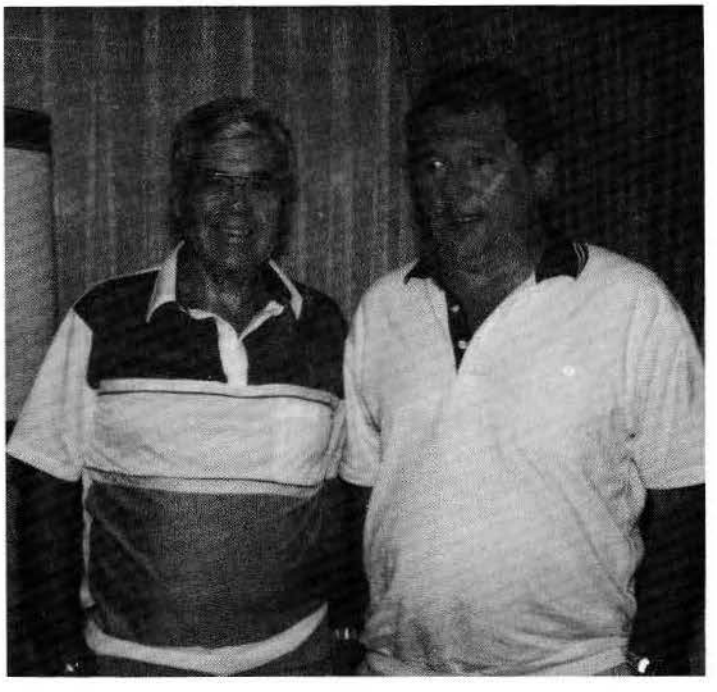
John Woolnough, who was the Editor of the 8th AF News and who helped start the 8th AFHS, passed away in Dec. He will be missed by most of the members of the 8th AFHS who knew him. A new Editor has been selected and also a new Membership Chairman. We are hoping for the best. Time will tell. Maybe the gripes and suggestions of the Unit Contacts will be paying off. After all, the heart of the 8th AFHS are the Unit Contacts and Chapter Presidents. Don't be a "LOST TROOPER". Fill the car with gas, mark your road map and come on and join us at Louisville Sept. 26th-29th, 1991 for the reunion.

All you crew chiefs write or call your men and ask them to meet you at Louisville. You combat crews also do the same for your crews and don't forget your ground crews. "COME ON DOWN AND JOIN US!" Remember, also, that the wives of those who have passed on are welcome at the reunions. Hope to see some of you there.

Come on, all you "GROUND POUNDERS", show the others you care and come down or up to Louisville to the reunion. From outside the reunion hotel looks wonderful. It is on the banks of the Ohio River just after you cross over from Indiana and easy to find. Come on down and go to the races, bet on your horse, or go for a ride on the Ohio River. The main thing is to be there!

Just had a call from Charles Smith, who has missed several of the reunions due to a serious operation. "Smitty" says to tell all of you hello and that he and Carrie have not forgotten you.

Remember me telling you about the man who helped move the 18th Sqdn. emblem from the wall of the 18th Sqdn. day room? He visited me this last summer and I have been in touch with him since then. We owe Bill Espie and the men of the EWAC Group a big "Thank You" for the removal of the wall with the painting. The painting has been restored and is now in the 95th B.G. Museum.



Ray Summa with Bill Espie from England. Bill supervised the saving of 18th Sqdn. wall emblem.

FROM THE DESK OF OUR TREASURER

CHANGE OF DUTIES: We're taking some of the load off of Eli! He's been trying to keep up on current, winter and summer addresses. We think that his time might be better spent working on MEMORIES, NOT that he hasn't been doing a bang-up job at that! The record keeping is a duplication of that which the treasurer does and keeping duplicate data sets current is rather onerous. SO -- from now on, please send any change in your personal data (address, spouse, telephone number, marital status, etc.) to Hal Province, 111 Province Lane, Carriere, MS. 39426. Labels are to be printed a month prior to the month of Mendlesham Memories issue (labels were printed the first of February in order to send out this March issue of MM). If your change is submitted at least a month before the next issue we can almost (repeat - ALMOST) guarantee your copy of the MM will be delivered to the correct address! Deadlines are the first of February, May, August and November.

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GOOD NEWS ON SEASONAL MAILING ADDRESSES!

For those who go South in the winter or North in the summer, we've altered our data set to use seasonal addresses. We have been sending Memories to a Summer (June & Sept.) address or to a Winter (Dec. & Mar.) address. Now we are able to send a single issue to whatever address you supply. We currently have 20 members who have summer or winter homes and like to receive their copies of Mendlesham Memories at their current home. The Post Office won't forward third class mail and it costs about $1.65 to forward Memories as first class mail, so here's your chance to receive Memories WHERE you want it, WHEN you want it. Be sure to let Hal Province know WHERE and WHEN your copy is to be sent if you have dual addresses. And we'd like for you to include your telephone number at each address and indicate which address should be listed in the ANNUAL ROSTER.

****

STRANGE NUMBERS ON THE MAILING LABELS!

For those of you who notice such things -- we've added a number to the mailing label (or in some cases letters). Following your name on the label you should find your organization (4, 7, etc.) if you've given it to us. Following that there should be a two-digit number which is the YEAR for which you are current in your dues. In the past Ray would add this by hand but now it's added in when the mailing labels are printed and it will tell you how you stand on DUES. If you see a number less than 91 -- YOU are in ARREARS and owe for your 91 dues! Life members will be indicated by LM and a few may find MM on their labels. Quite a number of our members will have 92, 93, 94 and even one has 96! If you have a 90 on your mailing label, why not drop your check for $7.50 into the mail and become an ACTIVE MEMBER of the 34th BG Assoc.? This way you'll be assured of getting future issues of MM!

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SENIOR CITIZEN AIR TRAVEL PRICES DISCOUNTED!

ONE ADVANTAGE in being a SENIOR CITIZEN is that you can travel at DEEPLY DISCOUNTED PRICES. You may recall Eli's note on Senior Travel Coupons in the September issue of MM. My local paper came out with the following recently with prices, restrictions, and TELEPHONE Numbers so you may want to consider the various means of getting to Louisville next fall. The following prices may change by then, dependent upon the supply of oil from the Middle East.

With coupons, most airlines require seven day advance booking but tickets may be picked up at the airport on the day of travel. Some airlines exchange a coupon for a one-way ticket to any US destination served by that airline. Other airlines have a mileage cap on a coupon, so each trip longer than the allowed number of miles (usually 2000) requires two coupons.

For best value, consider probable frequency of travel and distances between cities you're likely to visit. Then compare rates and restrictions.

CONTINENTAL, 800-765-0915 Sr. Program, 800-441-1135 Reservations; Cost of Coupons, 4 coupons $384.00, 8 coupons $640.00; Restrictions on coupon-2 coupons Alaska, Hawaii; Offers FREEDOM PASSPORT $1599 coach, $2099 first class for 1 flight/week for a year, may be used globally.

EASTERN, 800-327-8376 Sr. Program; Cost of Coupons, 4 coupons - $420.00, 8 coupons - $704.00; Restrictions on coupon - no mileage cap; Offers year-long Passport $1199 for 1 flight/week on travel to Canada, Caribbean as well as US with a maximum of 3 visits per destination.

DELTA, 800-221-1212 Sr. Program; Cost of Coupons, 4 coupons - $472.00, 8 coupons - $792.00; Restrictions on coupon - 2 coupons Alaska, Hawaii.

NORTHWEST, 800-225-2525 Sr. Program; Cost of Coupons, 4 coupons - $424.00, 8 coupons - $712.00; Restriction on coupon-2 coupons Alaska, Hawaii.

TWA, 800-221-2000 Sr. Program; Cost of Coupons, 4 coupons - $396.00, w/fifth coupon which may be used to buy a round trip ticket to Europe for $449 (Sept. 16-June 15) or $649 (June 15-Sept. 15). 2 coupons required for flights of more than 2000 miles including Hawaii.

UNITED, 800-241-6522 Sr. Program; Cost of Coupons, 4 coupons - $420.00, 8 coupons - $707.00; Restrictions on coupon - 2 coupons required for flights over 2000 miles.

AMERICAN, 800-443-7300 Sr. Program; Cost of Coupons, 4 coupons - $464.00, 8 coupons - $776.00; Restrictions on coupon - 2 coupons required for flights over 2000 miles.

PAN AM - Sr. Program offers 10 percent discount for those 62 or over on most full fares or special offer tickets. The 10 percent reduction got seniors to London (RT) for $268.20 or Amsterdam for $340.20 (RT) between Jan. 7 and Mar. 14, 1991. You may want to check for current special offers.

Hal Province Jan. 9, 1991

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

Life Membership - $85.00 Dues by Dec. 1

8TH A. F. HISTORICAL SOCIETY REUNION

(Note: Attendance was printed in the December issue - here are the photos)

GALA DINNER

Bill Creer's guest, Earl & Dolores Zesch and Alma Olsen.

Claudia & Seymour Isaacs and Margie Finlay.

Alma & Buck Olsen Ray & Hannah Summa and Bill Creer.

Hannah Summa, Viv & Bill Creer with their guest with Dolores Zesch.

TO ALL 34TH BOMB GROUP MEMBERS

The reunion committee has made arrangements with the Galt House Hotel in Louisville, Kentucky for our 1991 reunion.

We will be in downtown Louisville right next to the Ohio River. The Toonerville Trolley goes by periodically for a free ride about town. We will also be next to the civic center.

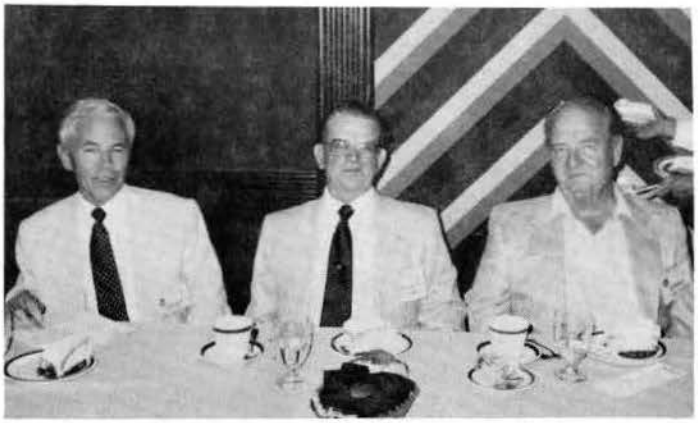
Hope to see you all there.

Your Reunion Committee,
Gerald Pine
Harold Rutka
Robert Wright

YOU KNOW YOU'RE GROWING OLDER WHEN:

Your little black book contains
only names ending in M.D.
Your children begin to look middle-aged.
You finally reach the top of the ladder
and find it leaning against the wrong wall.
Your mind makes contracts your body can't meet.
You know all the answers but
nobody asks you the questions.
You look forward to a dull evening.
Your favorite part of the newspaper is
"25 years ago today".
Your knees buckle, but your belt won't.
You're 17 around the neck, 42 about the waist,
and 96 around the golf course.
Dialing long distance wears you out.

UNIT RENDESVOUS DINNER



Mike Jacobbauski, Eldredge Grimes and Henry Butler.

Margie Jacobbauski, Myrtis Grimes and Bonnie Butler.

Seymour & Claudia Isaacs and Dorothy & Richard Fechko.

Dick Fechko with Fred & Alene Sauermilch.

Ray & Hannah Summa.

Genevieve & Harold Rutka.

Margie & Dale Finley with E.W. "Buck" Olsen.

Buck & Alma Olson with Mike Jacobbauski.

Notes From Our Friends

HENRY JURGENS - Smyrna, DE.

Ruth and I spent September on the road - over 7000 miles. We went through several states and stopped for the reunion on Friday night, then took off again.

The ground crew are getting mighty old, but not me. 1912 is not old so I'm working on 105. I don't know if we will go to Florida this winter.

How about pushing the ground crew for the next reunion? We will be there. Also, how about Florida for a reunion? The South East could use one.

****

JOHN HANSON - Stewartsville, MN.

My uncle, Capt. Oscar T. Hanson was a pilot in the 391st Sqdn. at Mendlesham. His crew was shot down over Halle, Germany on Nov. 30, 1944 on the Merseberg mission. Oscar Hanson and three of the crew were killed by civilians after they bailed out. I was 5 years old at the time and remember my father being notified when he went down. My brother, Jim Hanson, has been in contact with Oscar's surviving crew members. We are both associate members.

****

DONALD E. MARBLE - Sun City, AZ.

Enclosed I'm sending my new summer address. Thanks for the wonderful job you're doing on the Mendlesham Memories.

****

MRS. ELAINE (JAMES) WRIGHT - Levittown, PA.

Jim wanted a notice to go to your newsletter. The Hollow Road address is no longer valid. I can be contacted at 55 Oak Ridge Dr., Longhorne, PA. 19047. (Following is the Obituary notice dated October 17, 1990 - editted for space)

State Representative James L. Wright died yesterday in Chandler Hall, Newtown, following a lengthy illness. He was 65.

Mr. Wright was born in New York City and lived in Middletown Township since 1953. His 30 year career in government included 13 terms as representative in the Pennsylvania General Assembly since 1965.

He was a World War II veteran, serving in the Army Air Corps. as a captain - navigator in the European Theatre and was a member of the Lions Club, Jaycees, American Legion, Veterans of Foreign Wars, St. Mary Hospital Authority and the Prevention of Child Abuse Center.

****

SEYMOUR TULL - Flordal Park, NY.

Being a replacement crew, we weren't as familiar with most of those who trained in the states and spent much more time and cameraderie together. We were the crew of the "Mooley Cow" and finished our missions in November of '44.

I think the gentlemen who have worked so hard on the publication and efforts to maintain an active membership are to be applauded. Now that I am retiring in 1991 - my wife and I would like to make a future reunion.

****

EDWARD J. LONERGAN - Fort Myers, FL.

Just a note to let you know how much we enjoyed the Seattle reunion and to the committee for a great job. Looking forward to Louisville in '91.

Prior to the reunion a group of us went on a cruise to Alaska which was arranged by Fred Schoch. The cruise was great and pictured are some of the happy participants. Look at all those hats!

Ed Lonergan, Clara Schoch, Arnold Prillaman, Fred Schoch, Byron & Mary Sheesley.

PETER STAMPON - Gray, ME.

It was nice being able to see you and the other members of the 34th Bomb Group at the reunion in Seattle. I was especially pleased to be able to meet so many people from the 7th Sqdn. It was a well organized reunion and we enjoyed it immensely. It was our first reunion but it won't be our last. We are looking forward to next year's reunion in Louisville.

We stayed in Seattle for two weeks, able to take in most of the sights. We spent almost a full day at the Boeing Flight Museum. We brought home our share of souvenirs from both the 34th and the Flight Museum. There they had a B-17 on display which brought back many memories for me.

I am so pleased that the 34th B.G. has such a nice organization. I am so glad that I am a member of such a fine group. Keep up the good work with the Mendlesham Memories.

****

ROBERT R. SCHROEDER - American Falls, ID.

We want to tell you what a fantastic job all of you do to make the 34th Bomb Group such a success. We enjoyed the reunion and hope we can go to more of them.

Continued on page 7

Notes From Our Friends

Continued from page 6

WILLIAM E. CREER - Las Vegas, NV.

We enjoyed the reunion in Seattle and were happy to be able to visit with everyone there. The distinctive esprit of the members of the 34th (after all these years) is a joy to experience.

We're looking forward to the latest copy of the MM. My personal appreciation for all your efforts on our behalf.

****

PAUL D. ANDERSON - Everett, WA.

Our weather has been rainy and generally miserable for several days. Had five inches of rain in less than 24 hours yesterday, and it had rained off and on today. There has been a lot of flooding in the area. Our house is on high ground, 500 feet above Puget Sound, so we are in no danger. We have had some power outages and several roads have been closed.

We had hoped to leave on our winter migration to Arizona by Dec. 3rd, but Beryl and I both had some abnormalities show up in our annual physicals, so are in a holding pattern now.

****

HELEN (BEN) DeHAAN - Grand Forks, ND.

Ben was very tired when we arrived home from Seattle, but we certainly enjoyed the reunion so much. Thanks.

****

FRED MAUNDRELL - Mendlesham, England

We're planning a Memorial Book at the Church. One of our friends has offered to get the Book properly written-up in just the style we want. What we need are the dates these poor chaps went down. We can then operate the Book as those in such places as Lincoln Cathedral. The names are listed on respective date pages and the prayers on that specific day would be for those chaps lost that day. If you have this information please write me at 5, Freelands, Mendlesham, Near Stowmarket, Suffolk IP14 5TW, England.

****

MARGE (JOHN) BLOCZYNSKI (Maria - Inside Joke) Marshfield, WI.

As usual we had a very good time in Seattle. We think the reunions get better every year. We're looking forward to seeing everyone in Louisville.

****

HOWARD ARENS - Davison, MI.

I'm Al Arens' brother writing to tell you my brother Al passed away on my 70th birthday, April 9th. Al was 75 on March 22nd. It was all quite sudden and unexpected. He was shopping with my older brother Frank. When they finished shopping, Al dropped Frank off at his apartment and went home. He was feeling okay at the time.

Sometime during the night he had a massive stroke and never really regained consciousness. When Frank didn't hear from him the next day, he called and got no answer. He then drove over to Al's apartment and found him in bed. The ambulance took him to the hospital and they did their best for three days, but the doctors said the stroke was too severe.

****

GEORGE W. MOORE - Phoenix, AZ.

This is to let you know that my son, Rudy Moore, passed away on September 27, 1990 at Travis Air Force Base, California.

****

JAMES F. MARTIN - Santa Anna, TX.

I am enclosing a picture of a building in Pennyton, Texas, up in the very top of the Texas panhandle. I thought it interesting that they still maintain the World War II painting with the B-17.

****

A World War II painting with the B-17.

CHARLES J. DULAN - Fairfax, VA.

Health permitting, my wife and I would like very much to attend the reunion at Louisville next September. We also have an adult son who expressed an interest in attending. Is this possible?

****

WILLIAM O. BROWN - Stone Mountain, GA.

We all enjoyed Seattle. This was the first time the four "Cryptographers" were together since we left Mendlesham. I especially enjoyed talking to Gen. LeBailly in the lobby for about 15 minutes. Many nights in Mendlesham, LeBailly would wait and read the next day's "message" about the mission, then go get some sleep. All messages were in code and had to be decoded.

****

HAROLD RUTKA - Duluth, MN.

We had an 8 day trip to Seattle with the 34th B.G. Reunion, and 12 days in Las Vegas with the 8th Air Force and visiting with our friends. Genevieve hit the slot machine and walked away after she won $100.00 on a $2.00 investment. We wish all of you the best of health and happiness - and that all of us will be in Louisville next September so that we can meet again.

****

MOLLY (JESSE) GARDNER - Bagley, IA.

Your efforts to keep the 34th B.G. rolling is appreciated more than you ever know. It brings me closer to home (England) and the joy we receive from all the news and pictures are wonderful. I have several I write to who have never been to reunions so I'm trying to make an all-out effort to make the Kentucky Reunion the biggest ever.

Let's have more time to visit without rushing off to buses, a room where we can visit - a black board in the lobby to leave messages on. Thanks to all who work so hard.

Continued on page 8

Notes From Our Friends

Continued from page 7

STEWART GAMBRILL - Media, PA.

I've heard from his brother, Quade, that Walter "Wally" Jackson is now in the Illinois Vets Home at Quincy, IL. Quade tells me that Wally is fairly lucid and that cards and letters would mean a lot to him. I wish all his friends will write to him. It could mean so much.

****

HENRY TOBIASON - Remer, MN.

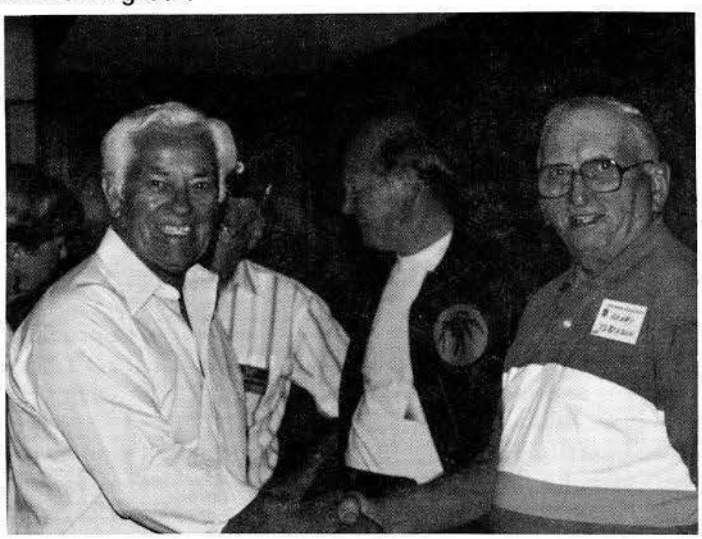
I thought the reunion was very nice - one of the best. The city is so beautiful with all the flowers and water and the weather cooperated so nicely. It was perfect.

Almost 46 years to the day after parting company in Camp Shanks, NY., having completed our missions and returning to the States, Charles Van Kirk and I met again in the lounge of the Seattle Seatac Hotel. In a lobby full of people we knew each other instantly. Chuck was the radio operator and I was the nose gunner on Capt. Bob Simpson's crew. Chuck had not planned to come to the reunion so he had not signed up for any of the events. He and his wife, Jane, had planned a trip driving north from California to Vancouver, but changed their plans so they could meet Audrey and me in Seattle.

Chuck didn't think he would know or remember anybody after all these years, but in a few minutes he was busy talking "radio" talk with Carole Forrister. They were both radio operators in the 4th Sqdn. We had dinner at the hotel and the next morning I got tickets for the Salmon Bake at poolside which we really enjoyed. We spent two evenings talking over old times, both good and bad. So much had happened to our lives since we parted 46 years ago.

I'm sure that Chuck and Jane will make it to the next reunion in Louisville if it is at all possible. They have found out what a really friendly bunch of people gather for the 34th reunions. I know that both Audrey and I have found a lot of new friends over the years and really hate to have to miss any of the reunions.

We also want to let you know how much we appreciate all the work you do on the paper. We both read it cover to cover. It's great.



Charles Van Kirk meeting with Henry Tobiason. Carroll Forrister in rear.

IMOGENE (CARL) FREYSINGER - Cable, OH.

First of all, thanks for another great, successful reunion in Seattle. We were so glad to meet with our 34th B.G. family again. We have met so many who have become our dear friends! We took the Alaska Cruise that the 34th put together for us. There were eight members on "Board Ship". At Anchorage, Vincent Doran had us as guests in his home, all sixteen of us. Wives, too!

Then we were back in time for the Seattle Reunion, where we enjoyed visiting with everyone. There were four members of Carl's crew there. Two of them he hadn't seen for 45 years. He had a great time.

We want to say "Hello" to all our friends, and we look forward to seeing everyone in Louisville, KY.

On the cruise-Arnold Prillaman, Fred Schoch, Eugene James, John Ashburn, Carl Freysinger and Claude Conklin.

PAULINE (WALTER) SUMMERS - Browns Mills, NJ.

We were so sorry not to be at the reunion again this year. We were hoping we might get there but my dear husband had a massive heart attack followed by a stroke on June 5th. It was touch and go for a time. He was hospitalized 6 weeks, then, August 19th, he had another small attack and was in the hospital again for 2 weeks. On September 8th he had an attack of diverticulosis and was in the hospital another week. He was unable to have angioplasty as his arteries are too badly blocked. Also a by-pass is too risky. He has severe coronary artery disease. I thank God for each day. Poor Bob, he has really had a rough time. He can't use his right hand or arm but is having therapy. He walks quite well and his speech improves each day. We hope all goes well and we can be at the reunion in 1991.

****

VINCENT J. DORAN - Anchorage, AK.

It was great to see and talk to everyone again at the reunion in Seattle, but there wasn't enough time. We think of the 34th B.G. and their wives as our extended family.

****

MRS. JOS. D. CLARK - Wintersville, NC.

Sorry to be late with the dues but Joe had his right lung and part of his heart removed with cancer. He is slowly improving. He was operated on Dec. 10, 1990. Our Christmas was great just having him home and knowing Jesus as our Saviour.

Hope you all have a great year.

Continued on page 9

Notes From Our Friends

Continued from page 8

FRED SCHOCH - Spokane, WA.

We are in a deep freeze here in the Inland Empire. How about 3 inches of snow and more on the way? Temperatures in the low 20's and a northeast wind from the arctic.

We want to express our thanks to the 34th B.G. for electing me to the Board. I sure hope I can contribute and make our association memorable. Clara and I look forward to each issue of MM.

We had a very enjoyable Christmas with our children in Seattle and Olympia. Our mail brought cards from our group who were with us on the cruise to Alaska before the reunion in Sept. Our good friends, Jean and Vince Doran, did themselves proud with a wonderful evening at their home in Anchorage.

We have had our local Air National Guard unit activated. They all left just after Christmas. It's a KC-135E refueling squadron and had been supporting "Desert Shield" with crews for 15 days active duty. Now they are gone for 6 months? Let's hope they all come back. I was with them for 19 years.

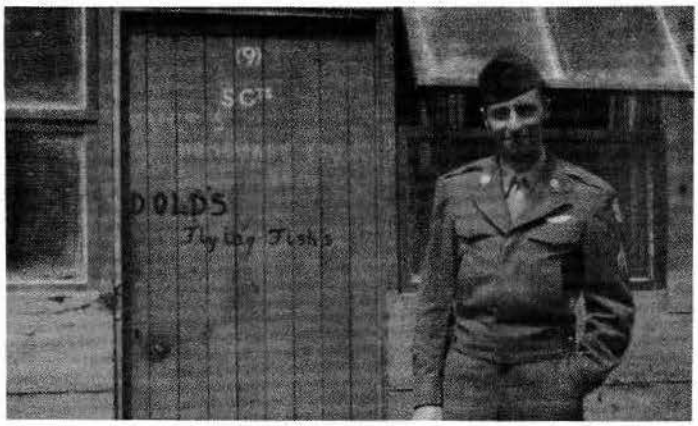
Group enjoying the hospitality at the home of Vince and Jean Doran in Anchorage, AK.

EDWARD (EARL) ZESCH - Banning, CA.

Dolores and I especially enjoyed attending our first 34th B.G. reunion in Seattle. The festivities were great. We met and made friends with so many attendees. They all were so warm and friendly. We're planning to attend all future 34th B.G. reunions.

We also attended the 8th AF reunion in Las Vegas as well as the "Horned Toads" reunion, also at Las Vegas. As you probably know, the "Horned Toads" are those who went through, or were associated with, the Flexible Gunnery School at Las Vegas AAF, now Nellis AFB. Although both of the last two reunions were enjoyable, neither compared with the memorable time Dolores and I spent with the 34th B.G. members (and their ladies) at Seattle.

In the last newsletter, I found something rather interesting. On page 21, there is a picture of the "Flying Fish" crew. If you will look carefully at the accompanying photo, you will see me in front of my "home" at Mendlesham. You'll also see "Dold's Flying Fish's" on the door. This quonset hut was also the home of Dold Erickson's enlisted air crew members.



Earl Zesch and his home in the 7th sqdn.

NEWS FROM HERE AND THERE

From a Mr. Jay Ingle we have the following:

I am an ex-gunner from the B-36 and B-52 era and a member of the Air Force Gunner's Association Membership Committee. We are having our 3rd Bi-Annual Reunion in Las Vegas in June of 1991. For more information, please contact: Jay E. Ingle, Membership Committee, 818 West Floradora, Fresno, CA. 93728.

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From a Mr. Geoff Nowell we have the following:

As an ex-member of the R.A.F., having served on bases from which "Forts" and "Libs" were operated, and being a freelance artist, I am offering to your members drawings and watercolour paintings executed to order at realistic prices depicting aircraft of the Group and other subjects of personal interest. Remembering the days when those Wright Cyclones roared over the fields frightening the birds from the hedgerows and looking forward to hearing from interested members, with best wishes to all. Contact: Geoff Nowell, 70 Worlebury Hill Road, Weston-Super-Mare, BS22 9SZ, England.

GENUINE LEATHER A-2 FLYING JACKETS!

Made by COOPER, the WWII manufacturer and currently the sole supplier to the USAF. The COOPER A-2 Jacket is the actual jacket issued to USAF pilots today - not a reproduction. Premium handstitched goatskin is lightweight, soft and rugged ensuring long wear. Available in sizes 38 through 52, regular or long.

Price is $175.00 each which includes shipping, handling, insurance and a $5.00 donation to your association. Add $7.50 for sizes 50 and 52 long.

Send checks to: George Hoidra, Lt. Col., USAF (Ret.), 4206 Weldon Drive, Temple Hills, MD. 20748-4917. PH.: 301-423-0036

****

From Air Force Magazine we have two interesting items:

1. Seeking information on the crew members of a B-24, "Madam Shoo Shoo", of the 34th Bomb Group, 8th Air Force in Europe during WWII, Contact: R.C. Harris Jr., 4813 Burton SE, Albuquerque, NM. 87108-3419.

2. Seeking reminiscences, letters, and photos from GIs who served in Britain between 1942 and 1945. Contact: Juliet Gardiner, 92 Malden Road, London NW5 4DA, England.

Continued on page 10

NEWS FROM HERE AND THERE

Continued from page 9

From Roger Freeman we have the following:

I am seeking colour photographs of Second World War 8th Air Force subjects - people, aircraft, combat, scenes around the bases, GIs in Britain, etc. for a fourth, all-colour volume of the Might Eighth series. Colour was the exception rather than the rule in those days but a surprising amount was shot by individuals, usually on 35mm transparencies - which is what I am after.

I will be pleased to pay for duplicate transparencies or will copy and return the originals. Full name credit to the photographer will be made against each reproduction in the book. Please contact: Roger A. Freeman, May's Barn, Denham, Colchester, Essex, C076EW, England.

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The Eighth Air Force Historical Society
has informed us that the
1991 REUNION IN NEW ORLEANS
HAS BEEN MOVED TO:
SEPTEMBER 18-22, 1991

Any questions, ideas, etc. relative to reunions should be sent to: Murray Fein, c/o MRF Services, P.O. Box 1304, Hallandale, FL. 33009-6536. Phone: (305) 456-2260

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Also, the 8th AFHS is looking for new members. Any of our members who are not members of the 8th AFHS and would like to join can do so by sending $10.00 payable to 8th AF Historical Society to: 8th AF Historical Society, P.O. Box 7215, St. Paul, MN 55107

Include the following information:

Your Name .....
Address .....
Your Unit Name .....
Dates of service in Europe .....
Where you served in Europe .....

"WHO ARE THESE GUYS?"

ROSE'S CORNER

Hi, Y'all!

This is a southern greeting from Florida and I'm hoping that this finds y'all feeling good after the Holidays.

We received many, many beautiful cards and notes from y'all and we wish to thank everyone of you for thinking about us during such a hectic and busy time of the year. In my mailbag I found a letter from Imogene Freysinger which could be made into an intriguing movie. This could have happened in many factories in America and I'm grateful to Imogene for sharing this with us. Thank you, Imogene. Here it is:

I was just seventeen, out of high school, when Carl, at eighteen years old, flew off to England in a B-17 to fight for his country. I was waiting for him so I got a job at a factory known as Robbins & Meyers in Springfield, Ohio. They made electric fans before the war, but quickly converted to making one segment of the "Norden Bombsight". It was very secret and we had to be fingerprinted and have our security checked. It was one very large room, and had row after row of benches where all the women worked in assembly. Behind us was a machine shop where men, old men, 4-F's and disabled men, ran the machines.

One day we were all working away (and, I might say, we were very careful and precise about putting our parts together. Who knows, maybe Carl was using one of them in his B-17.) Anyway, we saw two men enter the door. They were dressed in dark suits and ties and had sun glasses on. They walked by us, back to the machine shop, where they spoke to the foreman. The foreman took them over to a man who worked on a drill press. They spoke for a while and left in a few minutes with the drill press operator between them!

Of course, everyone was curious and tried to find out what happened. No one knew. In the next few weeks some of his friends tried to find him. He never came back to work and, from then 'til Carl came home, no one ever heard from him again. He completely disappeared! Was he a spy? Did they jail him or execute him? No one knows. One of the "Mysteries of WAR"!

The End

If you ladies had a similar happening during the war years, please share it with us because we are all very interested.

Bye for now and may God bless y'all abundantly! See you in Louisville.

Rose

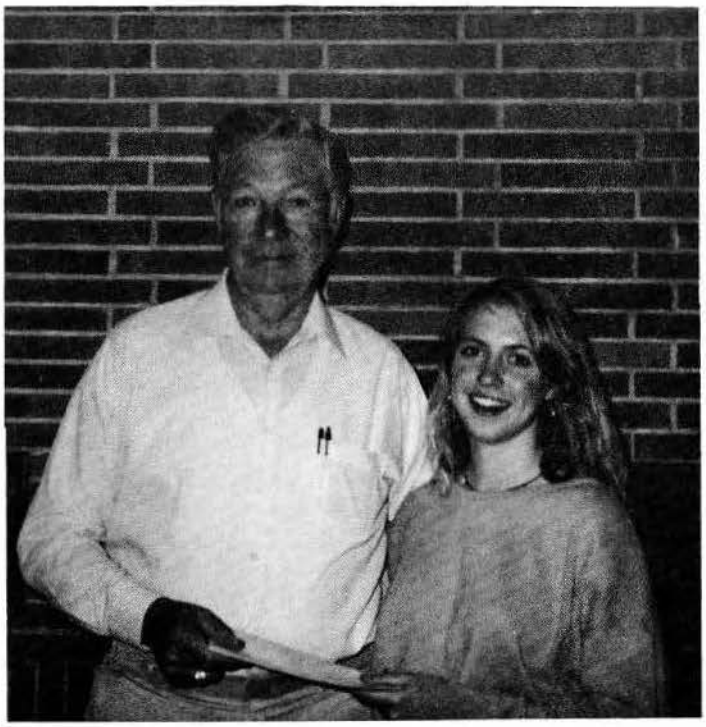
OVERHEARD IN SHREVEPORT

Tail Gunner: "We had a fabulous Cajun dinner on the way up from New Orleans."

Navigator: "Great! We're heading that way. Where'd you eat?"

Tail Gunner: "Howe's Bayou."

Navigator: "Fine, thank you. Where'd you eat?"



Paul Shull and granddaughter, Lisa with the 34th B.G. Scholarship Award.

TO THE 34TH BOMB GROUP:

THANK YOU for the scholarship! I was thrilled to receive it. It will definitely help me obtain my degree and continue my education. I may even be able to study abroad in England next year!

Thank you so much,
LISA SHULL

CLARIFICATIONS AND CORRECTIONS

On page 13 of the September, '90 issue was a picture of the 18th Sqdn. Ground Crew. Hank Jurgens has sent us the names of those pictured as follows (left to right):

Kneeling in front: Sugarman, Adkins, Cooney, Johnson, Lauby, Baker, Hendrie, Towa, Patrick, Jennings & Cesinat.

Standing in front: Perkins, Long, Tressler, Summa, Anderson, Farley, Russo, Bourguin, Jerow, Mitchell, Santiserio, Okrasinski, Shubert, Dybsetter, Lotz, Link & Dick.

Prop Hubs: St. Pierre, Hudelson, Martin & Spelic.

On the Wing: Brandmeir, Scannel, Robinson (seated), Langerin, Rowan, Ryan, Odom, Pratico (seated), Woodruff, Roberts, Allen, Cessna, Cobb, Rogers, Unknown, Carrol, Sinnott, Jurgens (standing), Burgner (seated), Logan, Aska, Breedlove, Schneider, Enney, Skinner (standing), Setzer, Pierce, Harkless, Logg, Scholl, Wong, Squires, Reynolds & Kenney.

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Correction: On page 11 of the December issue, the names of Bennett & Miriam Richmond and Earl & Dolores Zesch were under the wrong pictures. They should be reversed.

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Correction: On page 14 of the December issue Bob Caldwell's and Bill Brown's names are in reverse order in the lower right hand photo.

THE RAGGED OLD FLAG

Heard on an old Johnny Cash album

I walked through a county courthouse square.
On a park bench, an old man was sitting there.
I said, "Your old courthouse is kind'a run down".
He said, "Naw, it'll do for our little town".
I said, "Your old flag pole is leaned a little bit,
And that's a ragged old flag you've got hanging on it".
He said, "Have a seat", and I sat down.
"Is this the first time you've been to our little town?"
I said, "I think it is". He said, "I don't like to brag,
But we're kind'a proud of that ragged old flag".
"You see, we got a little hole in that flag there
When Washington took it across the Delaware".
"And it got powder-burned the night that Francis Scott Key
Sat watchin' and writin' 'Oh Say Can You See'".
"And it got a bad rip in New Orleans,
With Pakenham and Jackson tuggin' at its seams".
"And it almost fell at the Alamo,
Beside the Texas flag, but she waved on, though".
"She got cut with a sword at Chancellorsville,
And she got cut again at Shiloh Hill".
"There was Robert E. Lee, Beauregard and Bragg,
And the south wind blew hard on that ragged old flag".
"On Flanders' Field in World War One,
She got a big hole from a Bertha gun".
"She turned blood red in World War Two".
"She hung limp and low a time or two".
"She was in Korea, Vietnam ---
She went where she was sent by her Uncle Sam".
"She waved free from our ships upon the briny foam,
And now they've about quit waving back here at home".
"In her own good land here she's been abused".
"She's been burned, dishonored, denied, refused".
"And the government for which she stands
Is scandalized throughout the land".
"She's getting threadbare, and she's wearing thin,
But she's in good shape for the shape she's in".
"Cause she's been through the fire before,
And I believe she can take a whole lot more".
"So, we raise her up every morning".
"We take her down every night".
"We don't let her touch the ground,
And we fold her up right".
"On second thought, I do like to brag
'Cause I'm mighty proud of that ragged old flag!"

Standing: Stewart, Korf, Barbera & Cerna. Kneeling: Charboneau, Unknown & Rodriquez.

ADDRESS CHANGES (As of 1/25/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	PAUL D.		Zip Code Should Read			98208
BASINGER	JIMMY	391	5821 FAIRVIEW RD., SUITE 113	CHARLOTTE,	NC.	28209
BAUCUS	JOHN	7	Zip Code Should Read			59601
BEAVER	DUANE		Zip Code Should Read			48350
BOEHMLER	BART	4	RT. 44, BOX 4	HAMPTON,	IA.	50441
BROWN	TOULMIN	18	619 E. 2ND STREET	PASS CHRISTIAN,	MS.	39571
CALDWELL	ROBERT D.	7	7528 313TH AVE. N.W.	STANWOOD,	WA.	98292
CASEY	OPERCY E.	18	1000 LISCOMB DR.	AUSTIN,	TX.	78734
CHRISTENSEN	H.A.		City Should Read	MYRON,	MI.	
COATS	EARL J.		Zip Code Should Read			21044
COLE	STANFORD		Zip Code Should Read			71275
CRISP	HAROLD N.	7 (LM)	20820 TIMBER ROSE	GARDEN RIDGE,	TX.	78266
DAVIS	KEN J.		Zip Code Should Read			59102
DELOYE	ROBERT B.	HDQ.(LM)	93 SUMMER STREET	LANESBORO,	MA.	01237
DES LAURIERS	ROBERT		Zip Code Should read			91941
DWELLY	DONALD		City Should Read	SCITUATE,	MA.	
FUELLING	RICHARD	7 (LM)	227 BRIARWOOD LANE	DECATUR,	IN.	46733
GRAHAM	ALAN A.	18	11456 BENTON ST.	LOMA LINDA,	CA	92354
HANSEN	DUANE	7 (A)	645 SKYVIEW PLACE	MADISON,	WI.	53713
HANSON	JOHN		City Should Read	STEWARTVILLE,	MN.	
HEAD	FRANCIS T.	7	4602 TAFT ROAD	WEST LAFAYETTE,	IN.	47906
HEIKKILA	HAROLD		City Should Read	ROSCOMMON,	MI.	
HOBAN	ROBERT C.		City Should Read	CHANHASSEN,	MN.	
HUBERT	DOUGLAS	(A)	6511 MARSH ROAD	SNOHOMISH,	WA.	98290
JACKSON	KENNETH G.		Zip Code Should Read			37939
JACKSON	WALTER G.	18	ILL.VETS HOME,1707 NO. 12TH STREET	QUINCY,	IL.	62301
KINNEY	JACK A.	7 (LM)	1042 HYLANDS CIRCLE	PRESCOTT,	AZ.	86303
KLIER	HERB		City Should Read	SUNNYVALE,	CA.	
KOHR	CHARLES W.	7	5851 JAQUI LANE	FRANKLIN,	OH.	45005
LIPSCOMB	LINDSEY L.	391 (LM)	13 WOODLAKE SQ. #177	HOUSTON,	TX.	77063
LOWENTHAL	F.A.		Zip Code Should Read			02720
LUSCHER	RAYMOND	391	200 FREDERICK RD.	WAYLAND,	MI.	49348
LYONS	JOHN T.	18	9718 MILL CREEK DR.	EATON PRAIRIE,	MN.	55347
MANN	DONALD	18	109 1ST AVENUE	VAUGHN,	MT.	59487
MARBLE	DON	18-GRP	12657 FORDNEY RD.	CHESANING,	MI.	48616
MARTOF	LEONARD	4	115 WILEY BRIDGE DR.	WOODSTOCK,	GA.	30188
MASON	IRWIN L.	391	P. O. BOX 657	DURANGO,	CO.	81301
McCARRICK	KEN		Zip Code Should Read			07981
McCOLL	RODERICK	18	P. O. BOX 1296	EAST ORLEANS,	MA.	02643
MEIER	GEORGE		Zip Code Should Read			59840
MILLER	CORDELL		MOVED - NO KNOWN ADDRESS			
MILLS	J. O.	7	2302 LIBRA STREET	SHAWNEE,	OK.	74801
MOORE	GEORGE W.	391	540 E. PORTLAND APT. 2A	PHOENIX,	AZ.	85004
NASS	MELVIN	18 (LM)	726 ROYAL AVE., APT. 31	MEDFORD,	OR.	97504
PRITZ	JOHN	18	3801 E. GALBRAITH RD.	CINCINNATI,	OH.	45236
RUZZI	ERMINO V.	7	18 HAZELTOP DR.	SICKLERVILLE,	NJ.	08081
SADOWSKY	AL	4	17266 BOCA CLUB BLVD. #1601	BOCA RATON,	FL.	33487
SARGENT	MRS. CLARA		Zip Code Should Read			47129
SCHMITT	HALLARD	7	Zip Code Should Read			32119
SCHOMMER	PAUL C.	7	52075 BELLE ISLE DR.	RUSH CITY,	MN.	55069
SIEGAL	HOWARD		Zip Code Should Read			07924
SMEDLEY	CLIFF		City is:	FALL CITY,	WA.	98024
SMITH	FRANK		4720 WRENWOOD LANE	COLUMBIA,	SC.	29206
SMITH	RALPH K.	7	138 E. MAIN STREET	SOMERSET,	PA.	15501
SPARKS	JAMES		Zip Code Should Read			07470
STOUT	KENNETH		3785 SOUTH 3100 EAST	SALT LAKE CITY,	UT.	84109
STUTTHERS	JAMES		Zip Code Should Read			34293
THOMPSON	JANE	18	859 W. NORTH BEND RD. #512	CINCINNATI,	OH.	45224
WACK	HELEN		8260 KNAUF RD.	CANFIELD,	OH.	44406
WESTENHOFF	JOHN H.		City is:	RESTIN,	VA.	
WOODWARD	FRANCIS L.		City Should Read	ILION,	NY.	

NEWLY FOUND

(As of 1/25/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BROWN	WILLIAM A.		13221 TAMARISK DR.	SANTA ANA,	CA.	92705
DULAN	CHARLES J.		5112 COLERIDGE DR.	FAIRFAX,	VA.	22032
EVANS	REESE G. SR.		P.O.BOX 241, 53 STOWBRIDGE AVE.	MT. TABORS,	NJ.	07878
FRUIT	ALPHONSE J.		100 FRONT ST., APT.308	WOONSOCKET,	RI.	02895
GILLESPIE	GEORGE		500 LEWIS DRIVE	FAIRBORN,	OH.	45324
HUNTER	THOMAS G.		238 MELROSE DR.	NO. SYRACUSE,	NY.	13212
JAGUA	BILL		1717 WINDSOR PLACE	FINDLEY,	OH.	45840
LEWIS	WILLIAM		620 WYCLIFF WAY	ALEXANDRIA,	LA.	71301
MACCARNI	ISVENO		1838 MULINER AVE.	BRONX,	NY.	10462
MILLER	ED		37 ARCTIC SPRINGS	JEFFERSONVILLE,	IN.	47130
MORLOCK	JAMES	7 (LM)	78 WINDING WAY	BOOTHWYN,	PA.	19061
NASH	HERB	391	653 HIGHLAND	SALINA,	KS.	67401
ORF	JOSEPH E.		73 DUNN ROAD	HAZELWOOD,	MO.	63042
PARROTT	RODNEY		400 N.E. 142ND ST.	SILVER SPRINGS,	FL.	32688
PHELAN	THOMAS		122 WINNEBAGO	WALLA WALLA,	WA.	99362
RAMINEZ	JULIAN M.		2449 - 2ND STREET	LA VERNE	CA.	91750
SHILKETT	LLOYD		1059 S. HOUGSTON	SOMERSET CENTER,	MI.	49282
STARR	JOHN J.	391	133 DAWNBROOK LANE	WILLIAMSVILLE,	NY.	14221
STURROCK	JAMES D.		1400 NORTH LAKEWAY	PALM BEACH,	FL.	33480
SWARTHOUT	ROBERT K.		1313 NICOLET PLACE	DETROIT,	MI.	48207
VASAK	OTTO R.		131 WALFORD DR.	MORAGA,	CA.	94556

NEW LIFE MEMBERS

(As of 1/25/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BLOCZYNSKI	JOHN	18	612 SO. CHERRY AVE.	MARSHFIELD,	WI.	54449
COOMBS	PHILIP H.	391	1133 NO. FOURTH ST.	BANNING,	CA.	92220
CRISP	HAROLD	7	20820 TIMBER ROSE	GARDEN RIDGE,	TX.	78266
GRIFFIS	WILLIS W.	4	90 COMMONWEALTH CT. APT. 2	VERNON HILLS,	IL.	60061
JONES	EDDIE K.	391	108 NORTH MAIN STREET	NORWOOD,	NY.	13668
MORLOCK	JAMES	7	78 WINDING WAY	BOOTHWYN,	PA.	19061
SCHMITT	GEORGE	7	1017 BURKHARDT RD. SO.	EVANSVILLE,	IN.	47715
SUMMERS	WALTER R.	391	1019 HANOVER BLVD.	BROWN MILLS,	NJ.	08015
VAUGHN	ROBERT E.	4-391	2107 WAYNEWOOD DR.	PICAYUNE,	MS.	39466

TAPS

(As of 1/25/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ARENS	ALVIN K.	7	22471 CHESTER COURT	FARMINGTON,	MI.	48024
BROOKS	REV. FREDERICK	391	2614 - 23-1/2 AVENUE	ROCK ISLAND,	IL.	61201
DURBIN	ED	4	4725 VINCENT ST.	GRANITE CITY,	IL.	62040
HAUSLE	THEODORE		DIED JUNE 16, 1989			
MALAMED	MORRIS		Died 3-12-88	PHILADELPHIA,	PA.	
MOORE	RUDY	391(A)	P. O. BOX 284	ATWATER,	CA.	95301
MULCHAY	JOHN					
PARKINSON	FRANK W.		2108 - 163RD ST., S.E.	MILL CREEK,	WA.	98012
TALBOTT	ROBERT			DOUD,	IA.	
WRIGHT	JAMES L.	7	116 HOLLOW ROAD	LEVITTOWN,	PA.	19056

Michael Jacobbauski

1944

1988

John Kantorak

1944

1987

Warren J. Kiley

1944

1988

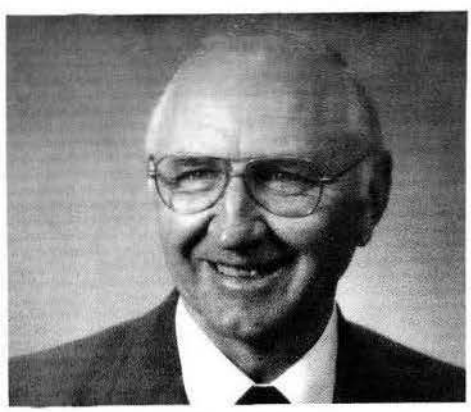
Emmet E. Klusmeyer

1945

1989

A. Ray Kubly

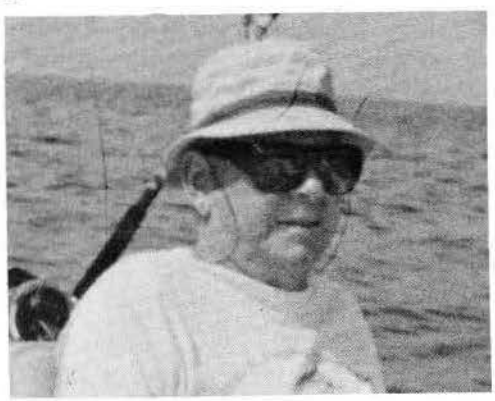
1946



1988

James C. Langdon

1944



1989

1939 - 1945 WAR RULES
FROM: THE GOLFER'S HANDBOOK
1953, PAGE 534

During the Battle of Britain, players on golf courses were attacked by German Bombers. To meet the conditions, the following "rules" were written by Major G. L. Edsell, Secretary of St. Mellons Golf & County Club, and generally adopted:

1. Players are asked to collect bomb and shell splinters from the fairways to save these from causing damage to the mowers.
2. In competitions, during gunfire or while bombs are falling, players may take cover without penalty for ceasing play.
3. The positions of known delayed-action bombs are marked by red and white flags placed at reasonably, but not guaranteed, safe distances from the bombs.
4. Shell and/or bomb splinters on the greens may be removed without penalty. On the fairways or in bunkers within a club's length of a ball, they may be moved without penalty and no penalty shall be incurred if a ball is thereby caused to move accidentally.
5. A ball moved by enemy action may be replaced as near as possible to where it lay, or if lost or destroyed a ball may be dropped not nearer the hole without penalty.
6. A ball lying in any crater may be lifted and dropped not nearer the hole, preserving the line to the hole, without penalty.
7. A player whose stroke is affected by the simultaneous explosion of a bomb, or shell, or by machine gun fire, may play another ball from the same place. PENALTY ONE STROKE

Standing l. to r.: Hughes, Smith, Whited, Brown, Parsons, Barnes. Kneeling l. to r.: Rossow, Emberton, Swzec, Gowland.

SERIOUS THOUGHTS OF AN 18-YEAR OLD ON HIS WAY TO WAR

Jefferson Barracks, MO
November 11, 1943

Dear Dad,

I received your letter yesterday and was glad to hear from you. I wonder what you were doing this morning at 11:00 o'clock? I just stood at attention and did some serious thinking. I got to thinking about why I was here learning to KILL, why I must learn this? I wondered if my children, if I ever have any, would have to go through the same sort of thing I'm going through now?

I wondered how all those Mothers felt when they heard they would never see their sons again. Only this time their daughters were also included in the mess. I guess it used to be that only men were in wars. Next women became nurses and now, women are taking up arms and KILLING just the same as men are doing. Will men ever stop KILLING? Can't they see that no one is any better than the other? Can't they profit by other men's mistakes?

You'd think by now that man would know that there's someone who will stand for no nonsense such as world domination! Caesar tried it, Napolean tried, Kaiser tried, and now Hitler. Can't someone stop men like these before they even get started?

What good is it for men to invent things. Take the airplane, for instance. It could have done man a world of good. But no, he had to take it, put guns on it, and load it with bombs and go out and KILL. What good does medicine do? It saves a man on the battle field who later sends his son right back out to the same thing. I'd rather have all girls for children than to have to send my son to war. I realize now why men don't talk about battles and conditions they have gone through.

But, as usual, it's the ones who start it that are miles away from the front lines. If only the ones who start it were put into the ring and they fought it out, I doubt there would ever be a thing such as war. I only wish that those who make the big money, those who want war just to grab a fortune, could be put through the experiences that some of the soldiers have to go through.

I guess this is GOD'S way to punish us who have been sinful and wicked. If only the Mothers could be spared the pain and torture they go through. Some of our politicians in Washington ought to give more time to winning of the war instead of "POST WAR PLANNING". We'll have to win it before such plans can work.

I hope everything is OK with you.

Love,
Your Son

WE SUPPORT OUR TROOPS!

Crew and ground crew of Lt. R. Blum's aircraft of the 391st Sqdn.

DEATH AND TAXES

Tax his cow, tax his goat.
Tax his pants, tax his coat.
Tax his crop, tax his work.
Tax his tie, tax his shirt.
Tax his chew, tax his smoke.
Teach him taxes are no joke.
Tax his tractor, tax his mule.
Teach him taxes are the rule.
Tax his oil, tax his gas.
Tax his notes, tax his cash.
Tax him good and let him know,
After taxes, there's no dough.
If he hollers, tax him more.
Tax him 'til he's good and sore.
Tax his coffin, tax his grave.
Tax the sod in which he lays.
Put these words upon his tomb:
"Taxes drove me to my doom."
And after he's gone, he can't relax,
They'll still be after inheritance tax!

ANGURNEY

(By Dan Harrison of Canadian Army
Submitted by Bill Orton)

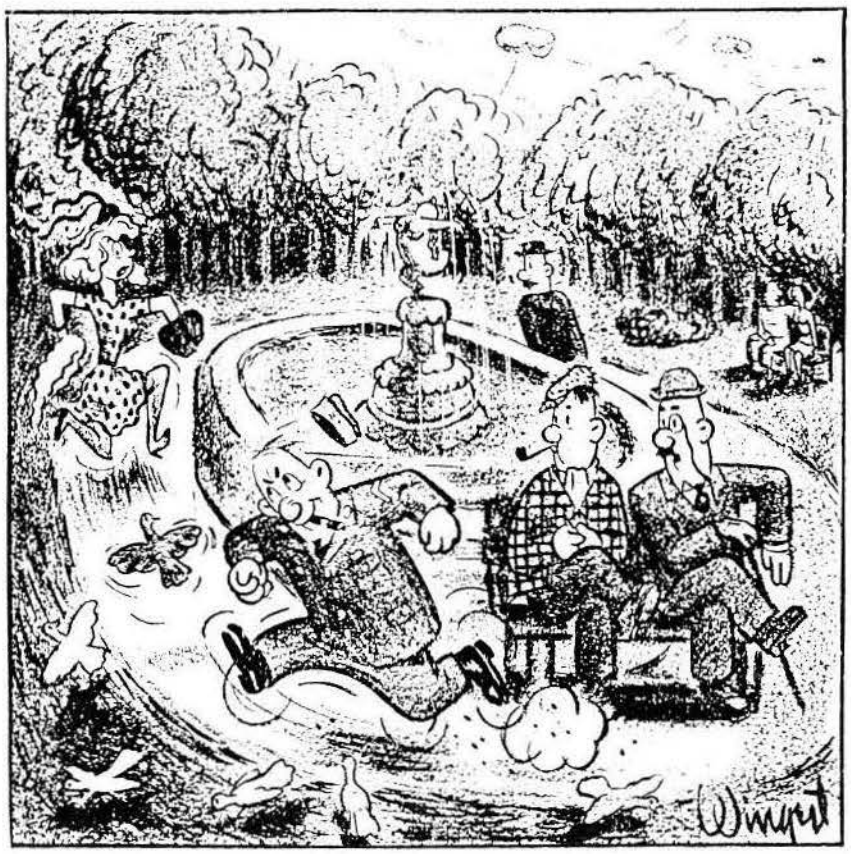
From where I sit a tragic view
Of slate grey stone assails my eye
While overhead a whitening mist
Tells of the bombers flying high.

The slated roofs are tossed and torn
Like sightless eyes the broken windows seem
The ragged hole was a doorway yesterday
Now love and laughter here is but a dream.

All seems dead in the war wrecked street
Save a boy with his tears now dried
Mid the scream of the shells that had killed this place
The youth in the boy had died.

He'd crept to his bed as a whimpering lad
To the crash of the shells and then
Rose at the dawn with the heart of a man
Never to cry again

Tis not true that the village is dead
Though wrecked and ravished its streets
For as long as there is life in the heart of the boy
The heart of the village still beats.



" There's an American for you. Always in a hurry."

Memories

GOOD OLE' AIR CORPS

By Vince Doran

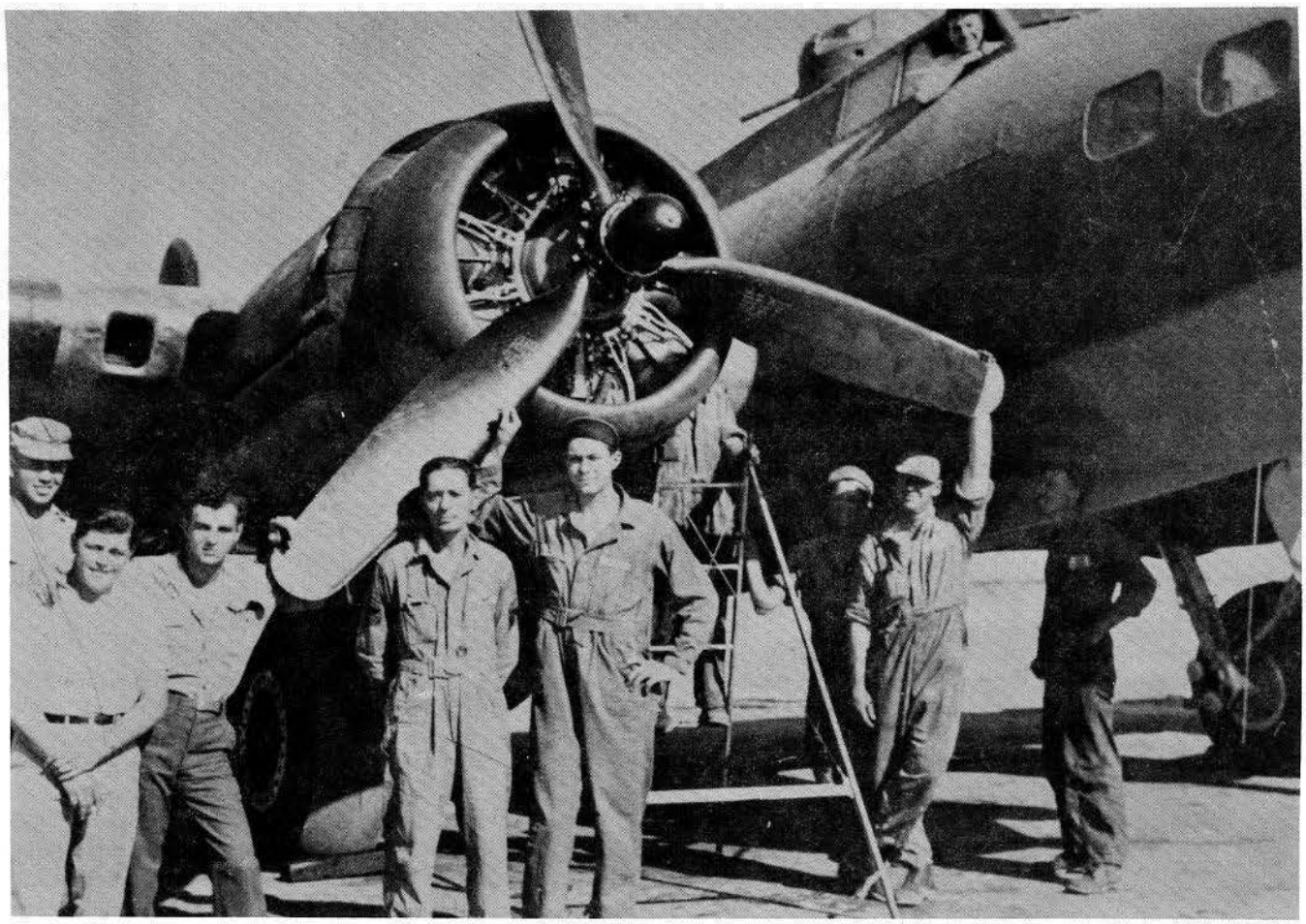
On that summer morning in 1942, I stood on the bank of the Naknek River in remote Alaska, and watched the hundreds of Army infantrymen come up the river in flat-bottom wood barges commandeered from fish canneries in Bristol Bay. They swarmed ashore and milled around, not knowing what to do, creating a quiet chaos. They had come to establish a new base; there had never been any military activity here before. Never been any human activity here; this was virgin tundra. There was an urgency because the Japanese had already invaded Alaska, occupying Kiska and Attu in the Aleutian Islands to the southwest. They had also bombed Dutch Harbor, 500 miles away. The Army came to this particular place, later named King Salmon, to guard an airfield just finishing construction. It was being built by the Civil Aeronautics Administration, and was to be turned over to the military for the duration of the war.

There was an urgency here too that morning. Before they could sleep that night they were scheduled to unload barges, set up tents and a field kitchen, dig latrines, and prepare and serve two meals. But the troops were new and untrained, and their officers were young and inexperienced. It was bedlam; nothing in their backgrounds had prepared them for anything like this. They did not know where or how to select a site for the cantonment, or how to begin orderly activities. They accomplished very little in the next few days. The men slept wherever they could make their own shelter, and they subsisted on C rations.

I observed them closely because I was going to join some military organization in about a month, as soon as we finished here. I was a surveyor for the CAA. I knew Alaska construction workers would soon be frozen to their jobs for the duration. I planned to sign up somewhere before that happened. Would the infantry be a good outfit to join?

About this same time the Army Air Corps moved in and occupied the airfield itself. They grabbed the new civilian housing we had just finished and made themselves right at home. The first use of the base was to refuel airplanes on their way out to war in the Aleutians. Since they needed close support from the main Alaskan base, Fort Richardson, in Anchorage, they were assigned a C-47 for transportation. Whenever they needed parts, they would fly in and get them, like booze, steaks, and fresh vegetables. Now this was my kind of army.

For a few days after our construction camp closed I had to eat with the infantry. The Air Corps wouldn't feed me, the selfish bastards. This was my first introduction to spam, powdered potatoes, powdered eggs, and KLIM (powdered milk). I didn't care for them. I kept thinking of the steaks and mushrooms, and real potatoes the Air Corps were eating. I hitchhiked a ride to Anchorage in the C-47 on their next booze run. I didn't even leave the airfield, but went right to the recruiting office and signed up for the aviation cadets.



Do you know these fellows?

Memories

THE MILK RUN

By Roy Tavasti

(Continued from last issue.)

We were all set up on our second try, gear and flaps down, approaching the runway when, out of the blue, another landing B-24 cut in just ahead of us, almost exactly as had happened previously. This time, however, we continued our approach and landed essentially in formation with the B-24 ahead of us. Fortunately we had enough hydraulic pressure for the brakes from the still windmilling No. 3 engine. As soon as possible Mac swerved on to the grass strip to the right of the runway. There he brought our beast to a halt. Needless to say, none of us wasted any time getting out of the airplane and shedding our gasoline soaked flying gear. I don't know about the rest of the troops, but I was ready for the medicinal brandy.

Later, Mac and I had an opportunity to review some of the weird and wondrous circumstances related to this "milk run". The first, of course, was our simultaneously leaning forward to shut off the auto-pilot a micro-second before that high velocity piece of flak penetrated Mac's side of the cockpit. If we had been in our normal seated positions, we surely would have suffered some minor injury like losing a goodly chunk of our respective spines.

The second, of course, was the 88mm round that came through the cat-walk in the bomb bay and failed to detonate until it went through the top of the airplane. If that round had not malfunctioned, the plane would have disintegrated instantaneously.

The third was the loss of our operating engines on the go-round at Mendlesham. We could only conclude that when all electrical power was cut off after we were hit leaving the target, the turbo-supercharger waste-gates were locked in the closed position. During the hairy go-round, neither Mac nor myself were paying attention to the manifold pressure when the simultaneous failures of engines No. 1 and No. 4 occured. As I mentioned before, there is no explanation for my impulse to retard the throttles to bring the manifold pressure into operational limits and recover power for the go-round. I will, however, be grateful for the PW R-1830 engines for not disintegrating under the abuse of such over-boost. As a matter of passing interest, those engines were later torn down and exhibited no evidence of damage whatsoever.

I knew McAllister was a "fair to middling" B-24 driver, but his two-engine go-round was actually a remarkable feat. We were within seconds of touching down when that go-round was initiated so we were at relatively low speed with gear and full flaps down plus the windmilling No. 3 engine causing additional drag. I still wonder how we made it. Ironically, one could attribute it in some degree to the excessive power we were inadvertently pulling out of No. 1 and No. 4 at a time the gear and flaps were being retracted until we lost all power. Those few critical seconds may have given the extra boost we needed. It could well be that an emergency two-engine go-round in a B-24 under identical conditions had never been accomplished before or since.

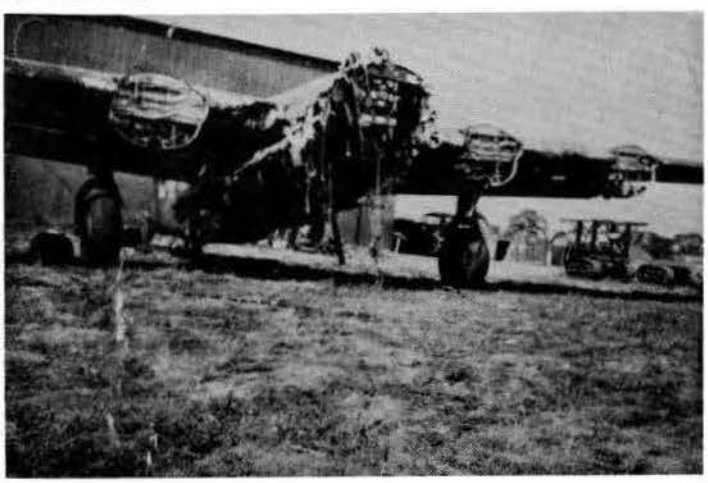
I had an opportunity to read George Ritchie's version of this mission from his diary and there was actually a fourth item that could have loused things up more than somewhat. After we left the formation we were alone and obviously disabled (inboard engines feathered). We would have been a tempting target for even a single Luftwaffe fighter. Our aircraft was saturated with potentially explosive gasoline fumes so if we had tried to defend ourselves, we could have "jolly well" self destructed when the first gun was fired.

Junior Craft in August, 1943.

Ritchie also noted in his diary that we were not the only ones clobbered over the target that day. Joe Hardison and his top turret gunner "bought the farm" and his flight engineer, George Johnson, was instrumental in bringing back their crippled B-24 for an emergency landing on a temporary PSP (pierced steel plank) landing strip. Holmes and McDermott also did not make it back to Mendlesham but recovered safely at other airfields. Their problems were just as interesting as ours but, in Joe Hardison's case, unfortunately catastrophic. Ritchie mentioned a fourth aircraft, perhaps from another squadron, that did not make it home, but recovered safely.

All in all, I have to classify our first crack at a "No-Ball" target as "One Helluva Milk Run!".

Years later General Creer, philosophizing on the "fortunes of war", suggested that perhaps the element of luck was often paramount to skill, training, discipline, and other factors during some of our missions. In retrospect, I have to agree wholeheartedly. This particular "milk-run" could very well have been more than a minor fiasco without that element of luck.



A B-24 that had its gear raised a little too soon. Rumored that Pat McKeon was in the nose section.

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ.
391
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34th Bomb. Group
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Anderson, IN 46011
(317) 644-6027

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Memories

CREW REUNION

By Francis Jackovich

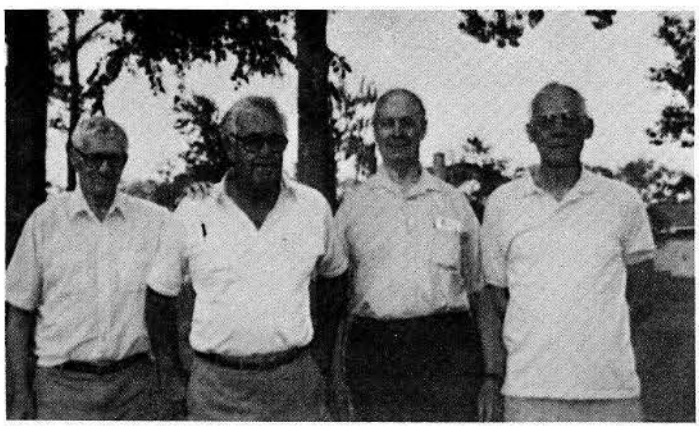
During the week of April 25, 1990, part of our bomber crew held a reunion at the home of Bill and Eula Lewis in Alexandria, LA. Bill was our airplane commander. (That's a title reserved for those lily white Navy boys.)

Those who attended were Herb Klier, our co-pilot with his wife Rita, George Gillespie, our navigator (call me Colonel), and me, Frank Jackovich. This is the first time we've met since September, 1944, when we finished our tour of duty in England. We started looking for the crew in October, 1989. Since our reunion we have found three gunners. Two we are still looking for.

During our reunion we visited Englund Air Force Base, located near Alexandria. We were escorted around the base by a retired B-26 pilot - gray haired and serious. We watched jet fighters taking off and landing.

Then we went on a fishing trip - very successful, we didn't catch any. (You don't have to clean them.) We spent some time at Bill Lewis' camp. He is the owner of one of the largest fishing lure companies in the U.S. Bill says if you don't catch any fish he knows where you can buy plastic large mouth bass, up to 9 lbs., mounted.

We had a great time and are planning another reunion in the future.



L. to r.: Frank Jackovich, Bill Lewis, Geoge Gillespie, and Herb Klier.

REMEMBERING

By Wally Brauks

Some months ago, when I went to Germany, I met Mr. and Mrs. Johannes Buschmeier. They visited me here in St. Louis a short time ago. I received a letter from them with a newspaper article in it which they had translated into English. Here it is:

(Translation of an article published in
"Hovelhof Review", Sept., 1984)

On Sept. 22, 1984, 40 years have passed since the crash, of 2 American bombers at Alkenbrink (a small hill) and in Hovelriege. One plane exploded in the air. Its thousand pieces hit the ground in the Alkenbrink meadows. The second fell on a farmhands house of Ramselhof-Henkemeyer in Hovelriege.

Surely many Hovelhof people will remember this crash, for before it hit the ground and exploded, it flew some wide circles without its tail. Some members of the crew saved their lives with parachutes. Some people thought that the plane was shot from a German plane. Others thought of secret weapons.

The simple truth is that the 2 planes collided in the air. To get exact information K.H. Brake and H. Reddeker collected the reports of several eye-witnesses and sent them to several organizations in America. The report was also published in a paper edited by "The Eighth Air Force Historical Society". On Aug. 18, 1984, a letter from Henry K. Lambert from Spotsylvania, Virginia, USA arrived. He wrote:

"I am one of the air-men who parachuted from the tailless bomber." He says that 5 of the 9 crew members were saved. All of them are still living. The letter ends: Reading your report I think it was only yesterday, the event lying back in the past 40 years ago. Let's hope that in the future there will be no reason for a correspondence like this. I have good friends in Germany and would like to visit them some time, only as a tourist "armed" with a camera only."

Some questions to eye-witnesses: Who has more fotos? Who contacted the parachuted air-men? Were the names of the dead registered? Please contact H. Reddeker or K.H. Brake.

VOLUME XV NUMBER 2 JUNE, 1991

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

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REUNION '91

Louisville, Kentucky

MARK YOUR CALENDAR

Be A Part of the Action!

SEPTEMBER 26 - 29, 1991

Let's all get to the Galt House Hotel and meet with all our old friends, make new friends and enjoy 3 days of comaraderie. Details inside!

OBSERVATIONS

We've had a beautiful winter in Florida. Unlike last year when we had a lot of either freezing conditions or too hot and humid, this year was most pleasant. If you recall, Christmas of 1989 had a deep freeze hit Florida which ruined a large part of the citrus crop. Winter of 1990-91 was totally different. I can remembers only two nights that got cold enough to leave a frost (not a killing one). We did have a bit of rain for which the Floridians thanked the Lord because of the drought they had gone through the previous year. BY AND LARGE, THOUGH, THE WEATHER THIS WINTER WAS MOST DELIGHTFUL. Temperature highs generally were in the upper 70's to lower 80's with low humidity and the lows generally ranged from the upper 40's to the lower 60's. All in all, GREAT!!

Now we're back home in Indiana and waiting for the weather to settle down so we can get going on our spring chores. I want to thank Ray Summa for handling the mailing of the March issue for me. It just connot be economically handled from Florida so, after the printers are done with it, the finished product is sent to Ray, who for the last couple of years has taken care of the March mailings. Thanks, Ray!

In this issue is all the information and forms you need for our upcoming reunion in Louisville, KY. on September 26-29, 1991. Come on, y-all!! Let's all get there and join old friends, make new ones and have a grand old time. If you've not attended before, TRY IT - YOU'LL LIKE IT!! Many of us try not to miss a single reunion because we do enjoy them so much.

This issue, as directed by the voting membership, is being mailed to all names on our roster, whether paid-up or not. It was decided that, in this way, once a year, we might instill some interest in non-members to become active members. Hopefully this proves to be the case. You non-members who are reading this, please think positively about becoming active. The dues are lower than for most organizations (only $7.50 per year) and the benefits can be great.

For those of you traveling to our reunions by air, don't forget to check with your various airlines regarding senior citizen fares. I won't repeat last year's rates for they may have changed by now, but almost all airlines have reduced rates for senior citizens. Check with them.

I've rambled enough for this issue. Rose and I are looking forward to seeing you all in Louisville.

Eli Baldea
Editor

MOVING?????

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

PRESIDENT'S MESSAGE

In the past year I have seen many Bomb Group newsletters. The Mendlesham Memories ranks at the top with the best of them!

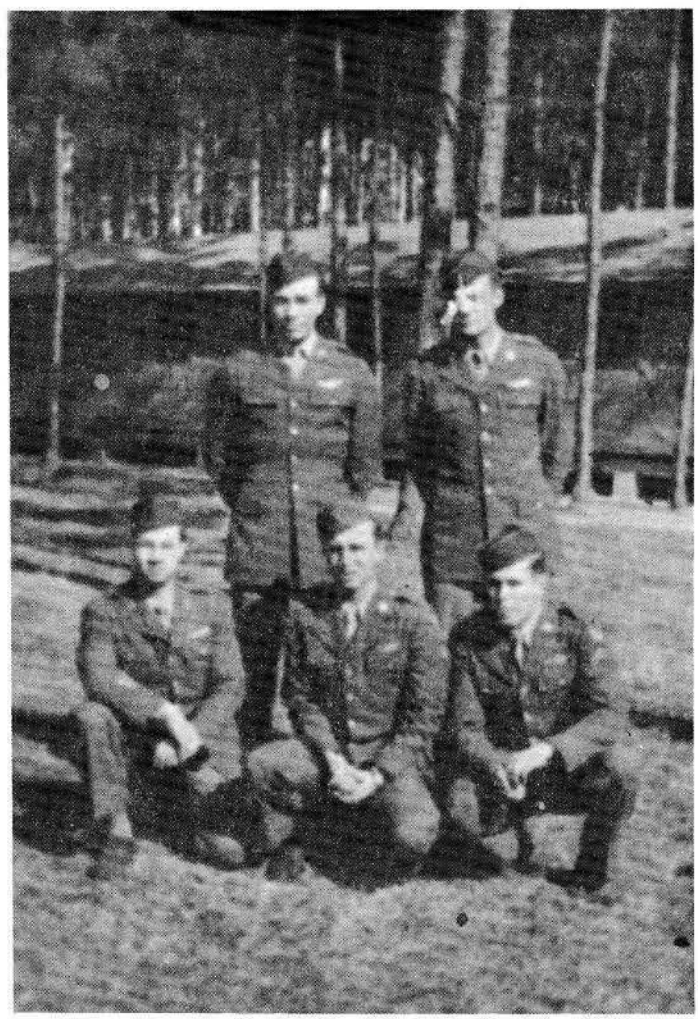
We owe a big heartfelt thanks to our editor, Eli Baldea, for the splendid job he is doing. I believe the editor's job is about the hardest, most time-consuming assignment of the 34th B.G. Help Eli in every way we can. Keep the new articles coming in early, give him plenty of lead time to get these items in print.

Our troops are coming home after the "DESERT STORM" war. Peace, it's wonderful.

Mark your calendars for September 26 to 29, 1991. The place is Louisville, KY. This is our annual reunion. Plans are made for this reunion to be a great one. It's good to get together with old friends and to make new friends.

WE'RE LOOKING FORWARD TO SEEING YOU THERE!

Wally Brauks
President



Front L. to R.: Guy Schilling, Claude Dibler, Gerald Green. Rear L. to R.: John Quinnell & John Oliver.

We are getting closer

ARE YOU ON THIS BUS?

Fellow members of the 34th B.G.:

Where, oh where, has the time gone? It seems the March newsletter was just sent out and now it is time to write the column for the June issue.

We had a mild winter here in Indiana til March and then an ice storm moved in. We were among the fortunate few for our electricity was only off about 12 hours, while just across the street from us the electricity was off for 4½ days. Then, in April, the temperature hit 80 degrees and three days later dropped to 32. Who said, "Give me the good old days"?

We had a fun day with Dale and Margie Finley on St. Patrick's Day at Murphy's in Indianapolis. Perhaps others from the 34th might like to join us next year.

The spring meeting and luncheon of the Ind. chapter of the 8th AFHS met in Indianapolis at one of the Legion posts in Broad Ripple. Although we had a small group we had lots of fun and it was very enjoyable talking to members of other groups. I have found out you must stay active in your retirement years.

So glad the Persian Gulf War was over fast. There was a big difference than in other wars. Most people do not know the sacrifices that our POW's made.

By the time you read this we will have been to Charlotte, NC. where Dex and Beulah Jordan had set up a mini reunion for members of the 34th. Then, on our way home, we will have stopped by Richmond, VA. and will have gotten together with Junius and Ginny Cobb and others from the 34th at Junius' son's restaurant. Seems as if we never get tired of seeing others from the 34th and each one telling their stories.

Hope lots of you are planning to attend the reunion of the 34th B.G. at Louisville, KY., Sept. 26-29, 1991. We are looking forward to seeing you all. Gerry tells we are to have a paddle-wheel steamer boat ride on the Ohio River on Friday nite. This is one thing we have never done at a reunion and we should be looking forward to it and the other things that are planned.

Ray Summa

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

FROM OUR TREASURER

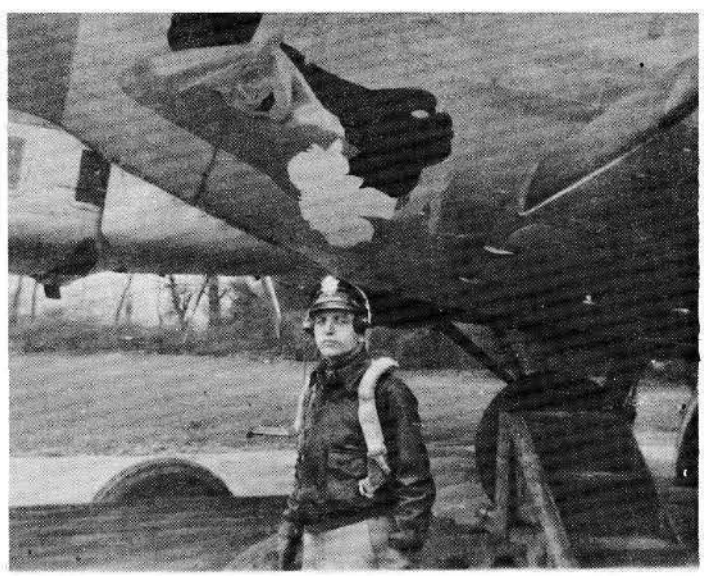
The following is a reprint of items appearing in the March MM and is included for those who have missed it.

GOOD NEWS ON SEASONAL MAILING ADDRESSES: For those who go South in the Winter or North in the summer, we've altered our data set to use seasonal addresses. Let Hal Province know WHERE and WHEN your copy is to be sent if you have dual addresses. And we'd like for you to include your telephone number at each address and indicate which address should be included in the ANNUAL ROSTER.

STRANGE NUMBERS ON THE MAILING LABELS! For those of you who notice such things. Starting with the March issue we've added a number to the mailing label (or, in some cases, letters). Following your name you should find your organization (4, 7, etc.) if you've given it to us. Following that there should be a two digit number which is the YEAR of which you are CURRENT in your dues. In the past Ray would add this in by hand but now it's added as the mailing labels are printed and it will tell you how you stand on DUES. If you see a number less than 91--YOU are in ARREARS and owe for your 91 dues! Life members are indicated by LM and a few may find MM listed on their labels. If you have less than 91 on your mailing label, why not drop your check for $7.50 in the mail and become an ACTIVE MEMBER of the 34th BG Assn? Be assured of getting future issues of MM.

CHANGE OF ADDRESS: From now on, please send any change in your personal data (address, spouse, phone number, marital status, etc.) to Hal Province, 111 Province Lane, Carriere, MS. 39426. Labels are printed a month prior to the month of issue. (Labels were printed the first of May in order to send out this issue of MM). If your change is submitted at least a month before the next issue we can almost (repeat-ALMOST) guarantee your copy of MM will be delivered to the correct address! Deadlines are the first of February, May, August and November.

HAROLD PROVINCE
Treasurer



Fred Schoch in front of "Asphodel" (Her flowers bloom in the dell.)

REUNION - '91
SEPTEMBER 26 - 29, 1991

ATTENTION - ALL MEMBERS OF THE 34TH BOMB GROUP ASS'N!

Come one, come all to the Galt House in Louisville, KY. for our annual 34th Bomb Group Reunion. This will be the seventh year that we will meet as an all 34th Family Reunion. I refer to these reunions as Family Reunions, because we are one large happy family. It's hard to believe that this will be the seventh year we've met without the 8th AFHS. As the old saying goes, "Time flies when you're having fun."

The Galt House is located at 4th Avenue and the River in Louisville, KY. The Galt House is a fine hotel that extends Southern Hospitality at its best. Parking is available for those that drive.

Trolleys run on a schedule through the downtown area of the city. They can be boarded in front of the hotel. Price? - FREE! Nearby is Louisville's Art Center, and across the highway, by a pedestrian bridge, you will be dock side ready to go on the Friday evening cruise and bar-b-que.

Golfers take notice. On the registration form will be a space for you to check if you are going to play golf. Bob Wright has made arrangements at the Iroquois Golf Course. $16.00 for green fees and cart. Check in early and get in your swings. The registration desk will be on hand to register the early birds.

We would like all that can attend - please do. A good time will be had by all, and you'll make it better.

The 34th Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

THE REUNION

written by L.K. Bergee, USMC (Ret.)

What is it that binds combat veterans together? It isn't friendship. We all have friends. You can go to a company picnic or a convention and you will not feel the same emotion in the air as when you attend a veteran's reunion.

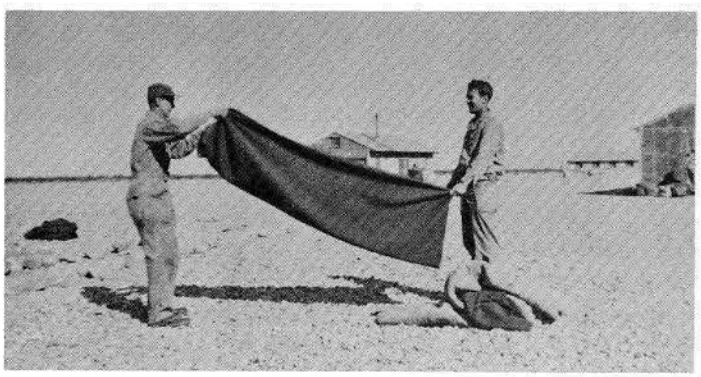
It is something beyond regular friendship. It is the knowing that "you have been to Hell and back." It is a deep-rooted emotion that binds you together. It is the knowledge that when things were tough, you and your buddies stuck it out and lived through it.

You can attend high school reunions, college reunions, company conventions...the whole civilian works, but there isn't the "band of brothers" feeling that is felt when combat buddies get together!

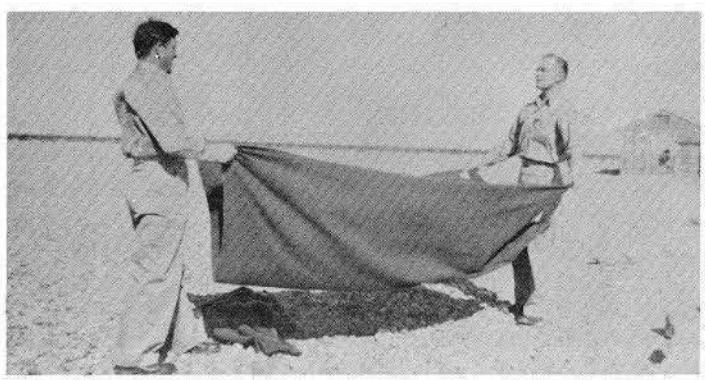
You and your buddies may have less hair on top and a lot more inches around the beltline, but deep within all of you is the same comradeship that you had during those horrible days of war. Whether it is 10 years or 40 years, when combat buddies meet, it seems like yesterday! All of the memories begin to assemble in your mind...memories that you thought had been pushed back into the recesses of your memory bank. "What ever happened to..." and "Remember when..." You try not to let on that these old veterans mean a lot to you, but by the time Auld Lang Syne is played and the flags furled and the station wagon is packed, there is a lump in your throat and a tear in your eye as you part company with the men who once lived and fought beside you.

You tell your wife, "Damn, it was good to see them again." AND IT WAS! Ole Charley might have gained 50 or so pounds, but he sure could fire that machine gun. "Chief" looked almost as young and fit as he did when he crawled up and gave you first aid under fire. "Danny Boy" is still the comedian, although he left both legs over there. "Big John" is now almost bald, but he was quite a sergeant in those days and "Jimmy the Polack" gets around pretty good with one glass eye and one arm.

Yes, memories flood your mind as you head for home. No one knows the feeling except those of us who were there. You wonder if you will ever see any of them again. Combat was hell and you have many terrible memories of death and destruction, but the memory of total comaraderie with men who shared that hell will forever be embedded in your heart. There is no friendship like that of combat buddies. It is something that lasts forever!



A housekeeping ritual at Blythe necessitated by sand, dirt and who knows what, that accumulated between the blankets over time. L. to R.: Joe Chintella, Walter Sturdivan, Harold Witham & Truman Wingo.



GEORGE H. KLINE - Burnt Hills, NY.

Margaret and I have had a good but quiet winter thus far. I have a flag that flew over Washington (given me for 50 years Volunteer Fireman duty) proudly flapping on my flagpole. The people driving by can be reminded that we Air Force men love our country.

We are looking forward to the reunion in Louisville. We missed the last two but were sure glad to join the guys and gals in England. A super time. I hope things will straighten out so the 50th Anniversary in England will be a huge success.

****

RUSSELL SELBY - Orlando, FL.

I believe we should make a concerted effort to locate those former members of the 34th (Lost After Discharge From Service). My plan is this:

1. Publish the names of all who have not been accounted for and ask all current members to research their local phone listings for these missing people. Check with people from the town of last known residence or use the family name which might turn up some leads and info.

2. Supply Ray Summa with whatever positive info we dig up and he might follow it up. I think in this way we might locate some before the Louisville Reunion.

Continued on page 6

Notes From Our Friends

Continued from page 5

OTTO R. VASAK - Moraga, CA.

I would like some information re the 34th B.G. Assn. I became a member of the 34th when they arrived at Pendleton Field, Oregon in early 1942. I was a squadron engineering officer. I moved with the 34th from Pendleton to Davis Monthan Field in Tucson and then to Greiger Field in Spokane, WA.

When the 351st B.G. (B-17's) was formed I became a member of the cadre and was a squadron engineering officer. In England I became Group and Station S-4. I am currently active with the 351st B.G. Assn. which holds reunions every year.

****

GEORGE RITCHIE - Swansboro, NC.

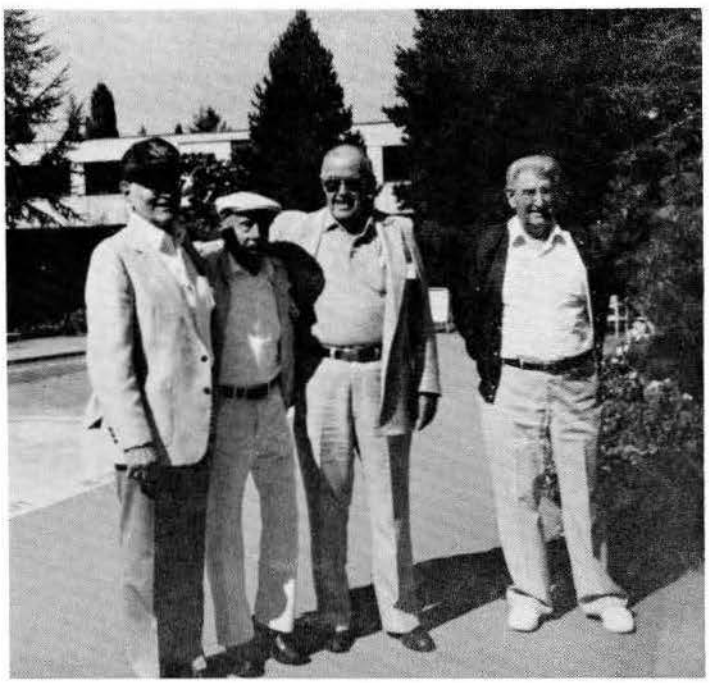
I had a note from Lonnie Crook over the holidays and it contained this paragraph:

"There are now 5 monuments at the 8th A.F. Museum in Barksdale. One is larger than ours only because it has an aircraft propeller salvaged from the North Sea from one of their planes. This propeller was retrieved in recent years and placed on Memorial Walk. Ours is the classiest and still looks super."

****

ROBERT HENDRICKS - Cayucos, CA.

This is one membership dues I don't mind paying at all. We alumni of the 34th are fortunate to have such a great group of officers and directors. Since I've rediscovered the 34th a few years back, Mendlesham Memories has brought back many recollections of comrades and friends, places and events. Special thanks are due Eli Baldea and staff, Ray Summa and many others, who keep the organization special and working for all of us.



Four members of Hanchar's crew at the Seattle Reunion. L to R.: Jim Spink, Joe Hanchar, Howard Martin and Carl Freysinger.

MARION L. (LAWRENCE) STRAIGHT - Cassadaga, NY.

I am writing this letter to let you know that my husband passed away on March 13, 1991. He was one swell guy and really enjoyed reading the newsletter so much.

L. to R.: Unknown & Lawrence Straight.

JOHN J. FARLEY - Verona, NJ.

Lately I've been "grounded" by some surgery to remove a large tumor from my left shoulder and arm. Although I am right-handed, the procedure certainly curtailed my 34th activities. Also, I'm sorry to learn in the March, 1991, "MM" that you plan to give up your role of Editor. You'll be difficult to replace.

****

BILL GOMBOS - Swansboro, NC.

Sorry to be so late with my dues. We made a major move to North Carolina in October. Then began the painting - curtain rods - new shelves plus outside work I simply forgot and am still buried, but happily. We do love it here - it's called the Crystal Coast.

****

PAL G. HOWARD -

Thanks for the information you sent on the 34th. I'm making plans to attend the reunion in Louisville. I will contact my friend, Jack Bolton, about attending.

Continued on page 7

Notes From Our Friends

Continued from page 6

JACK BOLTON - Santa Rosa Beach, FL.

Many thanks for your help in locating Capt. Pal G. Howard. I will write him immediately to fill him in on 45 years in the life of his "Lieutenant" whom he had to educate and recycle from a "lost physical" four engine pilot to a semblance of a ground officer. He was very kind, very patient and an all-around good fellow, as a man, of his elder mentors in life.

****

EARL FRANK - San Mateo, CA.

Recently, in the Rocky Mt. Newspaper, there appeared a couple of articles about Cecil Neth. He certainly is one hell of a fighter with a strong determination to live. I would like to know if we received any kind of response to the card that was sent to him from Seattle.

****

MARGO (WILLIAM) BURNELL - Kirkland, WA.

Bill and I have just read our current issue of MM and, as always, enjoyed it. It was especially great to see the members of Bill's crew that had gone on the cruise to Alaska. We would have loved to go along but had many last minute details to care for before the reunion got underway.

We would like to pass along our thanks to the many 34th members who took the time to write and express their good words about the reunion here in Seattle. Despite the oversight of the plans for Sat. not being included in the June MM, we were pleased to have things work out so well. The gal at Buffy Bus really went the extra mile for us. We are happy to hear so many enjoyed our beautiful Pacific Northwest. If any of the group get back this way on their own we would hope they would look us up.

Bill and I look forward to seeing you all and relaxing and enjoying ourselves in Louisville in September.

****

ROSEMARY FRYER - El Paso, TX.

I am enjoying my retirement. Am taking two classes at the University of Texas at El Paso - Literature and Music Appreciation. The professor in Literature takes off his shoes and the Music teacher closes her eyes!

****

HERBERT MERMELSTEIN - Akron, OH.

Since I last wrote we have moved and, of course, you have my new address on your list. At the end of the year I retired from Babcock and Wilcox.

A couple of things bother me about "Mendlesham Memories." It seems that a majority of the stories that appear concern the numerous crews and hardly anything about the various support sections within each squadron, like the Communications, Ordnance, Medical, etc. (Editor's Note: We print what we receive. Please refer to the Memories section of this issue).

George Benedict's crew. (no order) E.H. James, Leonard Bialas, Hubert Massey, Jerome Langsam, George Benedict, Jack Erlandson, James Childers, Charles Cogburn, John Janes.

WILLIAM G. SHOVE - San Diego, CA.

We received your welcome letter and were glad to hear from you. We are hoping to get to Las Vegtas in '92. That will depend on what is going on at that time. At present, we are planning on attending.

****

IAN L. HAWKINS - Stowmarket, England

Many thanks indeed for the book of "Mendlesham Memories, 1985-89" that arrived safely this morning. It is very impressive and will make a valuable addition to my WWII library alongside your "Mendlesham Memories, 1979-85".

I would like your permission to use excerpts from both books in my future 8th A.F. books and "Framlingham Times." Full credit as to the source of research will be given in the excerpt.

Many people just don't realize that it is damn hard work to compile each separate issue of the newsletter. I know from first-hand experience of doing the "Framlingham Times" since 1981.

****

MARTIN A. WEGENER - New Orleans, LA.

I was very much surprised a few weeks ago seeing a notice of the 34th Bomb Group annual reunion in the local paper - Times Picayune. Never before had I known there was a reunion - let alone an annual one.

Although I will be unable to participate in the reunion at Louisville, I surely would appreciate any correspondence you will be sending out between now and then. And, if possible, a roster of those in attendance, particularly from the Headquarters Unit.

Continued on page 8

Notes From Our Friends

Continued from page 7

AL SADOWSKYY - Boca Raton, FL.

I read the "Mendlesham Memories" from cover to cover and anticipate the next edition as soon as I have finished reading the previous edition.

I am making plans on attending the reunion in Louisville in Sept. Please keep me posted as I don't want to miss this joyous occasion. I have spoken to Alf Johanson and, hopefully, we will see each other again after 45 years. My memories with the "34th" will live with me forever and my heart is saddened by those members who have passed away.

I must commend you and all the others who have perpetuated this wonderful organization.

****

RICHARD F. JENKINS - Vancouver, B.C.

We came to the reunion at Seattle and stayed only one night. We attended the dinner Friday night. One of the Barber Shop Quartet was retired from my company. He was the only person we met that we knew.

We happened to have been in the UK the prior May and met, quite by accident, the whole 34th group that went to Mendlesham. One of them, Wally Brauks, talked to us about the Seattle reunion and we agreed to go.

The only people we knew at the Seattle meeting were Wally and Doris and he was so busy we only had a few words with him. At any rate we went to the poolside dinner onFriday night but it was not too much fun for us. To tell the truth - I felt like an outsider. We found out that those reunions are not for us. We were strangers to the whole event with little in common. The old-timers knew each other and took everyone for granted. Those who didn't know us just thought we were friends with others. Maybe it was partially our fault, too?

(Editor's Note - We're sorry to hear about the above situation. Rose and I, as well as many others, try to introduce ourselves to as many new faces as we can at reunions. It's unfortunate that Richard and his wife were neglected. We hope they'll try again and, if nothing else, ask to meet Rose and me. We'll look forward to it).

Groundcrewmen in England. Front L. to R.: Chas. E. Smith, Kal Schonthaler, Francis Schmidt. Rear L. to R.: Lou Selman, Salvatore Savarese. Romeo Therrian & Frank Smith.

FRED BERGLUND - Englewood, FL.

We were always so thankful for the crews who serviced our ships so good and kept the engines running so smoothly. The Pope should love them too because we never had many abortions.

We are leaving sunny Florida for a fishing lake in Minnesota called Mille Lacs Lake. We live in a coast to coast campground there and Paul Mueller, a 34th BG pilot, stopped by and saw us last summer. There are about five thousand fish houses on the lake in the winter and 500,000 lbs. of walleye pike are caught there every year. Hope I catch a few.

****

JOHN ZELENESKI - Lowell, MA.

Just received my Mendlesham Memories and enjoy every word in it. I was on Emery Ralls' crew in the 18th Sqdn. I haven't met any of the crew since we left England but M.M. keeps me in touch. I've been back to Ipswich several times and have visited the old base on my own. After the war I worked for 2 years in Ipswich and Mannington Essex for a chemical company and Crane's in Ipswich. I married a girl from Ipswich but, unfortunately, she passed away 3 years ago.

****

FRED MAUNDRELL - Mendlesham, England

On the matter of the 34th memorial book for the church, I met with Maldwyn Williams (as you know, he's offered to make it for us), and had discussions with him. Fortunately the information the Reverend Gray received from Ray Summa last July gives the dates, etc, and covers all the men listed in the format you sent the Church originally. Maldwyn can now go ahead. The book will not be as I had originally intended. That would have been too great a task and, as Maldwyn offered the book and to do the work, one could, I felt, not be too predantic and say one wanted this or that. The book will be about 9" x 16", leather bound, and the goat-skin vellum will give it a life of 300 years. He intends to place the American eagle on the front with suitable lettering. This will be in gold-leaf and will make this a very presentable memorial book. It will be Maldwyn's gift to the 34th and the Church. I will try to send you photographs of the finished item.

****

TOM BELLUM - Alaska

Looks like I missed out on some neat reunions. I was unaware of the association until very recently. I have intended to travel to Mendlesham for at least the last 10 years but, like most of my projects, I just set it aside.

I am looking forward to meeting with you in Louisville this September.

****

FRED SCHOCH - Spokane, WA.

Thanks for the P.R. on our cruise to Alaska. We really enjoyed the time with our 34th comrades. The memories of our visit with Vince and Jean Doran will not be forgotten. Tell Rose we enjoyed her "Corner" article from Imogene. She was so enjoyable on our cruise.

We are looking forward to Louisville in September.

Continued on page 9

Notes From Our Friends

Continued from page 8

GORDON BREEDING - Alpena, MI.

My grandson and I visited the Yankee Air Museum at the Willow Run airport in Detroit. This is where the Ford B-24 was built. They are restoring all these old war birds. It's very interesting. We spent more than two hours there. People who live in and around Detroit or are planning a visit there should stop and visit this museum.

****

ROBERT STONEHAM - Tiffin, OH.

I'll be thinking of all the 34th as I visit my relatives in England this summer. I always try to dash up to Mendlesham when I am over there. Unfortunately, I am never over there when the group makes the trip. Perhaps the timing will be better in the future.

****

ALF T. CONNELLY - Oak Ridge, TN.

In 1985 I had a visitor from England. She is Mrs. Olivia Cobble who, when I left England, was 10 year old Olivia Finbow. Several of us from the 34th visited the Finbow family often to be again in a family atmosphere away from the military base.

They were so kind to us. They would make us feel so welcome. We used to go there and we'd always take them goodies - chocolates, popcorn and gum. They didn't have much back then. The British suffered terribly during the war.

When I learned that she had planned a trip to the U.S.A. I invited her to visit me. It was a fine weekend reunion. Her visit helped me to remember a lot. It felt as though I had been there recently. I just thought some of my buddies who also visited the Finbows would be interested.

Alf Connelly with Mrs. Olivia (Finbow) Cobbold in 1985.

WALTER JACKSON - Quincy, IL.

Just a note to let you know I'm O.K. I like my new home in the Illinois Veteran's Home. It's like a hospital. They have nurses on duty 24 hours a day. I'm O.K. now and all is well.

****

CLEVELAND ROMERO - Lafayette, LA.

I wish to express my disappointment in the number of participants in the scholarship program. It seems that we should have many more participants considering the number of members in the 34th B.G. Association. I hope all the members are aware that their children and grandchildren are eligible to participate in the scholarship program and that they should encourage them to do so.

I've been down with pneumonia for the past two weeks and just went back to work. I was glad to get out of the house after two weeks and Henrietta was just as glad to see me out also. Hope to see everyone in Louisville.

****

HUGH CHESI - Pueblo, CO.

I plan to send in my dues on a regular yearly basis, not "hit and miss" as I have been doing for so long. Things are much better now for me.

****

JOHNNY L. FISHER - Cold Springs, TX.

The idea of putting the date that we are paid up to on the address labels was a great one. Keep up the good work. With this kind of thinking we will go far, just like our great unit did so long ago.

****

BERNARD GARFINKEL - Redlands, CA.

Thanks for the contact. I appreciate the work all you guys do in pumping out the "Mendlesham Memories." Despite the fact I don't know too many of you, I enjoy hearing from you.

****

DONALD K. FILLMAN - Des Moines, IA.

Recently I read parts of the 8th AAF book telling of our bomb group. Told of high emphasis on close formation flying and the likely reason we weren't jumped on over the continent.

Right after D-Day we lost some ships right over our base. Does the 34th B.G. book tell of this day? Let me know which of the books do the best job of telling the whole story.

I couldn't afford to go to Seattle but hope to get to the next one at Louisville. I do appreciate all your work.

****

NEWS FROM HERE AND THERE

From a Mr. Ken Stone we have the following:

Video Cassette: "HOT SEAT ON A BOMBER"

Fly with Ken Stone as he relates his training and combat experiences as a ball-turret gunner on a B-17 Flying Fortress with the 8th Air Force. Reminisce with him as he describes the battle action on the Schweinfurt mission... August 17, 1943...one of the costliest and bloodiest air battles of World War II. Cost is $29.95 plus $2.40 shipping handling. If interested contact:

Ken Stone, 12112 Arkley Dr., Garden Grove, CA. 92640.

****

From a Mr. Dave Lande of Appleton, WI. we have the following:

Book: "FROM SOMEWHERE IN ENGLAND"

This book is comprised largely of quotes from 8th Air Force veterans who related their experiences. It also features color photos that include the 34th memorial at Mendlesham. The text offers the viewpoint of a wide variety of participants...including ground crews, aircrews, British observers, Red Cross staff and loved ones from the home front. Also included are letters and diary excerpts written by those silenced forever during the war. If interested the book should be available at most major chain bookstore outlets or can be ordered now through Zenith Books by calling toll-free 1-800-826-6600.

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From a Mr. Chas. L. Feay we have the following:

Let me explain why I am writing. I am in the twilight of my collecting life and I'm now trying to construct a memento to my life of collecting. I'm putting together a book, really not for publication, but as a remembrance of my library of unit histories.

What I would like is paper; any pamphlets, books, or anything that tells the history of your organization. I am trying to put between the covers all the odd-ball things that have happened to the outfits, wherever they were.

I will pay and reimburse for whatever I receive. I am not asking for free-bees, but I will be most grateful if I am able to share with you any of those experiences that should be shared for the sake of friendship, even though we will never meet. Please mail your items to: Charles E. Feay, 2863 - 114 th Lane, N.W., Coon Rapid, MN. 55433. Thank you.

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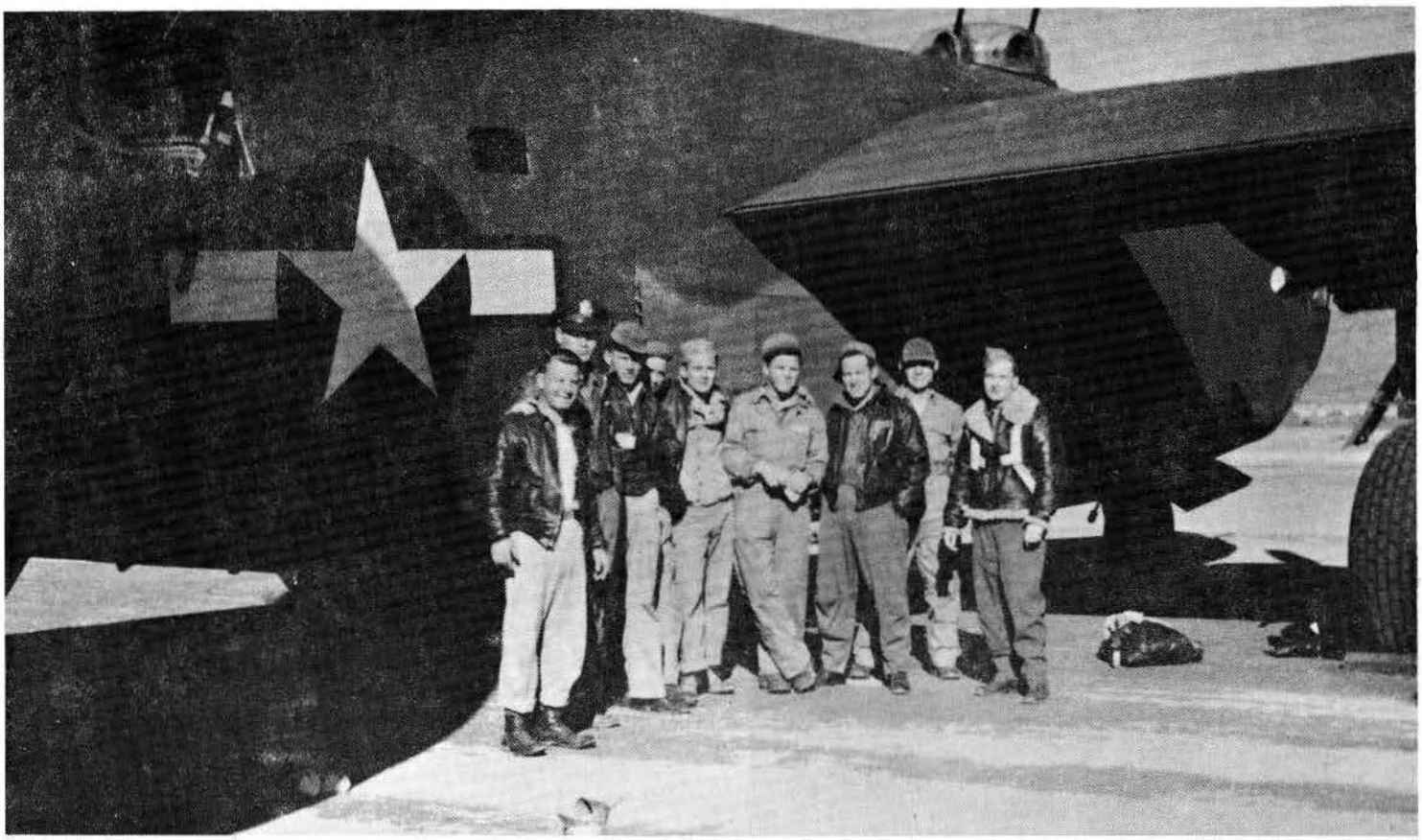
From a Col. Clyde W. Bradley Jr. we have the following:

During WWII I flew B-17's with the 303rd Bomb Group. On my last scheduled mission I was hit by flak - lost two engines - crash landed - captured by Germans. They took my A-2 flight jacket. Six years ago I saw a replica of the A-2 in a local store. The price was exhorbitant!!! Through my son, who is in the textile business, I made arrangements with a leather factory to obtain A-2 jackets at a reasonable price. If you are interested in an A-2 jacket write to me at: Bradley Associates, 3713 Everest Drive, Montgomery, AL. 36106. For each order I will donate $10.00 to your organization.

Continued on page 11



L. to R.: George Johnson, Dan Stringham, William Blackman, unknown, Richard Hayes, John Tolbert, Joseph Hardison, Rabun Price & Charles Metz. Missing is Walter Shore.

NEWS FROM HERE AND THERE

Continued from page 10

From a Mr. Leonard E. Rose we have the following:

I am trying to locate all Ex-prisoners of war, WWII Germany, Stalag Luft IV & VI. Stalag Luft IV was a camp for enlisted air crewmen, at the town of Grosstychow, railroad station of Kiefheide, in the Pomerania sector of Northern Germany, which is now part of Poland. The camp was south of the Baltic Sea where the meridians cross on the globe 54' x 16'. Before the Germans walked us out in Feb., 1945, there were 10,000 plus POW's. Stalag Luft VI was in Hydekrug in East Prussia.

We have a reunion each year and wish to contact all XPOW's from Luft IV & VI. If interested please write to:

Leonard E. Rose, 8103 E. 50th St., Indianapolis, IN. 46226.

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From Wally Brauks we have the following:

Congress has authorized a new medal which will honor Pearl Harbor survivors during 1991 - the 50th anniversary of the attack. Survivors as well as widows or other relatives of the servicemen who served at Pearl Harbor are entitled to the medal. Individuals must apply for the commemorative medal to receive it.

To apply, persons should call, toll-free, 1-800-545-4052 and request DD Form 2567. The form should then be filled out and returned. Current plans are to award the medal in December. (Editor's note: There may be a few of our members who were stationed at Pearl Harbor prior to service with the 34th).

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From a Mr. Virgil Falkner we have the following:

I am a volunteer with the Pima Air Museum in Tucson, AZ. and act as contact man for B-24 matters. I undertook a project to restore a B-24 we have here in Tucson. We've also started a memorial hangar fund to house the aircraft.

I meet many former B-24 people at the airplane and ask each one if they are a member of their group's association. If the answer is in the negative, I give them the name of the contact man for their group.

If your group would like the opportunity to again sit in a B-24 try Tucson for a reunion. Our B-24 is more complete than the "All American." I know that as a fact having had the opportunity to work on that aircraft besides having furnished some of the parts which helped put it back in the air.

****

From a Mr. Keith Miller we have the following:

I am searching for those who may have knowledge of my brother, Lt. Kenneth E. Miller, whose B-24 went down and apparently exploded on impact on July 21, 1944, on a mission to Kempton, Germany.

The plane, apparently, went down as a result of a near mid-air collision with another plane in the formation. The plane crashed near the town of Erlenbach, Germany. The crew consisted of Mathew Barbier, Franklin Zahn, George Kirkland, Morton Prussel, Grosshople, and Earl Keyes. Others I'm not sure of are Arthur McCoy, David Bickerton and William Herchenroder. If anyone has any information please write to: Keith Miller, 4160 Jade St. No. 102, Capitola, CA. 95010.
(Editor's note: Write also to Ray Summa. He's been following this up and would like to hear from you also.)

****

Ray Summa has received a letter from a Mr. Stevin Oudshoorn of the Netherlands regarding a watch issued to American aircrews flying missions over Europe in WWII. It seems an American bomber crashed near the town of Dussen in the Netherlands. A sightseer recalled that the complete crew managed to bail out. The watch was found on the crashed aircraft attached to the radio set. It was taken and hidden from the Germans. Now, years later, the holder of the watch would like to find the crew member who owned it, feeling that the original owner would like to have it back.

Ray has contacted the crew of John P. Terry, who went down that day. Their radio operattor was Louis A. Zakaib who was shot in the head by a German when he landed. One man of that crew has not been found. His name is Kenneth Halgreen, the co-pilot. If someone knows of him, contact Ray Summa. It sure would be interesting if the watch did belong to Zakaib. It could make a wonderful story for a later issue of the MM.

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From Harold Rutka we have the following:

The AIR FORCE GUNNERS ASSN. will have a reunion in Las Vegas at the RIVIERA HOTEL AND CASINO, 30 June to 4 July, 1991. Phone: 1-800-634-6753.

The 8TH AIR FORCE HISTORICAL SOCIETY will have a reunion in New Orleans at the MARRIOTT HOTEL, 18 to 22 Sept., 1991.

There have been several inquiries on 1992 Reunion back to England. The 34th B.G. has not decided on putting one on..Tamarac Travel has one scheduled to include the Memorial Day Services at Madingly Cemetery. Dick D'Amato can be contacted at 1-800-228-9690.

The Rutkas will attend the Gunners and 8th A.F. Reunions so will see any of our members that will attend these reunions and we will be registered at the Convention hotels.

There will be a mailing in the near future requesting funds for the 8TH AIR FORCE HERITAGE CENTER. WATCH YOUR MAIL! Contribute if you want to assist in its construction.

The Preacher came the other day and said I should be thinking about the HEREAFTER. I told him I do, every day. No matter where I go, basement, kitchen, living room, or bedroom, I always ask myself, "What am I here after"?

Sven: "Olson got a bicycle for his wife."
Trygve: "How in the world could he make such a lucky trade?"

During a game of chess:
Wife: "This reminds me of when we were dating."
Husband: "We never played chess."
Wife: "No, but it took you two hours to make a move."

ROSE'S CORNER

Having been accused of having terminal "running off at the mouth", I find it strange that today there's not much I can find to discuss with you. Oh, we could talk about all the movies we saw while in Florida and where all the good restaurants are in Orlando...and I could tell you about what joy there was when McAllister and Baldea bowled a 243 game each.

Yes, I could go on about how people lack pride in their work, like clerks who panic when the computer register goes out and office help who don't follow thru on what is a simple job. Where are the basics of the good ole days? Don't they teach them anymore?

Well, enough of this discussion and on to where I can tell you about a recipe which I found this winter and tried on the family. They all approved and wanted to know what I used, so here it is. I do hope that you'll make a big hit with your family and friends when you bring this to the table.

CASSEROLE TAKEOFF ON STUFFED CABBAGE

1 lb. ground beef
½ lb. bacon
½ cup chopped onion
½ cup raw rice
¼ tsp. pepper
2 cloves garlic-minced
½ tsp. salt (if desired)
¼ tsp. thyme
2 cans tomato soup
1 sm. can V-8 juice (spicy)
1 bag sauerkraut
1 small head of cabbage
chopped dill (if desired)

Brown beef until it loses its color. Drain. Brown to crisp the bacon. Drain and crumble, then add to beef. Mix in the onion, garlic, rice and seasonings. (I don't use the salt because the bacon seems to add enough to taste.)

Rinse the sauerkraut unless you wish the dish to be a little sour. Squeeze it a little dry. Chop the cabbage and spread it on the bottom of a casserole or 9 x 13 baking pan. Layer ½ the meat mixture over the cabbage, then a layer of ½ the sauerkraut. Finish with balance of meat and top with balance of sauerkraut. Sprinkle with a little chopped dill.

Mix tomato soup with water and V-8 juice until smooth. Pour over casserole and add more water to be ¾ of the way to the top. (Sprinkle with cheese, if desired). Cover.

Bake for 1 to 1½ hours in a 350 degree oven. (The larger the amounts of ingredients, the longer to bake.)

This really is low-calorie yet very hearty. I serve this with corn-meal mush made on the thick side spread into a baking pan, sprinkle with cheese, cover, then bake until browned on top. Mashed potatoes can be use as accompaniment. You'll enjoy this dish and it's really simple to make! Bon Appetit!

Louisville reunion plans look like a lot of fun and hoping none of you will miss it. I know that we will miss you if you're not there, so try and be a visible part of our 34th family.

Love - Rose

John Janes at Mendlesham.

A FUNNY THING HAPPENED ON THE WAY TO THE WAR

In Boise City, Oklahoma, the residents want former crew members of a B-17 that bombed their town during World War II to help commermorate the event.

"I guess no one really wants to admit to being on that plane," Boise City attorney Stan Manske said. "They shouldn't worry about it. No one around here is mad... anymore."

On July 5, 1943, an Army Air Corps training unit stationed at Dalhart, Texas, set out for a lighted practice field roughly 20 miles northeast of Dalhart. The unit's navigator made a mistake and took the lights in the Boise City courthouse for the target.

The plane dropped six 100 pound practice bombs, loaded with four pounds of dynamite and 90 pounds of sand, on Boise City. "They did pretty darn good," Manske said. "Although none of the bombs hit the courthouse, all of them were within 93 feet."

The town of about 1,700 is raising money to put a monument to the bombing in the courthouse square. The chamber of commerce is planning a 50th anniversary celebration and is looking for addresses to which it can deliver invitations to the B-17 crew.

"We've done our best to locate these guys," Manske said. "I guess they are a little reluctant." "We'll have quite a shindig out here," he said. "Sure wish those guys would come on out."

NEW LIFE MEMBERS

(Total 198 as of 4-26-91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
BELLEAU	THOMAS R.	391	3770 TERRACE DRIVE	ANCHORAGE,	AK.	99502
HOAG	DAVID C.	HDQ.	N. 6222 LINCOLN	SPOKANE,	WA.	99205
SCHMIDT	FRANCIS C.	7	BOX 421	FORSYTH,	MT.	59327
SMART	MARCUS	7	P. O. BOX 505	STEPHENS,	AR.	71764
WIMER	DANIEL C.	18	3627 WAINFLEET DR.	RICHMOND,	VA.	23235

TAPS

(As of 4-26-91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
ADAMS	BUFORD JR.	7	1017 MADISON AVE.	NEW YORK,	NY .	10017
BALDWIN	JAMES R.	391	1438 9TH STREET NORTH	FARGO,	ND.	58102
BILLMAN	ROBERT E.	7	2010 BRAEWICK DR.	AKRON,	OH.	44313
BOSAK	JOHN	7	UNKNOWN			
HALLGREN	KENNETH R.	18	214 AUGUSTA AVENUE	DEKALB,	IL.	60115
MERWIN	THEODORE D.	4	UNKNOWN			
MORRIS	JAVA			BENTON,	KY.	42025
O'GRADY	HARRY	7	1917 LEISURE WORLD	MESA,	AZ.	85206
RATCLIFF	DAVID W. SR.	18	1117 PROSPECT AVE.	PULASKI,	VA.	24301
STRAIGHT	LAWRENCE	7	R2, BARD RD. EXIT	CASSADAGA,	NY.	14718

NEWLY FOUND

(As of 4-26-91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ARTEEL	LEONARD J.		16664 WATERS EDGE COURT	FORT MYERS,	FL.	33908
BELLEAU	THOMAS R.	391	3770 TERRACE DRIVE	ANCHORAGE,	AK.	99502
CAMDEN	WILLIAM	4	P. O. BOX 203	LOVINGSTON,	VA.	22949
CORRIGAN	PETER H.	18	13422 CLIFTON BLVD.	LAKEWOOD,	OH.	44107
EBERT	EDWARD F.		830 NOTTINGHAM COURT	EVANSVILLE,	IN.	47715
HANKEN	ERWIN W.	7	BOX 803	PARKER,	SD.	57053
HOWARD	PAL G.	HDQ.	P. O. BOX 199	BENTON,	KY.	42025
KUTCHER	PAUL A.		812 ROSE LANE S.W.	NORTH CANTON,	OH.	44720
PENTADOS	ANTHONY W.		P. O. BOX 817	HAZELHURST,	MS.	39083
WEGENER	MARTIN A.	HDQ.	4862 CERISE AVENUE	NEW ORLEANS,	LA.	70127

ADDRESS CHANGES

(As of 4-26-91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
CORBIN	BOBBIE J.	4-391	P. O. BOX 544	GROOM,	TX.	79039
DEAL	MARQUIS	7	15486 MARJORIE DRIVE	BATON ROUGE,	LA.	70819
DIETERLE	MARCUS	7	P. O. BOX 271	FOREST HILL,	MD.	21050
DOUGLASS	HUBERT	A	GENERAL DELIVERY	EVERETT,	WA.	98201
FRIEDLANDER	GILBERT	391	MOVED FROM VAN NUYS, CA.	NEED CURRENT ADDRESS		
GEOHAGEN	ED	7	12760 HWY. 410	NACHES,	WA.	98937
HAM	ROBERT E.	7	P. O. BOX 222	RAMSEUR,	NC.	27316
HENDRIE	HUGH	18	P. O. BOX 926	CANYON,	TX.	79015
HILL	ALLEN P.	4-7	RT.1, BOX 63, HWY. 14E	JANESVILLE,	WI.	53546
JAHNKE	WESLEY	18	3300 NE 164TH ST. N2	RIDGEFIELD,	OR.	98642
LINDIA	JOSEPH F.	7	101 BRITAIN STREET	HERNANDO,	FL.	32642
LIVSEY	RALPH	7	1281 COUNTY ROAD #36	MAPLEVILLE,	AL.	36750
MATHE	CLYDE J.		Zip code should be			31088
McCLOSKY	REID	7	1007 N. ALAMEDA ST.	CARLSBAD,	NM.	88220
NASS	MELVIN H.	18 (LM)	1248 PAULITA DRIVE	MEDFORD,	OR.	97504
NICHOLS	CARL O.	7	5300 NO. COLONIAL AVE.#101	FRESNO,	CA.	93704
QUINN	EDWARD H.	391	32 GROVE LANE	LEVITTOWN,	NY.	11756
RATHBUN	EDGAR H.	7	14 CEMETERY ROAD	EAST WINDSOR,	CT.	06088
REED	JOHN A.	7	Zip code should be			29803
RUZZI	ERMINIO	7	18 HAZELTOP DRIVE	SICKLERVILLE,	NJ.	08081
SMITH	JAMES C.	7 (LM)	17554 CORRALINA DRIVE	CAPE CORAL,	FL.	33991
SMITH	RALPH K.	7	138 E. MAIN STREET	SOMERSET,	PA.	15501
SPENCE	BERNICE	391	6701 DAIRY RD. B-10	ZEPHYRHILLS,	FL.	33540
SPROUL	CRANSFORD	391	413 OAK STREET	SEBASTIAN,	FL.	32958
STRAWDER	EARL	7	2600 GEORGIA AVE. #1507	SANFORD,	FL.	32773
STURROCK	JAMES D. JR.	391	ONE REDBIRD CIRCLE	LAKE TOXAWAY,	NC.	28747
STUTHERS	JIM A.	18	Zip code should be			34293
STUTTS	CHARLES B.	391	615 SUSANNE ST. EXT.	CRYSTAL SPRINGS,	MS.	39059
TROUP	JAMES H.	7	115 SADDLEROCK CIRCLE	SEDONA,	AZ.	86336
WEEKS	WAYNE	18	2692 N. IBIS COURT	SAINT JAMES CITY,	FL.	33956
YOTHMENT	ROBERT	391	P. O. BOX 31554	TUCSON,	AZ.	81554

CORRECTIONS AND CLARIFICATIONS

from Harold Rutka we have the following:

Corection to the minutes of the Board meeting, 13 Sept., 1990.

TRIP TO ENGLAND - Harold Rutka reported the total cost to the 34th B.G. would be $273.60. The trip was open only to Unit Contacts, Ray Summa, representing the 34th B.G. and Harold Rutka, representing the Minnesota Chapter. Neither of us took the trip. The trip was for five days from J.F.K. Airport, NY. and was sponsored by the East Anglia Tourist Bureau and the British Overseas Airlines.

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From Roland Beach we have the following:

On page 27 of the December '90 issue, lower right is a picture of two men at Blythe. The man of the left is Fred Messmer, who had an accordian and gave small informal concerts. The second man is still unknown.

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From Robert Maggiotto we have the following:

In the right hand corner of page 11 in the March issue, the unknown person next to Charbonneau is me. I'm also wondering if anyone knows if James Stewart is still alive.

From Clyde Sudderth we have a clarification of the crew of the "Missbehaven Raven" shown on page 10 in the March issue. This was the crew: Richard Iverson, Walter Schutte, James Meadow, Albert Pruett, M.G. Yates, Robert Millford, John Funk, Dale Finley, J. Hughes. Their locations are not known in the photo. But kneeling in the photo third from right is Clyde Sudderth and second from right is Chester Antkowiak, both ground crewmen. (See below!)

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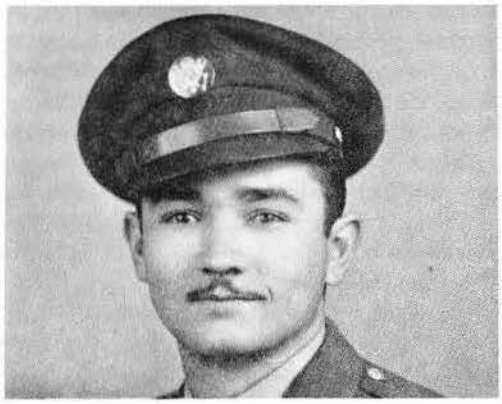
However, from John Polivka we have the information that those in the picture of "Missbehaven Raven" are:

Standing, L. to R.: MacTaggart, Vanderworp, Sandord, Cesare, Barker and Holt. Kneeling L. to R.: Finley, Reed, Gary (unknown), Otis (unknown), and Polivka.

(Editor's note: I think this needs clearing up).

Miguel G. Lopez



1943

1990

Wensey Marsh & Norman Reed

1944

1989

James F. Martin

1944

1986

Memories

THE GREEN CREW
by Carl Stemen

We had finished training at Ardmore Air Base in Ardmore, OK. and were sent to Lincoln, NE. to pick up a new plane to fly to the U.K. We checked out the plane, found the fluxgate compass wasn't working, had it repaired and we were off. Before we'd gone too far we found that it still wasn't working, so we landed at Bangor, ME. where they repaired it again. There they told us not to worry about it for we had other compasses and navigational aids. Next stop was Goose Bay, Labrador. Our first time ever to land on snow..BIG snow banks on both sides of the runway. The green crew was doing just fine. The next morning at briefing we were warned about not trusting our radio compass, for a German sub had been sending signals stronger than ours and leading planes off course. Then they'd stop transmitting and the planes were lost at sea.

When we were lined up for takeoff a plane ahead had frozen brakes. We were told to keep our engines running for the runway would soon be cleared. (We could see our precious fuel going to waste.) At last we were off for our eventful flight to merry old England. We were flying at 12,000 feet on instruments, in an overcast sky. The first fear that we had was when I turned on my radio compass and, instead of pointing straight ahead to England, it pointed about forty-five degrees southeast. I asked the navigator, Lee Tandy, if he was sure we were on the right course. He checked and rechecked and said he was right and it must be the German sub transmitting.

The next minor incident happened after we had reached the point of no return. Our numbers 2 and 3 engines started to act up. My aerial engineer (best in the ETO, I thought), Stephen Kopacz, kept checking on them and told me to keep them running, but to ease back a little. When we finally saw the coast of England Lee said, "The plane is all yours. I'm going to finally get a bite to eat." Surprise!! Would you believe that England was a solid overcast? I was ready to call in my position and get instructions when all the radios on the plane went dead. Our radio operator, Cliff Greiman, said his were also dead. I even punched IFF to no avail. We knew we were over England so I thought I would try to let down below the clouds to see where we were. (Bad decision) As I started down through the soup a plane flew directly below us, so back up to 12,000 feet. The fuel was getting lower and lower. We tried to fly in a circle, to figure out what to do next. Two fighters came up and I said, "Good, they'll guide us down." WRONG! They only tipped their wings and were off before we could shoot a flare at them.

At this point the fuel was getting very low, so I rang the alarm bell 3 short blasts to tell the boys to get on their chutes, in case we had to leave the plane. Several minutes later Cliff called on the intercom and asked, "Do you want me to bail out?" I said, "No, we won't leave until we are out of fuel." He said, "The alarm bell is ringing and three men in the back have already left the plane." The alarm bell had stuck in the ON position.

The Good Lord was watching over us, as a ball of lightning struck the plane and all of the radios came on at once. The ground control gave me a heading to fly and cleared a path for me to descend. I told them that I had three men out in the general vicinity. As I came down through the clouds I saw a field straight ahead. I informed them that I was going to land because I was afraid I didn't have enought fuel to go any further. I shot another flare and proceeded to land. We found that it was an English glider base and they cleared the field for us.

After we landed the base Commander came to us and told us that they had already located two of the boys, Don Burbridge, tail gunner, had a broken leg, and Don Kruger had a sprained ankle. They took us to the Mess Hall to get us something to eat (first in 24 hours). I'll never forget what it was...a piece of toast on which was a fried egg, ham, and then, baked beans. Very good for hungry men. They apologized for it not being mess time. The C.O. came in and informed us that they had found the other man, Rex Carothers, our ball turret gunner in Wales.

Our co-pilot, Chuck Davis and I went to see Don and Don in the hospital. They were both hit pretty hard by hail as they made their parachute descent. The wind jerked their chutes around. Burbridge was sent back to the states and Kruger rejoined the crew.

Rex Carothers' story was different, as he was our crew character. When he rejoined us at the base he told us that he pulled a delayed jump because he wanted to see where he was going to land. He said that he popped his chute after he came out of the clouds, then was on the ground in a second. All he got was a scratch on his chin where the chute caught him as it opened. He said that farmers came to get him. Since no one spoke English some of them went to town to find someone who could. They took him to the farm house where he was left in a room with a good-looking young girl. He said he looked at her and commented on how nice she looked. She smiled and said, "I do understand English." When the farmers came back she said something to them in Welsh and they all looked at him and laughed. He never did find out what they said.

As for the airplane, I still owe approximately $300,000.00 plus interest on it. They were to send me a receipt for the plane when it was returned to the pool, but I never got the receipt.

Maybe the Lord felt that I had had enough bad luck, for I flew all of my combat missions with no bad luck. I only had to abort one mission, Bremen, which is the city after which my hometown is named.

This is my story, as best as I can recall it. If any of the crew has a different version, they can correct me.

Continued on page 17

Dr. Ben deLuinen, of the University of California at Berkely, has spent the last two years on a project that could make people feel more comfortable about eating good-for-you beans. He's trying to make them gasless, or, as he says, "cancel out the flatulence factor."

His line of work is not without its hazards. "Here I am, struggling to make it so that people will eat more of this healthy food, and what do my children's friends call me? A f____ doctor."

Memories

Continued from page 16

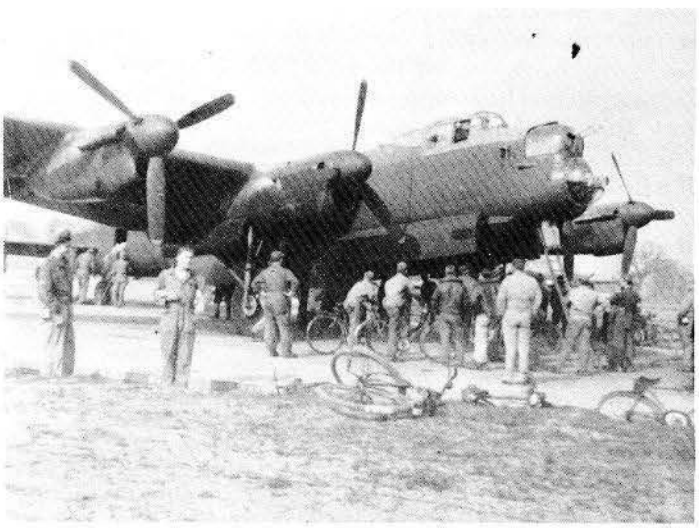
THE SWEET LIFE
by Leonard J. Reiss

When Delmar Dunham, our pilot moved out of the 391st and became a lead pilot, I stayed behind and served with two or three crews who were short a navigator. In the course of that service I not only managed to finish my 35 missions but, on two occasions, when the lead plane had to turn back or was shot down, I was in the plane that took over the lead. The first instance was over Merseberg. The second time was in a maximum effort to Berlin, when the lead plane of 500 B-17's was forced to turn back over the Channel. I effectively became the lead navigator for the chaff section of the second group of 500 planes (out of a total of 1500) that bombed the center of Berlin that day.

I finished my missions early in March, 1945, and soon thereafter, while on a short trip to London, I called the Air Transport Command and inquired as to whether there was in their European stations a need for a navigator. I told them I wanted to see Europe before going home. They said that they would like to have me so that they could rotate home some of their navigation and briefing officers, but that the paper work could take a few weeks. They advised me to return to Mendlesham and await new orders from them. I already had orders to proceed without delay to Stoke on Trent for transportation back to the States. But the ATC said they would try to get my new orders through as soon as possible.

I went back to the base and, without telling anyone what I was really up to, which was delaying my response to the orders to go home, I volunteered for work at group headquarters. On one occasion this involved getting data from wing headquarters in the middle of the night about the upcoming mission that day and translating the navigation data into what would be given the navigators for that mission. It was high pressure duty that night because I was alone and the mission would be influenced by my data (about which I wasn't always so sure and I had nobody close at hand to check my work). Anyway, it turned out all right but I wasn't anxious to do that often because, while safer than flying missions, for me it was nerve-wracking.

After almost four weeks of ignoring orders to go



RAF Lancaster at Mendlesham Airdrome.

Front L. to R.: Fred Schoch, Gene James, Tom Wright, & Bill Burnell. Rear L. to R.: Bill Crook, Jack Ashburn, Gordon Spilker, Arnold Prillaman & Henry Cross.

home, I received new orders from the ATC to go to Wales for training in my new work. I reported to Col. Creer's adjutant, Bob Gay. I told him about my new orders and asked him to cancel my old ones. Looking at the date of my month-old orders, which read proceed without delay, he scratched his head and said, "I guess I'll have to cancel the old orders or court-martial you for your delay." He cancelled my old orders.

This time I did proceed without delay to Wales for six weeks of training, which ended on VE Day. Then I was transferred to Rome where I once again saw the fine style in which ATC personnel lived. I was put up in a deluxe room at Rome's most elegant hotel, The Hotel Hassler. Doris Duke, then a Hearst correspondent, had the room under mine and heads of state flowed in and out of the ATC run hotel. Breakfast on the Hassler roof could include eggs under glass and lunch and dinner was regularly accompanied by a small string orchestra. Combat duty was nothing like that! My duties (I soon became head of the briefing section at the Rome airport) included briefing pilots on how to get to newly opened airports all over Europe and how to avoid local hazards including anti-aircraft guns that were officially silenced but still in place.

Since those duties were not very pressing, except that they did start at daybreak (several of us rotated on this early shift), I was able to respond very happily to my official job description ("you shall regularly familiarize yourself with the airfields to which you clear aircraft"). In so doing I was able to travel as far north as Copenhagen and as far southeast as Athens and Cairo and include such other cities as Milan, Florence, Marseilles, Paris, Belgrade and Vienna.

While in Rome a Distinguished Flying Cross for the two assumptions of lead finally caught up with me. It was presented by the American Ambassador to Italy, Alexander Kirk, in his palatial 17th century residence and was covered on the front page of the local Stars and Stripes. What had been a routine matter in our combat outfit was big stuff in non-combat Rome.

As you might guess, with duty as sweet at this, I viewed the surrender of Japan with mixed feelings. But I did, in October of 1945, go home to resume my civilian life.

Continued on page 18

Memories

Continued from page 17

NO MILK RUN!!

by Charles F. Metz

In a recent copy of "Memories" I was enjoying Roy Tavasti's account of "The Milk Run" when I suddenly sat bolt upright and felt a rush of goose bumps. For there, near the end of the story, I read, "Joe Hardison and his top turret gunner 'bought the farm' and his flight engineer, George Johnson, was instrumental in bringing back their crippled B-24 for an emergence landing on a temporary landing strip" THAT WAS MY CREW!

Unmentioned in Roy's article, probably because he was unaware of it, was the tense drama that took place in our airplane just after we dropped our bombs. Lt. Hardison and Sgt. Blackman were both hit by AA fire. I knew about Blackman because, from my position as navigator, I looked up to see blood spattered on the inside of the plexiglas turret. As I got up to see if there was something I could do for Blackman, Danny Stringham, our co-pilot, called me on the intercom to ask me to come up to the flight deck to help Hardison whose head was slumped over his chest. Everything I had been taught about first aid drained out of my head. I couldn't see any blood and all I could think of to do was to take the kink out of Joe's oxygen line to make sure he was getting air. That's when Danny, who was driving the plane in a general direction toward England, said to me, "Charlie, see if you can tell where I was hit. I can't see right. Everything is fluttering up and down."

I checked him out and couldn't find anything, so I clapped him on the shoulder and said, "You look OK to me, Danny. Let's go home." As it turned out, a piece of shrapnel had creased Danny's temple right through his flying helmet, but it made such a fine cut in the helmet that it wasn't readily visible.

By this time I had been away from my instruments so long that I could not accurately pinpoint the area of England that we were approaching. I remember looking out the window for the emergency landing field said to be somewhere in southern England, when Danny spotted a fighter taking off from a small air base with a metal landing strip. He lined up with the runway as the crew fired red flares indicating that we had wounded aboard and landed the airplane like he was carrying a load of eggs. Unknown to us, however, was the fact that the nose strut had been hit and, as the weight of the plane went down on the nose wheel strut when the brakes were applied, the strut gave way and we skidded along that metal runway on the nose and the main gear, tail high.

Be it remembered that our co-pilot, Lt. Danny Stringham, wounded as he was in the head, brought his airplane and his crew safely back to England that day. In due time Dan was awarded the Purple Star and assigned to another crew, as were the rest of us. Sadly, Dan was killed in a mid-air collision over Kassel some months later. His rent flying helmet still hangs in my garage/workshop along with other treasured WWII memorabilia.

Continued on page 19

Ground personnel in England. Standing L. to R.: Eli Schlesinger, unknown, & Clairborne Clark. Kneeling L. to R.: Odel Pegram & Francis Schmidt.

★★★★★★★★★★★★★★★★★

FREEDOM IS NOT FREE

Submitted by Rosemary Fryer from the El Paso Times

I watched the flag pass by one day,
It fluttered in the breeze.
A young marine saluted it,
And then he stood at ease.

I looked at him in uniform,
So young, so tall, so proud
With hair cut square and eyes alert,
He'd stand out in a crowd.

I thought how many men like him
Had fallen through the years?
How many had died on foreign soil?
How many mother's tears?

NO, FREEDOM IS NOT FREE!

I heard the sound of "Taps" one night,
When everything was still.
I listened to the bugler play
And felt a sudden chill.

I wondered just how many times
That "Taps" had meant "Amen".
When a flag had covered a coffin
Of a brother or a friend.

I thought of all the children,
The mothers and the wives.
Of fathers, sons and husbands
With interrupted lives.

I thought about a graveyard
At the bottom of the sea.
Of unmarked graves in Arlington
NO, FREEDOM IS NOT FREE!

★★★★★★★★★★★★★★★★★

Memories

Continued from page 18

RECOLLECTIONS
by Fred Berglund

When, in the March issue, I saw the picture of the famous 7th Sqdn. ship dubbed the "Missbehavin Raven," it all came back. I wonder if one of the men pictured was the bombadier who tried to bail out and died in the front lower hatch? I always went down to the runway to watch the returning ships come back from missions. We were a new replacement crew and the old vets would encourage us by saying, "The Jerries are going to get you!" and other like macho remarks. No wonder one of our replacement crew buddies went into a spin on their first two missions (right over our base). Most of the guys bailed out both times and the chute riggers were kept very busy. After the second spin they landed the ship down wind and ran off the runway into the mud and we heard that the wing was bent. Does anybody remember what ship that was?

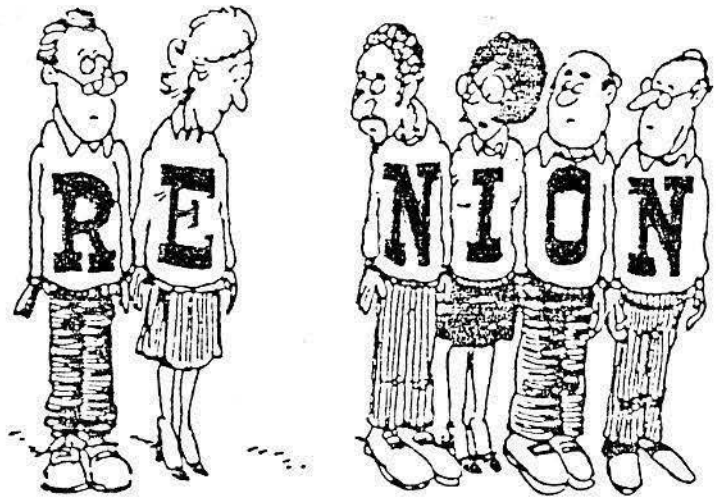
We saw "Missbehavin Raven" land with a chute open under the belly in the spring of 1945. I guess the 7th Sqdn. crew patched the torn hatch opening and Bob Schwartz's crew (ours) were assigned to her. We flew this ship on several missions until it was shot up pretty bad on either the Gustrow or Stendahl missions.

On the April 7th Gustrow mission, we saw the German Air Force suicide kamikaze attack on the yellow-tailed B-17 group immediately in front of us. I saw two 109's dive and collide with two B-17's within one minute of each other. All that was left of four planes was two big black puffs of smoke (which we flew through). When I reported this suicide to our intelligence de-briefing officer he didn't believe me. I knew it was deliberate because one fly-thru collision was possible but not two within one minute.

When I think of it, I believe "Missbehavin Raven" got shot up the most on April 10th at Stendahl. The flak was real heavy and I believe it was "Gotta Haver" which almost fell on us as it was going down that day. The flak, as it hit our wings and belly, sounded like a speedboat hitting sharp waves. The co-pilot of "Gotta Haver" came back to Mendlesham with his face all beaten to a pulp by the German civilians. Patton's 3rd Army rescued some of the crew. I met the pilot of "Gotta Haver" at a reunion and he had been badly injured and stayed at a hospital in Gemany. He hadn't been able to contact any of his crew. Has anybody ever heard from the co-pilot?

Dold Erickson, pilot of "Flying Fish", and I used to meet in the Officers Club after missions and talked about many things (like seeing Big Ben in London, who had the longest short snorter and other mundane things). We listened to the Jewish Chaplain for the rest. Sure would like to hear from Dold and the story of the ditching of his crew. I wonder if he was ever contacted?

Continued on page 20



IT WON'T BE THE SAME WITHOUT U!

YOU KNOW YOU'RE GETTING OLD WHEN...
Borrowed from the AERO MED EVAC ASSOC. newsletter

Everything hurts and what doesn't hurt doesn't work.
The gleam in your eyes is from the sun hitting your bifocals.
You feel like the night before, but you haven't been anywhere.
Your little black book contains only the names ending in M.D.
You get winded playing chess.
Your children begin to look middle-aged.
You finally reach the top of the ladder and find it leaning against the wrong wall.
You join a health club and don't go.
You begin to outlive enthusiasm.
You decide to procrastinate but then never get around to it.
Your mind makes contracts your body can't meet.
A dripping faucet becomes an uncontrollable bladder urge.
You know all the answers but nobody asks you questions
You look forward to a dull evening.
You walk with your head held high trying to get used to your bifocals.
You turn out the lights for economic rather than romantic reasons.
You sit in a rocking chair and can't get it going.
Your knees buckle and your belt won't.
You regret all those mistakes resisting temptation.
You're 17 around the neck, 42 around the waist, and 96 around the golf course.
You stop looking forward to your next birthday.
After painting the town red you have to take a long rest before applying a second coat.
Dialing long distance wears you out.
You just can't stand people being intolerant.
The best part of your day is over when your alarm clock goes off.
You burn the midnight oil after 9:00 p.m.
A fortune teller offers to read your face.
Your pace maker makes the garage door open up when you watch a pretty girl go by.
The little gray-haired old lady you help across the street is your wife.
You sink your teeth into a steak and they stay there.

Address Correction Requested

HDQ.

18 391
4 7

C/O Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

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Permit No. 417

Memories

Continued from page 19

THE WAY IT WAS
by Herbert Mermelstein

In the 391st we had a very close knit squadron and I would like to contribute some memories, especially those with the Communication section.

Not too many of the various ground crews remember that, after V.E. Day, the squadrons were putting the various personnel packets together, because we were shipping home to begin training for B-29's. Names with needed MOS for Army of Occupation were taken out and shipped out first. No volunteers, just you and you and you. I was one of those guys. That is why my name doesn't appear on the list of personnel returning to the states. I finally returned in November and got discharged in December, 1945.

However, back to the Communication Section of the 391st. I noticed that our sergeant, Clarence Heasty, is on our list and, of course, the second-in-command, Hugh Kester, who you traced down, has passed on. I noticed on our list some fellow teletype operators, A.M. Johnson, who was also called "Buddy", Wilfred Oldenburg, and Moon Mullins as well as James Metzler, Bev. Johnson, Paul Jennings and Don Johnson. Missing is Thomas M. Kelly from PA., V.V. Briggs, William Olson from Chicago and Bob Montana (He used to cut our hair.)

The eventful night that the JU-88 followed our group back I pulled night shift with Heasty at the radio shack located on the apron of the field and we were buzzed by the JU-88. We hid in some wooden crates, but he passed over us and then pulled up.

What squadron had a Day Room that served beer in the evening? Why, the 391st, of course. Who managed it in the evening on their off duty? A guy by the nickname "Mert" (that is me) and "TINY" (from the Medical Section) Tiny weighed about 300 lbs. plus and had no trouble lifting the barrels onto the bomb cradle that was used so that the hops would settle. On pay-day a fellow ran the crap table and set up a barrel of beer. I can't recall the fellow's name. Once a month, from the proceeds of the bar, we had a squadron dance at the base rec. hall near the base mess hall. We served free beer and the Red Cross got girls from Ipswich and, of course, our local village girls.

Do you recall the once-a-week village dances? They were held in the village hall, across the way from the church. They served tea, lemonade and pastries. I recall, it was either the butcher's daughter or the baker's daughter (her name was Pam) who made sure that there were lemon tarts for me. Does anybody recall Hill Farm? This farm was run by Mr. Crysell. In fact, his daughter did our wash. If Don Johnson remembers, he and I bought a bike from Mr. Crysell for twelve pounds on June 6, 1944. I still have the receipt! We had the bike until Don wrecked it coming home one night.

Get-together at Richmond, IN. L. to R.: Carl & Imogene Freysinger, Carl & Peg Stemen, & Ray & Hannah Summa.

VOLUME XV NUMBER 3 SEPT. 1991

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

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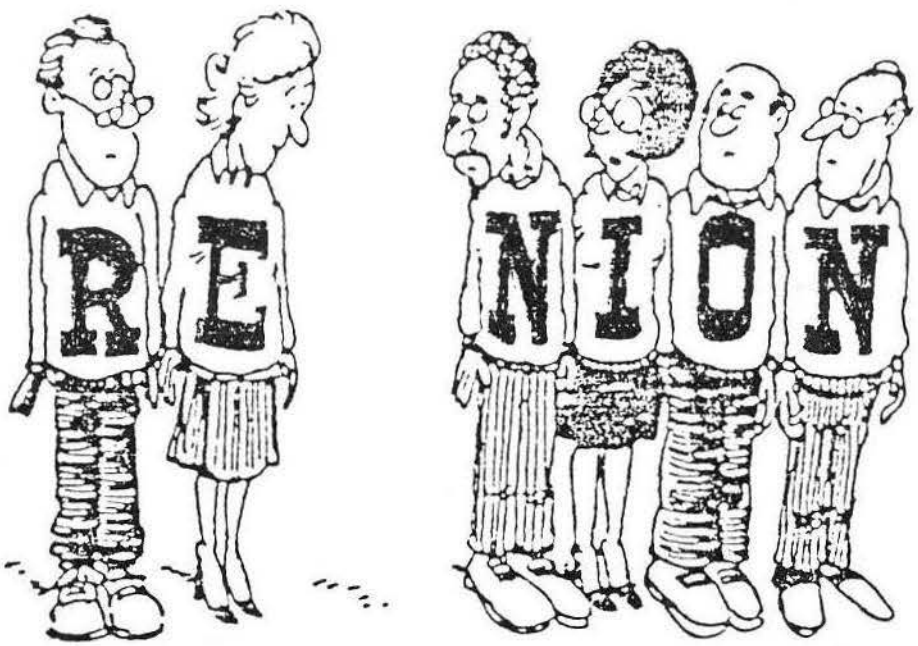
REUNION '91

Louisville, Kentucky



IT WON'T BE THE SAME WITHOUT U!

SEPTEMBER 26 - 29, 1991

OBSERVATIONS

Hey!! It's that time of year again. Reunion time is upon us. We're looking forward to it with great anticipation. If you haven't already sent in your reservation forms get crackin'! At this late date it might take a phone call to get involved, but I'm sure it can still be handled. Phone the hotel at (502) 589-5200 for room reservations and Bob Wright at (219) 232-4287 for reunion registration. We'll be happy to see you all there.

We've had a very unusual spring and early summer. I should say we really missed a traditional spring and went from a late winter with loads of rainy weather into a hot, dry early summer. I believe we've had more 90 degree days by the end of June than we normally have for a full year, and we still had July and August to look forward to.

This issue, as is our practice, contains the roster of all 34th personnel we've managed to find to date with their last known addresses. Please look over the listings and, if you find a discrepancy, let us have the corrected info. We try to stay current but without your help we can't keep up with it. If you are changing addresses notify us as soon as possible. Too often the only way we know of an address change is the undelivered newsletter and a correction furnished by the postal service. This is costly because along with the original mailing cost (with an undelivered newsletter) the postal service charges us 35 cents for the address correction and any replacement issue must be sent with higher rate postage. Considering that it costs more than $1.00 per copy of printing four times a year, plus the original bulk mailing cost, it's fairly obvious that our $7.50 annual dues don't go a long way in covering these additional costs. PLEASE!, NOTIFY US OF YOUR ADDRESS CHANGES AS SOON AS YOU CAN!

Our December issue, which will include all the stories and photos of the Louisville reunion, will go to press in late October. All material for that issue is to be in my hands October 25th in order to be included. As I've explained before, this is necessary in order that most of our readers get their issue in December. Please try to comply.

That's all I have for now. See you in Louisville!

Eli Baldea
Editor

PRESIDENT'S MESSAGE

Reunion time is almost here again! (Time passes so fast). Last week Doris and I drove to Louisville to look the town over. We were pleased with what we saw. You may call toll free to 1-800-225-TRIP for information and a map of Kentucky. This will make your trip more pleasant.

Fort Knox is about one hour's drive from Louisville. The George Patton Museum is very interesting along with the large display of tanks.

I have been trying to find former members of the 34th B.G. in my area. I have written, driven and tried to track down all old addresses. This is very difficult. A lot of changes take place in 46 years. Because it is so hard to find new members, we must give ourselves the best preventive care that we can. See your doctors, test exams, diet, etc.

I have seen many veteran group's newsletters and MENDLESHAM MEMORIES ranks at the top. Our editor, Eli Baldea, puts out a fine publication. My heartfelt thanks, Eli. I believe this is one of the most demanding and time consuming jobs of our group.

We're looking forward to seeing you all in Louisville.

Wally Brauks

Church at Mendlesham.

We are getting closer

ARE YOU ON THIS BUS?

Fellow members of the 34th Bomb Group:

Where, oh where, has the time flown? It seemed as if it was only yesterday I was writing the column for the June newsletter and now it is time to write the September one.

May was a very eventful month for Hannah and me for we took a two week trip thru No. and So. Carolina and Virginia. Dex and Beulah had set up a mini-reunion at Charlotte and had invited anyone from those states to come. We met at the Hampton Inn where we had reservations. Dex had set up a hospitality room with drinks and snacks. After dinner at a well known restaurant we returned to the hospitality room at the Inn where we spent several hours talking about the times we spent with the 34th at Blythe and in England. It was late when we all said goodnight and returned to our rooms. Out of towners returned to their homes. Thank you to those who attended; Kenneth and Eileen Anderson, Wm. "Pete" Gray, Alexander and Virginia Kovack, Clyde and Mary Sudderth, Alfred Giardini, Dex and Beulah Jordan, and, of course, Hannah and myself. Those of you who missed this mini-reunion sure missed a good time. Perhaps you will join us next year. Thanks to you, Dex and Beulah, for the good time.

From Charlotte we went on to Atlantic Beach, NC. where we had reservations. We stayed there for 8 days. Weather was wonderful until the last two days when it turned rainy and cold. We had a great time fishing and walking the beaches. Fishing was very good, but not for me. They didn't seem to like the bait I was using.

We spent one day with George and June Ritchie at their home near Swansboro. Both are well and playing golf quite often. They told us about their trip to Yugoslavia and what they did. It was very interesting. Sometime ask them to tell you about the trip. You'll find it as interesting as we did.

Can you imagine 35,000 to 50,000 people being on an island about 1/2 mile wide and 35 miles long? While we were there the "ALNON" held a convention on one end of the island and the Annual Musical Festival was held on the other end. Traffic at times was terrific.

From Atlantic Beach we drove to Williamsburg, VA. One should take the time when driving thru the eastern section of VA. to stop and see the restored city of Colonial Williamsburg. It is very interesting and educational.

From there we drove on to Richmond, VA. where Junius and Genny Cobb had set up another small reunion of members of the 34th at their son's Meadowbrook Restaurant. Attendees were "Pete" Gray, Miles Hardy, Dan and Frances Wimer, Tom and Virginia Snelling, Junius and Genny Cobb and Hannah and myself. Thank you, Greg Cobb, for letting us meet at your restaurant. Sometime, when you are going thru Richmond, stop off at the Meadowbrook Restaurant and say hello to Junius and Genny and their son, Greg, and sit down to a good home-cooked meal.

I have been receiving several letters from friends in England wondering if the 34th will be coming back to help celebrate the 50th Anniversary of the 8th AF. Are we?? If we are we had better be making up our minds soon before everything is filled up and the 34th is left out. Many of the other groups of the 8th AF have already made their plans to return.

If you take the National Geographic Magazine you will see that our friends from the EWAC Group have been written up. The EWAC were the ones who saved and restored not only our wall painting but many others from the 8th and 9th Air Forces.

We should remember some of our friends who have been under the weather. Dana Schrupp is recovering from a serious operation; Carl Stemen is recovering from a heart attack; and Ken Lockwood is feeling better now after having been ill for sometime. There are probably many others who have been ill but unknown to us. I have also been receiving many letters from wives of the men who have passed on. It is very disheartening to know that we found some of them too late.

Reunion time is approaching and I hope everyone is making plans to attend. Make up your mind to come to Louisville and meet your old friends and companions and have a good time before it is too late.

REMEMBER! - Life is too short to eat Brown Bananas!

Ray Summa

****

Herb Mermelstein & ??????

TREASURER'S REPORT AS OF 7-8-91

CASH IN BANK ACCOUNTS:		
MONEY MKT. ACCT. - HANCOCK BANK		$3,095.01
CHECKING ACCT.		$65.77
L.M. SAVINGS ACCT.		$147.66
		$3,308.44
CD'S FROM HANCOCK BANK:		
LIFE MEMBERSHIPS - CD 77077	$17,761.25	
CD 77213	$1,500.00	
	$19,261.25	
GENERAL FUND - - CD 77078*		$10,000.00
CD 77131		$3,000.00
CD 77214		$3,000.00
		$16,000.00
GRAND TOTAL		$38,569.69

The interest received on all CD's, the LM savings acct., and the Money Mkt. acct. are deposited in the general fund.

*Memorial fund $2,916.91, scholarship fund $2,926.91 and general fund $4,155.18; interest to general fund.

PX and Reunion funds are not included in this total.

On July 7, 1991 we had 611 members and 201 Life Members who have paid up to date and will be receiving this issue of Mendlesham Memories. The response has been very good to the inclusion of paid-up year date on the mailing label and I am certain the Association is appreciative of those who have brought their dues up to date and, also, those who paid beyond the current year (we have 123 who are paid up past 1991). If you have paid past 1991 and would like to convert to a LIFE Membership, we will gladly give you credit for what you have already paid. And, with a LIFE MEMBERSHIP, you don't have to remember that dues are due each Dec. 1st of each year!

Hal Province, Treasurer

****

We have lost touch with several of our members. These fellows were on our list but, at sometime or other, they've moved without sending us their new addresses. Their mail is sent back when sent to the last known addresses. If any of you know their present location please contact Hal Province at 111 Province Lane, Carriere, MS. 39426.

The following is a reprint of items appearing in the MM and is included for those who have missed it.

GOOD NEWS ON SEASONAL MAILING ADDRESSES: For those who go South in the Winter or North in the summer, we've altered our data set to use seasonal addresses. Let Hal Province know WHERE and WHEN your copy is to be sent if you have dual addresses. And we'd like for you to include your telephone number at each address and indicate which address should be included in the ANNUAL ROSTER.

STRANGE NUMBERS ON THE MAILING LABELS! For those of you who notice such things. Starting with the March issue we've added a number to the mailing label (or, in some cases, letters). Following your name you should find your organization (4, 7, etc.) if you've given it to us. Following that there should be a two digit number which is the YEAR of which you are CURRENT in your dues. In the past Ray would add this in by hand but now it's added as the mailing labels are printed and it will tell you how you stand on DUES. If you see a number less than 91--YOU are in ARREARS and owe for your 91 dues! Life members are indicated by LM and a few may find MM listed on their labels. If you have less than 91 on your mailing label, why not drop your check for $7.50 in the mail and become an ACTIVE MEMBER of the 34th BG Assn? Be assured of getting future issues of MM.

CHANGE OF ADDRESS: From now on, please send any change in your personal data (address, spouse, phone number, marital status, etc.) to Hal Province, 111 Province Lane, Carriere, MS. 39426. Labels are printed a month prior to the month of issue. (Labels were printed the first of August in order to send out this issue of MM). If your change is submitted at least a month before the next issue we can almost (repeat-ALMOST) guarantee your copy of MM will be delivered to the correct address! Deadlines are the first of February, May, August and November.

HAROLD PROVINCE
Treasurer

LOST SOULS
(Moved, Strayed, or ??)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
BURKE	GERALD		508 SNEAD ROAD	FAIRFIELD GLADE,	TN.	38555
DAYE	PHILIP J.	7	60 E. 52ND PLACE	HIALEAH,	FL.	33013
FLORIE	DAVID	4	4331 CANTERBURY DRIVE	LA MESA,	CA.	92041
FRIEDLANDER	GILBERT	391	5719 SUNNYSLOPE AVE.	VAN NUYS,	CA.	91401
GOLDBERG	SID		BEACH DRIVE	MIAMI,	FL.	33141
GREEN	GERALD		1505 POWERS ST.	LEWISTON,	ID.	83501
HENSON	HAROLD	18	5614 SANTA MONICA DR.	TAMPA,	FL.	33615
LAURIE	CYRIL		3029 WHEATON WAY	BREMERTON,	WA.	98310
MILLER	CORDELL		P. O. BOX 606	ELECTRIC CITY,	WA.	99123
ORTON	WILLIAM J.	1446 ORD.	P. O. BOX 611	CASCADE,	ID.	83611
PRITZ	JOHN	18	3801 GALBRAITH RD. #314	CINCINNATI,	OH.	45236
SCHAFANTI	DANTE		9810 ZELZAH #121	NORTHRIDGE,	CA.	91325
SPROUL	CRANSFORD	391	413 OAK STREET	SEBASTIAN.,	FL.	32958
SWARTHOUT	ROBERT K.		1313 NICOLET PLACE	DETROIT,	MI.	48207

Notes From Our Friends

Does anybody know these guys?

JOHN BOYSUN - Great Falls, MT.

Recently the B-24, "All American" visited our airport in Great Falls. It was exciting for me because I got to see it come in and, later, to go through it and look it over. It sure brought back a lot of memories. They did a super job of restoring it. I'd have to say it's combat ready. One may never get to see a plane like this again.

I probably won't get to make this year's reunion but do plan to make the one in Las Vegas next year.

****

LUCILLE (ALBERT) SNYDER - Pittsburgh, PA.

Regretfully, Al passed away on Oct. 3, 1990, following quadruple by-pass heart surgery. How thrilled he would have been to have finally "found" someone from his bomb group. He was "Air Force" all his life, attending air shows, corresponding with people he met, collecting every Air Force book he could find, reading and rereading them, cherishing his memorabilia and regaling his family and friends with his many "war stories". He told stories of his pilot, Capt. Sam Laskin, and two close buddies, Bill Woods and Johnny Wolff. We talked many times of a trip back to Ipswich, England, but his health declined and we never got there.

I am enclosing a check for a years' dues in your association - he would have wanted that. I only regret that we learned of your group too late. I do believe, though, that he now knows about it and is so proud.

****

ROBERT WRIGHT - South Bend, IN.

I had major surgery for acute bowel obstruction and acute appendicitis on May 4th, 1991. Lost 26 lbs. but have put 7 lbs. back on. Feel great now and doing everything.

Bob Cole's wife, Virginia, just had a new hip replacement and will be ready for the Louisville reunion.

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

OLIVER BOLDUC - Chaplin, CT.

I always enjoy the newsletter and regret the fact that the ground crews, myself included, have done very little to send in articles and pictures or to even attend the reunions. We are all getting older and having physical problems more and more and I know someday we'll regret the fact that we did not do more to help such a meaningful group.

A pilot, Robert Blum from Pennsylvania, called me a few months ago. It was quite a surprise. He and his crew flew in one of my planes many times and was always so appreciative for the good maintenance we, as a ground crew, gave the plane. I'll have to admit I had two fine crew men to assist me. They worked many long, hard hours, never complaining, giving their best. Our record shows 91 flights over enemy territory without abortions. Thus I have a bronze star awarded for it.

Keep up the good work. Sorry to hear that Ray Summa has had such setbacks.

****

YVON CHARBONNEAU - Seaford, NY.

I have been a long-time member of the association but not an active one. Before I go further I must compliment you on the incredible job you have done over the years. You have kept a very important part of our lives live on when it could easily have been forgotton. (This compliment to Ray Summa.)

I flew tail gun with Lt. James Stewart, starting back in Blythe, CA. on B-24's. Unfortunately, I only see Bob Korf's name appear from time to time. The rest of the crew must have disappeared. I'm writing because in the last issue of M.M. a picture of my crew appeared on page 11. I would dearly like to get a copy as I have no pictures at all of my crew. One of these days I'll make a reunion, before we all are gone.

****

HENRY J. MACIASZEK - Federal Way, WA.

Finally, after all these years, I am attempting to make contact with people of my old group, the 34th. I was one of the station radio operators in England. Capt. Ingram was my boss. I joined the group at Otis Field and stayed with it until the war's end in England.

Is it possible to get the address of an old buddy? The person I was closest to was Bill Glynn and I lost track of him right after discharge in 1945.

Continued on page 6

Notes From Our Friends

Continued from page 5

LEO GRELEWICZ - Buffalo, NY.

The postmaster in Buffalo forwarded your letter asking for information regarding the address of Delphian D. Grelewicz.

He was my cousin. I'm sorry to say that he passed away on Dec. 23, 1988. He had changed his name to Daniel (Del) Grel and was living in Ft. Lauderdale, FL. I believe his wife and children are still there.

****

JOHN M. GREEN - Lake Charles, LA.

I noted your announcement of the 34th Bomb Group's upcoming reunion. I joined the 34th at Blythe, CA. and was discharged from the 7th Sqdn. in 1945. I'd appreciate information on the Louisville reunion. (Editor's note: Ray has written him)

****

DONNA J. SEVILLA - Torrance, CA.

I'm the daughter of Anthony Trutanich. I'd like to have more information of the 1992 reunion in Las Vegas. I think I've convinced my dad to go (with all of us). Thanks in advance. (Editor's note: We'll be sure they get the information.)

****

RANDY BAILEY - Rochester, NY.

I spoke to Ross Minge about that tragic event of June 7, 1944, in which my uncle (TSgt. Robert F. Kruse) was killed after being shot down and crashing into the equipment store. Ross said he was an eye witness, being he didn't fly that day.

One thing I'd like cleared up is the time of the attack by intruders. In "The Mighty Eighth" by Roger Freeman, and Ross's comments, the attack was at dusk over Mendlesham. However, all reports given say 2335-2347 hours, which is about 4 hours after dusk, close to midnight. Ross also said that the fighters had the B-24's between them and the setting sun, making them easier targets, also setting dusk as the time of the attack.

Ross said IFF codes were not in effect that day making it easier for the intruders to get in. Also, from that day on the gunners didn't take their guns out before landing.

Ross also said no one survived which contradicts the history that says the top turret gunner survived. I found a letter at my mother's dated July 9, 1944, saying that Lt. Elmer Wilson was grounded that day and didn't fly with the crew. Also that the surviving gunner was Edwin J. Irwin, who was recuperating in the hospital, apparently from the jump.

I would appreciate hearing from anyone who knows more about this event or who knew my uncle, Robert F. Kruse. Please write to me at 136 Heberle Road, Rochester, NY. 14609.

****

BERNICE "MOM" SPENCE - Zephyrhills, FL.

I now live here at the T.L.C. Care Center. I'm alone now and get very lonely and depressed.

I have now received Gil's Silver Star citation. It was all very lovely. If only he could have been here to see it. He had been notified he would get it. I miss him more each day. But we have to accept God's way. He had been told he had cancer and would have to have surgery and treatments. I believe God called him home early to avoid suffering and pain.

A.M. (Buddy) Johnson.

TAYNETTE M. (LOUIS) LONG - Marietta, OH.

I'm sorry to report that Louie suffered a massive heart attack from which he never recovered on March 2, 1985. His passing was a tremendous shock to me and our 4 children. Our oldest daughter was born while Louie was serving on his B-17, (Out Of This World), in England as Radio operator-Gunner.

Several of his crew members are no longer living. I do keep in contact with 4 of them - Milton Anderson, Edward Dreyer. Richard Davidson and Fred Waltz.

How pleased Louie would have been with your letter concerning the reunion and he would have looked forward to attending in September and renewing old acquaintances. He never forgot a face. Our son is so interested in learning of his dad's experiences but, like so many others, Louie really never talked about their missions, etc. Good luck and Best Wishes to all the 34th.

****

WALTER STURDIVAN - Stockton, CA.

I got a chance to see the Collings Fdtn. B-24, "All American", at both Oakland and San Jose in May. I enjoyed talking to several people about the B-24 and how we also had the B-17 in our stable. One man was surprised to learn that there were, indeed, B-24's in the 3rd Air Division in England.

Since the owners plan to use the plane for display purposes, perhaps we could arrange to have it come to one of our reunions. It might be worth a try.

Continued on page 7

Notes From Our Friends

Continued from page 6

WILLIAM V. SHERMAN - Miami, FL.

The June issue had an article by Herb Mermelstein that sparked my memory concerning the JU-88 intruder. This event took place about 11:00 p.m. on June 6, 1944. The group was returning from the second mission of the day. During landing operations a JU-88 followed them in. I suspect there were more than one. However, we were alerted to the situation by the voice on the P.A. We dashed out of our huts with our carbines in time to see a JU-88 fly very low from the north with wing lights on. We realized after it had passed what it was. Of course, our pea-shooters would have been useless. I also recall hearing the JU-88 cannon making a popping sound. I also saw one of our planes in a stall over the field. Just before it dove in some crew men bailed out. We heard two of ours were lost. Possible some of you guys out there could add to this.

****

PETER W. GASKIN - Essex, England

We are friends of Harold and Gen Rutka. My wife and I are planning a trip to the States in September. We'll be staying with a family in Yellow Springs. OH., just about 3 hours drive from Louisville and the 34th B.G. Reunion. We would like to come down for the weekend to meet all the nice folks we had met in England. What we need is information regarding who to contact to make arrangements.

I would also like to join the 34th B.G. Assn. as an associate member. Please let me know who to contact. (Eds. Note: I'm sure Ray has already given them the necessary information.)

RON BLAKE - Stowmarket, England

Last year I was appointed the parish representative on the "Return To England In 1992", organized by the East Anglian Tourist Board. As we in Mendlesham are very much involved with the veterans, we are very much interested. To date, however, we have no news of a reunion in UK by the 34th next year. Are there plans for the 34th to come over next year? It would help us with arrangements here if we could be notified.

****

ALFRED BERNARDO - New Cumberland, PA.

I was on a land crew and Robert Patterson (now a judge) was our navigator. After I had my 30 missions in I was sent back to Texas. I remember there were four of us and our job was to moor bombers after they were "pickled".

We only had one or two a day to tie down so we had a lot of time on our hands. To pass the time we would all jump into our weapons carrier and chase jack rabbits. Unlike cottontail rabbits, jack rabbits didn't have a hole to go into. I remember we would run those poor rabbits until they couldn't go anymore.

Just a memory that sticks with me.

****

PAUL A. KUTCHER - No. Canton, OH.

You've found the right Paul Kutcher. I'm glad I am not the one on that TAPS list you saw.

****

EDWARD F. EBERT - Swansville, IN.

Thank you for contacting me. I did serve with the 34th B.G. as bombadier on Don Carman's crew.

Continued on page 8

Crew and passengers after return from England. They are (no order) Fred Gootz, Earl Ruhmann, Charles Evans, David Connor, Richard Lewis, Rosco Hunter, Homer Cozzens, Kenneth Chancey, Joseph Martin, Ray Hudelson, Ray Summa, Willard Weichman, Raphael Avallono, Otto Smith, Clarence Ulrich, Milo Bunn, Windel Poole, James Carroll, George Hebert and Harold Dubro.

Notes From Our Friends

Continued from page 7

MONA (BOB) KORF - Montrose, CO.

Had certainly intended to let you know sooner about the death of my husband, and best friend, Bob Korf. He passed away on 18 Dec., 1990. For him it was a blessing that he did not linger, but a big shock for me as he had not been ill. He got up the morning of the 16th, not feeling well. By noon he had not improved, and he complained that his arms felt like lead. I drove him to the emergency room and they said he was "trying to have a heart attack". After several tests they found a hole in his heart plus one plugged artery. They did not recommend surgery at that time. The hole kept getting larger, and he did succumb to that. His whole system had finally shut down and he lost consciousness the last 10-12 hours. I miss him terribly.

Bob enjoyed Mendlesham Memories. It certainly takes a lot of teamwork on everyone's part to keep it going so well. Keep up the good work!

****

WALTER JACKSON - Illinois Veterans Home

I do volunteer work here, such as delivering messages from one nurse's station to another, delivering Osmilite to each end of the hospital for the patients, taking wheelchair patients on sight-seeing trips, etc. I got the newsletter and enjoyed it very much. (This note written for him by volunteer Penny Ruble).

****

John Campbell and Bob Gay at Mendlesham, 1944.

CARL STEMEN - Bremen, OH.

I thought I should write and tell you what a heck of a gift I gave Peg and our children for Mother's Day.

Our family had left to return to their homes when I felt some tightness in my chest. Within 45 minutes I was wheeled into E.R. and immediately categorized Code Blue. After spending 5 days in the I.C.U. and two weeks in the hospital, I am now recuperating at home. Last week I had a stress test and it went well. The next 12 weeks I go through Cardiac Rehab. If all goes well I hope to be through this in time to go to Louisville, which is not too far from my home.

Ray Summa has called to keep in touch and Carl and Imogene Freysinger have made several visits to both the hospital and our home. We are very thankful for good friends. So, if the good Lord is willing and nothing else develops, I hope to see you in Louisville.

****

DEAN HANSEN - Bonita Springs, FL.

The note from John Hanson prompted me to write this note. I piloted a B-17 on the mission that Oscar Hanson was shot down. First, I slept in the bunk next to Oscar's but really didn't get to know him too well. He was quiet but always pleasant.

The Merseberg mission was a very tough one and we lost many B-17's. During the bomb run we became split up by the intense flak. Somehow I came out by myself. I saw a plane just ahead of me and was able to get on his right wing. I had no idea he was in trouble or where the rest of the squadron was. The conditions were extremely wild at the moment.

Shortly after getting on his wing he banked right into me but, fortunately, we missed and he went down. This was my third mission and it affected me very deeply. In fact, it still does.

I was the 4th Hansen to fly in the 391st and the only one to live. The others spelled their name with an "o" (Hanson), while my name is spelled with an "e". I went on to complete my 35 missions.

Shortly after the war ended I went to International Falls to visit Oscar's family. I don't know whether John or Jim remember me, but one of them told me what a great flier Oscar was. I'd be glad to correspond with them should they wish.

I read my Mendlesham Memories with great interest. I have never written to any publication, but this note struck me so hard that I just had to write. I will try to get to the reunion in Louisville. Keep up the good work.

****

PETER H. CORRIGAN - Lakewood, OH.

I am the Peter Corrigan you've been looking for. I was a waist and lower ball turret gunner in a B-17 aircraft, assigned to the 18th Sqdn. of the 34th B.G. I'm considering attending the annual reunion if my schedule permits.

****

JOHN FOWLER - Brooklyn, NY.

My original crew was the "Breezy Louise" (Lt. Parkhurst - crashed taking off in 1944). I did not fly with them since they took the tenth man off the crews after heavy losses. I was odd man out.

I was then sent to Jammer school in Dec. '44, and flew numerous missions in '45. I was wounded on St. Patrick's Day in 1945. I'm looking for the crew I flew with that day. I'd like to thank them for saving my life. Hopefully I'll meet them in Louisville this Sept. if I'm well enough to travel.

NEWS FROM HERE AND THERE

From a Mr. Claude McMichael we have the following:

I served with the 43rd B.G. in the S.W. Pacific during WWII. Years ago, while I lived here in Mesa, I knew a Paul Drabaugh. I've now moved back here to Mesa and have tried to locate him. So far I haven't had any luck. I was hoping someone in your group might know of his whereabouts. If so please write: Claude McMichael, 617 S. Revolta Circle, Mesa, AZ. 85208. Thanks!

****

From a Mr. Dick Hirdes we have the following:

I'm a member of the Friends of the U.S. Air Force Museum and would like to get in touch with any crew member of the 34th B.G. who took part in Operation Chowhound at Schiphol, Amsterdam, Holland on May 3, 5, 6, or 7, 1945.

I have just read the book "OPERATION MANNA/ CHOWHOUND" which identified the various groups taking part in this operation. Tears welled up in my eyes at the memories it brought back. There are moments in one's life one never forgets and I vividly remember sitting on the roof of our house in Amsterdam, waving like mad and crying my eyes out at the B-17's roaring low overhead.

I have always wanted to get into contact with anyone involved in that operation, not only to be able to personally express my gratitude, but also to get information for building a 1/48 scale model of one of the B-17's that actually took part in it. Any help will be appreciated. Write to: Dick Hirdes, L'Esterton - B, Domaine du Loup, 06800 Cagnes sur Mer, France. Thank you.

****

From member, John Moreno, we have the following:

Something exciting happened on April 12th. I received a letter from Cris Baker, a friend of mine who has a tour company in England called British Pride Tours. Cris wrote to tell me that East Anglia will see an explosion of special events to commemorate the 50th Anniversary of the arrival of the U.S. 8th AF in Britain in 1942.

There will be memorial services, special exhibitions, Glenn Miller style dinner dances to get you "In The Mood" and spectacular flying displays bringing together American war planes of the second World War.

There will be Flying Fortresses, P-51 Mustangs, B-26 Mitchell, and P-47 Thunderbolts. All open to inspection and then being put through their paces at spectacular flying displays, including "Dogfighting" and bombing attacks.

So that we may pay our respects to the more than 75,000 airmen killed or missing in action, who made the supreme sacrifice, at memorial sights, Cris is including a special Commemorative service and our own wreath-laying ceremony at Mendlesham in both of his tours. The 34th BG ceremony will include a color guard from a nearby USAF base and, weather permitting, a flypass of U.S. jets. After the ceremonies a pub lunch with local villagers.

Cris has asked me to be tour director on these tours and I'm thrilled to be part of what may be the reunion of all reunions. Anyone interested in receiving a complete itinerary can write to me at 1398 Community Drive, St. Helena, CA. 94574 or to British Pride Tours, 484 Lake Park, Suite 67, Oakland, CA. 94610...Fax - (415) 654-4200

****

From a Mr. Wallace R. Forman we have the following:

My hobby is the world's second largest private collection of aircraft pictures - 650,000 examples of over 34,000 different makes and models, US and foreign. A year ago I discovered I had nose art pictures for 1,300 B-24's, which has now grown to 1,700. I am now undertaking a similar effort for B-17 nose art - have about 1,000-but, before I get going on that, I want to make one last attempt to reach B24 guys in case any of them might be interested in the B-24 nose art list or would like to contribute any nose art pictures to expand this collection. At my death this collection will be willed to the Smithsonian Inst. It can't be willed to the 8th AFHS because so many planes are included from the Mediterranean and Far East air forces.

Anyone ordering the list will receive a free copy-machine print of the nose art of their choice. The cost is $6.00 of which $1.00 will be paid back to the 34th B.G. treasury.

My nose art pictures will never be published. I ask for more pictures because the number of us WWII AF types is getting smaller and smaller, and I hope to get more inputs before some unaware widow junks some very valuable pictures. What I assemble will be preserved for the benefit of curious future generations.

Please write to: Wallace R. Forman, 2161 W. County Road B, St. Paul, MN. 55113.

****

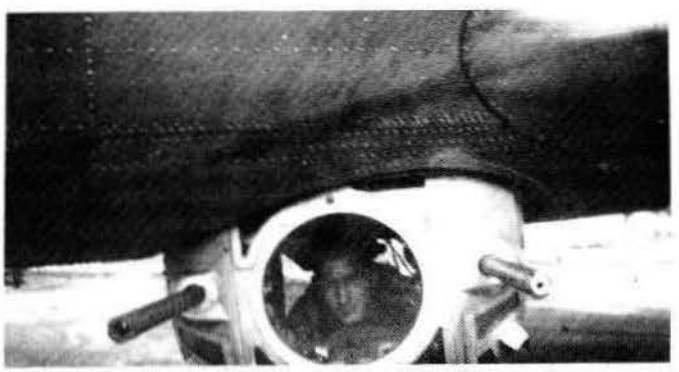
From a Robert C. White we have the following:

I recently saw the notice of your planned reunion in the Friend's Journal. The Aviation Cadet Alumni Assn. would be most grateful if you would bring our association to the attention of your members. Former pilot cadets are invited to submit their Flight Class and Primary, Basic and Advanced schools to us. We are now in our sixth year and have over 19,000 members. We finance this personally with help of occasional donations so there are no dues or fees, nor will there ever be. Every day we bring together old friends and classmates and much of our success is due to the support of combat organizations like your own.

Any of our members who are interested may write to: Aviation Cadet Alumni Assn., c/o Robert C. White, 54 Seton Trail, Ormond Beach, FL. 32176.

****

I am seeking contact with any 43 K cadet who was launched at SAACC, San Antonio, TX. We are building a roster with the aim of a reunion in the future. 43 K cadets out of San Antonio Preflight, please contact Harold A. Jacobs, 17545 Drayton Hall Way, San Diego, CA. 92128. Please include flight schools attended.



Ball Turret Gunner (Know Him?).

SPECIAL

Bill Creer is having some tie tack, lapel pins made. He sends in the following:

This notice should make sense to WWII 8th AF members who were recipients of the "Lucky Bastard" certificate. Agreed, this jovial award was additional to the official recognition program. However, for many it is held in highest esteem. The purpose: To cheer those who were "Lucky" enough to survive their wartime missions and thus be able to return to home and loved ones.

Many have voiced a need for some reminding symbol of this accomplishment. We now have one. It was designed to recognize those lost and those "Lucky" enough to complete their wartime missions. It is an upturned horseshoe studded with rubies. The rubies remind us of those who gave their all. The upturned horseshoe with the letters "L B" of those who returned from each mission and were unanimously elected a member of "THE LUCKY BASTARD CLUB".

(Ed. Note: We're told that Ray Summa will have these at our Louisville reunion for a price of $5.00 each.)

SPECIAL

Roblert Alves of No. Olstead, OH. became so infuriated with the situation following Operation Desert Storm that he wrote the following article and sent it to the Cleveland Plain Dealer and the Elyria Chronicle, as well as to us, as follows:

The United States deployed 540,000 men and women to the Gulf and, under the command of Gen. H. Norman Schwarzkopf, they performed a miraculous victory over Saddam's Republican Guard and his vast army divisions. We shall ever be indebted to the general and all our brave men and women who participated in this battle, Washington had given assurance there would be no interference and the general would call all the shots. This he did brilliantly in his master plan cutting Saddam's forces to shreds and with a minimum loss to our men and women. However, there is a parallel to the ending of the offensive in Desert Storm and that of the last days of WWII.

Gen. George (Blood and Guts) Patton was racing towards Berlin with his huge tank corps and infantry with very little resistance but, within earshot of Berlin, he was ordered to stop the offensive action. He and his troops could easily have occupied Berlin days before the Russians arrived but, in a diplomatic maneuver by Washington, it was decided the Russians should have the honor of occupying Berlin first. We paid a very high price in the Berlin decision just as we are paying a very high price in the Gulf. First, the Russians divided the city into East and West Berlin, securing the boundary with the infamous Berlin Wall. People in W. Berlin could not visit their relatives in E. Berlin and vice versa. Many Germans, trying to escape to W. Berlin, were killed. But, last and not least, the United States was obligated, at exhorbitant cost, to form the Berlin Airlift. Our planes had to fly through a narrow corridor to deliver tons of food, medicine and other essentials to the people in W. Berlin, and for a considerable length of time.

Now we come back to a very similar situation in Iraq. There can be little doubt that Gen. Schwarzkopf planned to continue to march into Baghdad and give the country back to the Iraqi people. He could have cleaned up the whole situation in less than a week because, at the time, the Iraqi army was in complete disarray. The end result shows Saddam Hussein still in power and calling all the shots. The time lapse has allowed his forces to regroup and recover many of their tanks and weapons, resulting in a formidable military force. Helicopters, which were to be used only for transportation, have killed many thousands of Iraqis who were trying to overthrow Hussein or leave the country. The question will remain forever -- "Was it worth all the cost in lives and money only to find the situation in Iraq the same as it was when we deployed 540,000 men and women to the gulf?". (Editor's note: Minor changes have been made in the article in the interest of space.)

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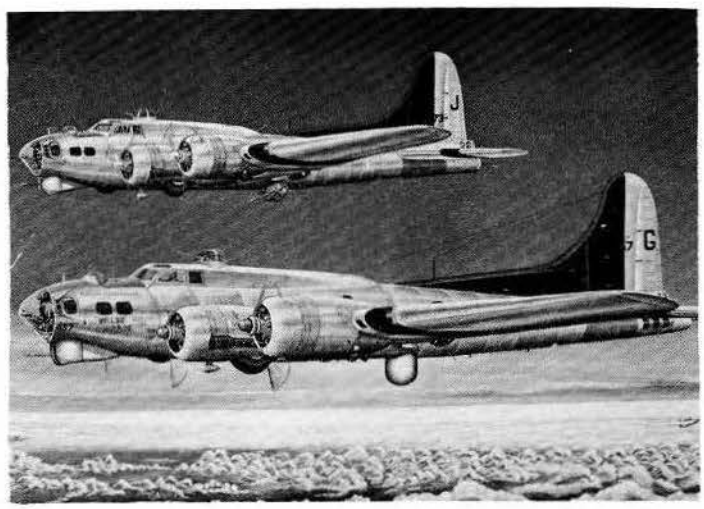


Painting of two 34th B.G. B-17's which Carl Nichols will donate.

SPECIAL

We hear from Carl Nichols that he and Kate will not be joining us at Louisville because they will be celebrating their 50th wedding anniversary on Sept. 28th while we're there. It might be nice if some of you sent them congratulatory cards mentioning that we'll miss them in Louisville.

Carl has started the Tamsen Munger Gallery in Fresno for his daughter and has a painting of two 34th B-17's (seen here) which he wants to donate to the group if we can find a suitable place to hang it. One possibility is the 8th A.F. Museum at Barksdale, but our B.O.D. will have to make that decision.

Tamsen Munger Gallery has much art relating to WWII air forces. If anyone is interested you can call 1-800-626-1157 or write to: Tamsen Munger Gallery, Pavillion West Shopping Center, 2071 West Bullard, Fresno. CA. 93711, and I'm sure they'll send you a brochure.

ROSE'S CORNER

Dear Friends;

My mailbox has been sadly lacking letters which means I must get some words on paper, so I will print a lot of wisdom in this small space. Here goes:

This, too, shall pass; In God we trust; Charity begins at home; Man proposes, God disposes; and Let sleeping dogs lie.

How's that? My next four words are: You Must Try These!

Doris Brauks was kind enough to send these two recipes and I found them very good for mailing to the grandchildren. Thank you, Doris.

ENGLISH TOFFEE

Chopped pecans (or almonds)
1 cup sugar
1 cup butter
1 tsp. vanilla
1 12 oz. pk. milk chocolate chips

Spread nuts on a cookie sheet. Combine butter and sugar in a heavy bottomed pan and cook, stirring constantly, to a hard-crack stage (310 degrees), approx. 16 minutes. Color should be amber. Add vanilla and mix well.

Pour toffee mixture over nuts on cookie sheet. Sprinkle chocolate chips over the mixture. When chocolate is melted spread chocolate over toffee with a spatula. Sprinkle additional nuts over chocolate. Cool to room temperature, then refrigerate for 30 minutes. Then break into squares.

****

HEATH BARS

35 soda crackers
2 sticks butter
1 cup brown sugar
1 12 oz. pk. chocolate chips

Cover cookie sheet with foil. Line with crackers. Melt butter over low heat and stir in brown sugar until thoroughly mixed. Pour mixture over crackers and bake at 350 degrees for 5 to 10 minutes, depending on your oven. Remove from the oven and sprinkle chocolate chips over the crackers, making sure to seal the edges. When hard break into pieces.

****

We are looking forward to meeting again with our old friends and making a lot of new ones at Louisville! Be there!

Rose

MOVING?????

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

Paul Austin.

Memories

CRASH SITE VISIT

by Wallace G. Brauks

On that fateful day of Sept. 22, 1944, on my 25th mission with the 34th Bomb Gp., little did I know how my life would change. I was a waist gunner on a B-17; destination, a bombing mission over Kassel, Germany.

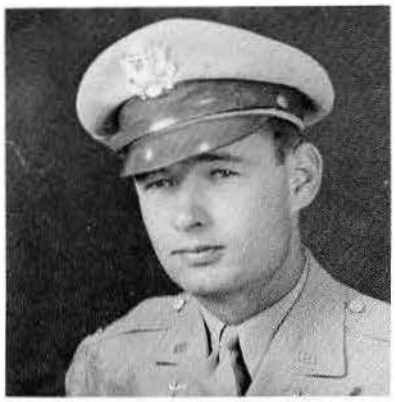
My plane, the Wrangler, and another B-17 in our squadron had a mid-air collission close to the town of Paderborn, Germany. The other plane just came down on top of us. Its No. 3 and No. 4 propellers cut off our tail section just aft of the waist window. It then made a hard left bank, with our tail section lodged into its engines, and exploded in a great ball of fire. (an eye witness told me of this later.)

That crew of 10, along with my tail gunner and four other members of my crew, died in that explosion. As my plane was spiraling downward I thought, "THIS IS THE END!" and my whole life flashed through my mind.

I took off my flak helmet, flak vest and oxygen mask and snapped on my chest pack chute. At that time we were at 25,000 feet of altitude. As I was floating down I searched the skies for any other planes or parachutes from my squadron and saw none. I remember thinking, "Oh, what a beautiful and peaceful countryside." On that fateful day 15 men were killed and the survivors became Prisoners of War (POW's).

Continued on page 15

Carl O. Nichols



1944

1988

Donald J. McCarthy

1944

1989

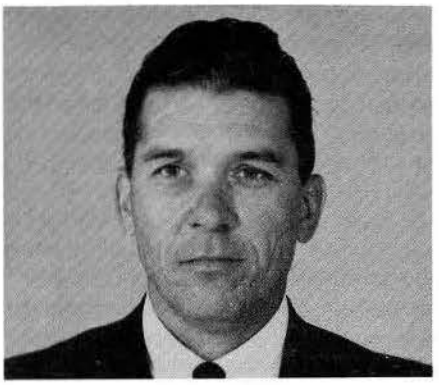
William J. Orton

1944

1987

Edward H. Quinn

1944



1989

John L. Quinnell

1945

1988

Joe P. Rapisarda

1945

1988

NEWLY FOUND

(As of 7/25/91)

Editor's Note: This issue of Mendlesham Memories will not include an "Address Changes" section inasmuch as all of the latest addresses we have are in the "Roster" included with this issue.

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	MILTON D.		BOX 371	OVERTON,	NV.	89040
BIRKO	THOMAS (ELIZ.)	4	5207 RIVER ROAD	NEVILLE ISLAND,	PA.	15225
BLALOCK	RICHARD		1958 LYONS ST.	WINSTON SALEM,	NC.	27107
BUCKLEY	ROBERT J.		HCS BOX 182	SQUAW LAKE,	MN.	56681
DAVIDSON	RICHARD V.		341 SO. STEWART AVE.	LOMBARD,	IL.	60148
DREYER	EDWARD T.		2129 DATE PALM AVE.	NO. INDIATLANTIC	FL.	32903
GASKIN	PETER		39 LIONEL OXLEY HSE.,NEW RD.GRAYS	ESSEX	ENG.	RM17 6PP
GREEN	JOHN M.		415 W. McNEESE	LAKE CHARLES,	LA.	70605
IRWIN	EDWIN J.		424 SEWARD AVE.	GRAND FORKS,	ND.	58203
KNUDSON	ROBERT J.		509 SO.PONCE DE LEON BLVD.	ST. AUGUSTINE,	FL.	32084
MACIASZEK	HENRY J.		29853 8TH AVE. SW.	FEDERAL WAY,	WA.	98023
McBLAINE	ROBERT	4	2170 SW. 192ND ST.	ALOHA,	OR.	97006
MILLER	LEWIE H.		118 THRIFTSIDE DR.	GREENVILLE,	SC.	29609
SNYDER	ALBERT (LUCILLE)	18	538 MARIE AVENUE	PITTSBURGH,	PA.	15202
WALTZ	FRED	4 & 391	BOX 391	HARRISVILLE,	RI.	02830

NEW LIFE MEMBERS

(As of 7/25/91 - Total Now 203)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BALLANTYNE	ROY I.	7	P. O. BOX 91	WAUCHULLA,	FL.	33873
HUNTER	THOMAS G.		238 MELROSE DRIVE	NORTH SYRACUSE,	NY.	13212
PRILLAMAN	HARRY A.	7	P. O. BOX 3110	MARTINSVILLE,	VA.	24115
SNELLINGS	THOMAS P.	GRP.	109 PENHURST ROAD	RICHMOND,	VA.	23221
WALTZ	FRED F.	4 & 391	90 NORTH HILL RD.	HARRISVILLE,	RI.	02830

TAPS

(As of 7/25/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	ALVIN D.	391	P.O.BOX 25, FISHERMAN'S RD.	FAIRHAVEN,	MA.	02719
ARTUSO	ANTONIO B.	391	704 PINE ISLAND DR.	MELBOURNE,	FL.	32940
BIRKO	TOM		5207 RIVER RD.	PITTSBURGH,	PA.	15225
BYNUM	EDWARD	4				
CHAPLE	RICHARD	4				
GLYNN	WILLIAM		260 BELLMORE AVE.	ONEIDA,	NY.	
GREEN	HARVEY			MERIDIAN,	UT.	
GRELEWICZ	DELPHIAN D.			BUFFALO,	NY.	
HARMON	CHARLES	7	THIRD STREET	FAIR HAVEN,	VT.	05743
ISHERWOOD	DON			VERONA,	PA.	
KORF	ROBERT	391	1009 PHILLIPS COURT	MONTROSE,	CO.	81401
LONG	LOUIS W.		115 SCHILLING ST., RT.7	MARIETTA,	OH.	45750
PILCHER	GERALD	4				
RAKITA	SYDNEY	4 & 391				
SMOUSE	EDGAR	4 & 391				
SNYDER	ALBERT W.		538 MARIE AVENUE	PITTSBURGH,	PA.	15202
STAHL	CARL			CLEVELAND,	OH.	
SUMMERS	ROBERT	4 & 391				

Memories

Continued from page 11

Wreckage of B-17 "The Wrangler", 9-22-44 at Hovelhof.

As I got closer to the ground I could see a detachment of German soldiers in the distance. Landing extremely hard I injured my left ankle, which pains me to this day. A young boy, 13 year old Ferdinand Schnietz, came running toward me. I gave him my pistol and escape kit, which later proved to be a good decision. He helped me into a nearby farmhouse. A young girl, Hildegard Henkemeyer, brought me a cup of coffee. I gave her a chocolate bar that I had in my pocket. Later the German soldiers came and took me away for interrogation at Dulag Luft in Frankfurt, Germany.

After being interrogated for five or six days, which was extremely gruelling, I was sent by train to Stalag Luft IV in East Prussia. I remained there until February 6, 1945, when our camp was evacuated because the guards did not want to fight or surrender to the advancing Russian soldiers. In the brutal winter of 1945 the entire camp of 6,000 American and English prisoners were marched westward. This march was the beginning of the "Eighty-Six Day Death March".

We left a trail of slime and blood across Germany. Conditions were horrible - so horrible that customary medical boards have not been able to evaluate them. Practically all the POW's suffered some degree of malnutrition, gastritis, dysentery, respiratory disease, skin disease, fleas, scabies, arthritis, frost-bite, exposure to cold, and nervous conditions.

For 86 days we marched. We were forced to march more than five hundred miles, on starvation rations, and in severe sub-zero temperatures. We slept in open fields in all weather conditions - ice, snow and falling rain. We lived in filth beyond comprehension to the American mind. We survived on miserable rations of less than 800 calories per day. (The American GI normally gets about 3,500 calories per day.) Men with temperatures of 105 degrees, men with pneumonia and men with frozen feet or abcesses had to march with the others or die. On the 86th day the English Armored group liberated us. They were a beautiful sight to behold.

Some years later I wrote the Bureau of Archives in Washington, D.C. and asked them if they had any data on me being a prisoner of war. Much to my surprise they sent me six pages of Luftwaffe documents that had been translated into English. The documents gave the time of capture, type of plane and condition, names and fate of crew members, as follows:

The downing of a Boeing B-17G, about 30 meters north of the church of Hovelriege (field of Henkenmeyer) about 17 km northwest of Paderborn on Tuesday, 22 September, 1944 at 1445-1450 hours.

Crew I

1st Lt. Whited, R.	T/Sgt. Washco
1st Lt. McDermott, M.D.	T/Sgt. Garmon, W.
1st Lt. Jorgenson, W.L.	T/Sgt. Brauks, W.G.
1st Lt. Lambert, H.K.	S/Sgt. Mink, C.A.
	T/Sgt. Moyer

2 dead buried at cemetery of Hoevelriege

Crew II

Lt. Durret	Sgt. Welsh, D.S.
Lt. Ferguson, K.R.	Sgt. Hudson, W.O.
Lt. Booth, R.T.	Sgt. Roberts, C.
Sgt. Palmer, J.W.	Sgt. Wingfield, D.L.

10 dead buried at cemetery of Ostenland near Paderborn

After years of thinking of my experiences I decided to return to Germany to visit the crash scene. In April of 1990 I attended a Missing In Action - Prisoner of War (MIA-POW) conference at Scott Air Force Base, Illinois. Through the course of my conversation with Col. Hogel I told him I was planning a trip to Paderborn, Germany. He suggested I contact Mr. Richard Brauer, Mayor of Belleville, IL. as Belleville is the sister-city of Paderborn. Mayor Brauer contacted the German-American friendship group, telling them of our impending visit. In a few days all contacts had been made and we were set to go.

After many delays in flight and getting lost, we arrived 16 hours later than had previously been planned. We flew to Frankfort from St. Louis, then took a train to Paderborn. The train ride was truly a beautiful trip, very scenic, just like the movies.

We were met at the station by Barbara Wessel and her family. Barbara's mother drove us to the Hotel Ibis where we stayed. Upon arrival at the hotel several people of the German American friendship group joined us in the lobby. They said they had planned a reception for us but, due to the delay of our arrival, the party was put on hold.

We were extremely tired, but we sat there in the lobby drinking coffee and discussing our itinerary. I showed them the documents and told them of my desire to revisit the crash site. Mrs. Eileen Roust said she would try to locate the Henkemeyer farm.

That afternoon we had a reception with Willie Luke, Burgomaster of Paderborn. He presented me with a tie that had the coat of arms on it and gave Doris a scarf with scenes of Paderborn on it. I told the Burgomaster I was interested in locating the Henkemeyer farm. He

Continued on page 16

Address Correction Requested

HDQ.

18 391 4 7

34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 15

said he knew just the place. He had gone to school with Henkemeyer and had heard the story of the crash. Arrangements were then made to visit the farm.

(To Be Continued in Dec. Issue)

In City Hall of Paderborn at Champagne Reception. L. to r.: Ellen Rost, Wallace Brauks, Doris Brauks and Burgomaster Willie Luke.

THE B-24 NOSE-WHEEL MODIFICATION

by W.N. "Pete" Gray

Many of the ground crews as well as the flight crews will recall the problem we had with the nose-wheels on the new B-24's back at Blythe, just before we left for England. It seems that some of them had a tendency to collapse while sitting on the hardstand. Not all of them had the problem but after it happened a few times the engineers at Consolidated were consulted and, as you might expect, they quickly found the cause and a solution as well.

They recommended a particular modification involving a sort of clamp to be fastened to the nose-wheel hydraulic piston that would prevent its sudden collapse. The only drawback was that the clamp had to be put in place while the wheel was in the up position. Now you don't take a plane up into the air and proceed to do some work on its landing gear. You just don't do things like that! This meant that each of the 24's (we had 64 of them) would have to be taken over to the hangar and put on jacks so the clamp could be installed, probably taking several weeks.

However, the Consolidated engineers had already figured out a way to get around this. They told us that if we tipped the plane back on its tail skid, the nose-wheel would come off the ground and we could then put the landing gear lever in the UP position and only the nose wheel would retract. The main wheels would remain on the ground. Then we could attach the clamp without having to jack up the plane. This was possible due to the way the hydraulic system was designed.

Their suggestion was to have 8 or 10 men get into the rear of the plane so their weight would make the plane settle on its tail skid. It wouldn't take very long to attach the clamp into position.

So I talked to Gerald Holmes, pilot of the "Tiger Rag", and he agreed to get all of the flight crew down there to help us. When they arrived I explained the situation and they climbed into the rear of the plane. It settled down nicely on the skid, leaving the nose-wheel dangling in the air. The men were warned not to leave the rear of the plane until I gave them the O.K.

When everything was ready Charles Smith and I climbed into the cockpit and, with a short prayer, pushed the landing gear lever into the UP position. To our keen delight the nose wheel folded itself up into the nose compartment, while the main wheels stayed in the DOWN position, just as we were told they would.

It took Charlie and I only a few minutes to fasten the clamp in place after which we raised and lowered the nose-wheel several times just to check it out. Then we allowed the flight crew to climb out - one at a time - and the plane settled down softly onto its nose-wheel.

Needless to say, I was quite relieved when it was all over!

VOLUME XV NUMBER 4 DECEMBER, 1991

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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Changing Of The Guard

Past President
Wally Brauks

New President
Fred Schoch

Happy Holidays!

OBSERVATIONS

Hello again! We've just returned from Louisville and I must say that those of you who missed this one really missed just about the best one we've had. There were nearly 400 registered for the reunion and I heard very few complaints. The Galt House had beautiful rooms and the other accomodations were mostly superb although just a little bit pricey.

Rose and I joined the Grey Line tour of Louisville and were very impressed with the city and their attempts at renewal and cleanliness. For me the highlight of the tour was the visit to Churchill Downs. Quite impressive! While most of the group did a lot of wandering around Rose and I joined Cleveland and Henrietta Romero at an outside table and enjoyed our first mint juleps. They were g-o-o-o-d! Our tour driver, although maybe just a little slower than most, was extremely knowledgeable, so we learned a lot.

Our dinner cruise on Friday night was a lot of fun for most. Unfortunately, the weather cooled that evening and a few of our friends who opted to dine on deck were not as warm as they might have liked. However, the three hour cruise was quite interesting and we saw some fine shore scenery on both the Indiana and Kentucky sides of the river.

Saturday night's banquet was a very nice affair. The service was good and, I believe, everyone had a fine time. We watched the passing of the gavel to our new president, Fred Schoch. Ray Summa presented a gift to our outgoing president, Wally Brauks and his sister, Doris. All in all it was a very unforgettable affair.

I can only repeat that those of you who are able to but do not attend these reunions just do not know what you are missing. Start planning now for our reunion next September in Las Vegas. It should turn out to be our best yet.

With the holidays coming up Rose and I want to wish everyone the best of everything. May you all enjoy health, wealth and longevity.

Eli Baldea
Editor

MOVING?????

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

PRESIDENT'S MESSAGE

Greetings from your new president of the 34th B.G. Assn. I am very pleased that my comrades have confidence in my humble leadership. Our association has shown strong leaders over the past years. I hope I can sustain this past record. The 34th B.G. Assn. is in good hands and we all strive to make it better.

The reunion at Louisville was outstanding and, from the remarks heard, it was memorable to all that attended. The reunion committee did their homework and are to be commended. The accomodations, food and river boat cruise made it all fit together.

On Sept. 14th-17th, 1992, we will meet again in Las Vegas. This will be a good time for some of us who were at Las Vegas Army Air Field for gunnery training. We will look back over the years since we were there. The "Horned Toad" base and "Indian Springs" have become home of the Thunderbirds and Tactical Air Force training base.

Let us all now take time to remember the joy of the upcoming festive season. Clara and I send our warm greetings to all our dear friends of the 34th Bomb Group Association.

Sincerely,
Fred Schoch

MESSAGE FROM THE PAST PRESIDENT

Well, here we are at the end of my tenure, 1990-91. We had a good convention in Louisville. The weather was good and the hotel was comfortable and convenient. It was good to see many old friends and to make acquaintance with new ones.

Thanks to Paul Anderson and Hal Province for their professionalism and careful detail in their reports. Also to Paul and Pauline Shull for maintaining a well-stocked PX. Thanks to the reunion committee, Gerry Pine, Harold Rutka and Bob Wright, along with their spouses, for choosing an interesting convention site. Also to John Farley (Constitution and By Laws), Bruce Sothern (Nominating committee - (also my crew chief)), Eli Baldea (Mendlesham Memories), and Cleveland Romero (Scholarship). These people and many more like them are the glue of the 34th B.G. Association. Without them the 34th B.G. would be just a memory.

A special thanks to Carl O. Nichols of Fresno, CA. and artist Michael Rasmussen for donating the painting of the two B-17s in flight. The painting will be loaned to the 8th A.F. Museum located at Barksdale AFB, Louisiana. The painting brought back many memories of the days of yester-year.

A heartfelt thanks from Doris for the Mikasa bowl, and from myself for the briefcase. They will be put to good use.

Sincerely,
Wally Brauks

Ray Summa...

Fellow members of the 34th B.G. Assn.

First of all, as we will not be seeing most of you until the reunion of the 34th in 1992, Hannah and I wish each of you a very Merry Christmas and a Happy New Year.

This year has really gone by fast. It seemed as if only yesterday we were waiting on the time for the reunion and now it has come and gone. Yes, the reunion has gone by but will linger on in our minds as one of the best. (Our thanks to the Reunion Committee and those of you who attended.) We had quite a few members who had never before attended a reunion of the 34th and we want to thank you for coming. We hope you will again join us next year.

We had 398 registered for the banquet on Saturday night and I am sure each one enjoyed it very much. The Friday night boat trip was very enjoyable. We went up the river from Louisville and saw the houses along the river bank, then returned down the river after darkness had set in. The dinner on board was very nice -- a little messy but good. Hannah and I sat next to the band stand. The music was a little loud but we liked it anyway. Many of our members danced to the old music of our days.

As you know, the next reunion of the 34th will be at the Gold Coast Casino in Las Vegas, NV. Sept. 14th-17th, 1992. Save your quarters, dimes, and nickles and join us. We would like to see many of you from the western states join us for the reunion, especially all of you from California. Grab a plane, car, bus or a bicycle and come to be with us at Las Vegas for the reunion.

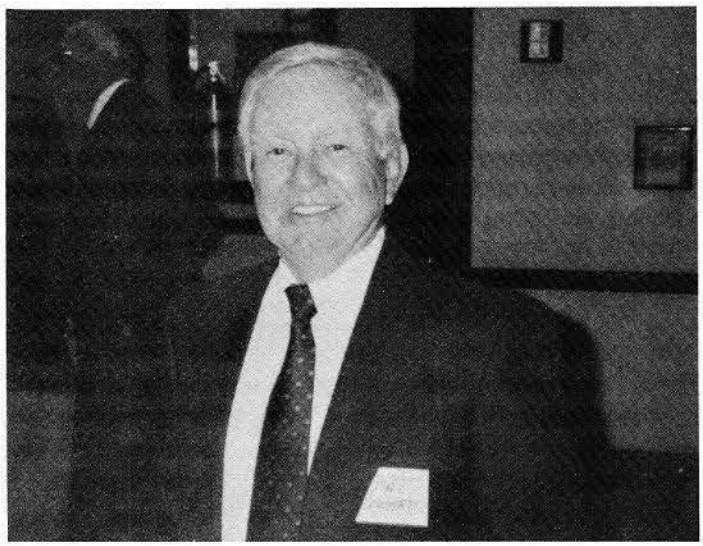
Hannah and I had company this summer. Dex and Beulah Jordan called and said they were on the way to Canada and would stop by one day on the way. The day they were coming we invited Bill and Catherine Cloud to dine with us. Bill and Dex were crew chiefs in the 7th Sqdn. and had not seen each other for many years. You can imagine the talking we did when the three of us were together. Dex and Beulah left the next day for Canada. Incidentally, Bill Cloud is not too well at this time. I imagine he might enjoy some get-well cards from any of you who care to send one.

For the men who completed their missions and were to receive the "LUCKY BASTARD" certificate, I have a "LUCKY BASTARD" pin or tie tac. Bill Creer designed the pin for us. It is a gold horseshoe in the center of which are the gold initials "LB" on a blue background. It has five rubies representing at least 25 missions and, also, those comrades who did not make it back. The cost of the pins are $5.00 each. I do have a limited supply so send in your money to me and I'll send you one.

I have more to say but Eli says to cut it short as he has lots and lots of pictures for the newsletter, so I'll stop here.

Ray Summa

34th Golf outing at Louisville - L. to R.: Earl Maciel, Jack Clarkson, Ray Hinchee, Bob Wright, Paul Shull, Omer Mongeon, Hilton Vincens & Roy Ballantyne. Kneeling: Bob Cole.



Pal G. Howard (1st reunion - Louisville)

REUNION 91
FROM YOUR PX

Pauline and I want to say "THANKS" to all who supported the P.X. in Louisville and made it another successful year. We enjoyed visiting with you, getting better acquainted with new friends and getting your ideas on new items for sale.

Please notice our new item listed on the P.X. sheet. You will see we now have a new supply of shirts, not only with the B-24 plane but now one with a B-17!! We'll be waiting for your orders!

Thanks, too, to Paul and Beryl Anderson and Ray and Hannah Summa for all their great help working. We really appreciated it. It was a great reunion and we look forward to next year in Las Vegas!

Paul A. Shull

LOUISVILLE REUNION ATTENDANCE

(Sept. 25-29, 1991)

Allen, Donald
Ames, Vern & Millie
Anderson, Paul & Beryl
Antanovich, Alex & Betty
Applegate, Ralph & Mary
Armstrong, Denton & Eileen
Ashburn, John
Ashley, David & Loretta
Attridge, Charles & Evalyn
Babcock, Lawrence & Lucille
Baer, Robert & Rose
Baglio, Sam & Lydia
Baldea, Eli & Rose
Ballantyne, Roy & Mildred
Barclay, Charles & Roberta
Baughman, Cleo & Freddie
Becker, Milford
Bei, Joseph & Ceil
Belleau, Thomas & Madeline
Bergold, Robert & Olive
Bess, Leonard & Helen
Bice, Robert & Zelma
Bloczynski, John & Marge
Bolce, Louis & Anita
Bolton, Mrs. Jack
Boreen, Lloyd & Bobbie
Brauks, Wally & Doris
Braveman, Milton & Elaine
Bresh, Paul & Betty
Bridge, Glenn & Daisy
(Ray Bridge &
Magdalene Bates)
Brown, Bill & Nita
Browne, William
(Donna Mason)
Bulis, Darrell
Burnell, William & Margaret
Buss, Paul & Mary
Campbell, Robert & Liz
Cannock, Tom & Blanche
Casler, Dudley & Mary Ellen
Clarkson, Jack & Dorothy
Cobb, Junius & Virginia
(Betty Graves)
Cole, Bob & Ginny
Conklin, Claude & Genny
Corrigan, Peter & Patricia
Coutros, Anthony & Mary
Dalcher, Calvin & Mary
Desjardins, Robert
Di Nenno, Alfred & Elsie
Dieterle, Marcus
Dooley, Lawton Ed
(Joan Stateham)
Doronsky, John
(Beverly Stearns)
Dulan, Charles & Stella
Dwyer, Harold & Darlene
Edwards, Joseph & Verna
Elliott, Lloyd & Carol
Farley, John & Bernie
Feda, John & Betty
Fillman, Donald & Betty
Finley, Dale & Margie
Fix, Leonard & Mary
Forde, Frank & Josephine
Forister, Carroll & Sylvia
Fournier, Louis & Marie
Frank, Earl & Mary
Freysinger, Carl & Imogene
Gardner, Jesse & Molly
Garrison, Marvin
Gaskin, Peter & Sylvia
Gibbs, Claude & Audrey
Gray, William "Pete"
Griffis, Willis
Grimes, Bryant & Myrtis
Habiger, Tony & Joan
Hale, Robert & Dora
Hall, Herbert & Anne
Hanken, Erwin
Hanrihan, James & Joy
Hansen, Milton & Kathryn
Hanson, Ambers & Jean
Hardee, Daniel & Elizabeth
Hartwick, Robert & Lorraine
Head, Francis & Barbara
Heikkila, Harold & Betty
Henry, Glenn & Kay
Herget, Charles & Eileen
Hess, Robert & Marilou
Hetherington, William & Tootie
Hiltner, Edwin & Rita
Hinchee, Raymond & Margaret
Holcomb, Verbal & Betty
Hood, Jack
(Bonnie Lasseigne,
Sean & Tammie Horrell)
Howard, Pal
Hunter, James & Virginia
Isaacs, Seymour & Claudia
Israelsen, Al & Agnes
Jacobbauski, Michael & Margie
Jalving, Marvin & Lois
James, Eugene & Helen
Janes, John & Gloria
Johnson, Beverly & Peg
Jones, Wyatt & La Vonne
Jordan, Dexter & Beulah
Jurgens, Henry & Ruth
Kaiser, Raymond & Alice
Kaufman, William & Eileen
Kincaid, Gerald & Edith
King, Edwin & Mary Lou
Kline, George & Margaret
Lampey, Robert & Betty Lou
Leath, John & Ethel
Lester, Raymond & Mary
Lewis, Kenneth & Martha
Lonergan, Edward & Birgh
Lopez, Miguel & Laura
Maciel, Earl & Helen
Martin, James & Bettie
Martin, Randall & Shirley
Mathe, Clyde & Elizabeth
Mayer, Norman & Schatzie
McAllister, Walter & Ruby
McCloskey, Reid & Marie
Mermelstein, Herbert & Miriam
Miller, George & Faye
Miller, James & LaRue
Mongeon, Omer & Mrs.
Moreno, John
Morgan, Charles & Dorothy
Morris, Cletus
Muente, Fred & Virginia
Nelson, John & Terry
Nendel, Robert & Dorothy
Newton, Thomas & Mildred
Pacholski, Bob & Ginny
Palmer, Raymond & Bula
Pancake, Charles
Parrott, Rodney & Estelle
Paxton, Ken & Kathleen
Peczkowski, Bernard & Kathryn
Perez, Juan & Mattie
Perry, Harry & Willie
Pierce, Granvel
Pine, Gerald & Wanda
Plank, Donald & Mildred
Poole, Wally & Joan
Prillaman, Arnold & Georgia
Province, Harold & Jan
(Mark Province)
Ray, Frank & Bettie
Richmond, Floyd & Miriam
(Thelma Richmond)
Romero, Cleveland & Henrietta
Rose, Everett & Peggy
Roy, Herb & Dotty
Rutka, Harold & Gen
Sakal, Charles & Rose
Saxen, Robert
(Lawrence Saxen)
Scharman, Merrill & Audrey
Schildman, William & Jean
Schmitt, George & Marilyn
Schmitt, Hallard & Dorothy
Schoch, Frederich & Clara
Schroeder, Robert & Jennie
Schwartz, Robert & Laura
Selby, Russell & Anna
Share, Jack & Marian
Shee, Donald & Bonnie
Sheesley, Byron & Mary
Shull, Paul & Pauline
Simpson, Ronald & Martha
Sims, Paul & Frances
Sivret, Frank & Alda
Slade, James & Marion
Slaughter, Herman
Smith, James C.
Smith, Oren & Lois
Sothern, Bruce & Muggs
Stampon, Peter & Lucille
Stemen, Carl & Peg
Stufflebeam, Donald & Evelyn
Stuthers, James & Kay
Sudderth, Clyde & Betty
Summa, Ray & Hannah
Swenson, Elbert & Betty
Tamburro, Louis & Teresa
Tavasti, Roy & Kate
Thurner, Charles & Toots
Tobiason, Henry & Audrey
Trauernicht, Carl & Margaret
Troup, James & Natalie
Van Buskirk, William & Phyllis
Van Kirk, Charles & Jane
Vincens, Hilton & Vicky
Walker, Oral & Marjorie
Waltz, Fred & Rachel
Whiting, Jack & Frances
Williams, Pat & Mary Lou
Willis, Clyde
Wimer, Daniel & Frances
Wolstencroft, Sam & Peggy
Workman, Benson & Margaret
Wright, Burch & Mary Lou
Wright, Robert & Esther
Wright, Thomas
Yockey, Charles & Virginia
Young, Wooten & Eileen
Zeldes, Ben & Edith

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111 Province Lane
Carriere, MS 39426

REUNION '91

REPORT FROM THE REUNION COMMITTEE

The reunion committee wants to thank everyone that attended the Louisville reunion. I still believe that these yearly get-togethers should be named a family reunion. It should be something like "The 34th Family Reunion" as we look much more like a family than a group of people from a bomb group.

The committee was happy to see a near record turn out. 400 were served on Saturday evening. We had to import Peter and Sylvia Gaskin from England to get the 400 number. They are honorary members of the 34th family so this eliminates any idea that they are strangers from a far-off land.

We had a little boiler room problem about the service at the Friday breakfast but, after a few adjustments, all went well. We apologize to anyone who was mistreated.

After one of these reunions are over, and we all get home and back to our easy chairs, the rough edges of the "Greetings, You friends and neighbors", message around 50 years ago seem to soften up a bit.

We want to thank you again. The best of the holidays to all. See you in Las Vegas!

Your Reunion Committee,
Gerald Pine
Harold Rutka
Robert Wright

BOARD MEETING 34TH B.G. ASSN.

26 Sept., 1991

Present: W. Brauks, F. Schoch, C. Stemen, P. Anderson, H. Province, W. McAllister, R. Summa, E. Baldea, H. Rutka, S. Wolstencroft, C. Conklin, C. Willis, E. Maciel, V. Holcomb, G. Pine, C. Romero, R. Wright, S. Baglio, B. Sothern, J. Farley, P. Shull and J. Clarkson

The meeting was called to order at 9:02 a.m. by Pres. W. Brauks. S. Baglio gave the invocation.

Board and General meeting minutes of 1990 were read and accepted.

TREASURER'S REPORT - H. Province gave out copies of the report and proceeded to explain each item. Fund summaries are as follows:

	Sept. 13, 1990	Sept. 23, 1991
General Fund	$14,219.69	$13,253.87
Life Member Fund	17,520.85	19,814.35
Memorial Fund	5,983.51	5,830.86
Reunion Fund	2,570.44	2,521.36
Debt Outstanding		-1,969.75
Totals	$40,291.49	$39,450.69

Motion was made, seconded and carried to accept report as read.

CONSTITUTION - J. Farley explained changes made after the Seattle General Meeting. He brought out that the Addendum to the Constitution is restricted to a description of the duties of the officers and can be changed without a vote of the general membership. A discussion of the need to reregister the 34th B.G. Assn. Constitution followed. A motion was made to NOT proceed with reregistration of the document in the state of Texas. Motion was seconded and carried. An original copy of the Constitution was given to the Recording Secretary and one will be sent to the Archivist. H. Rutka brought up the advisability of keeping important documents in acid-free holders.

REUNION COMMITTEE - G. Pine told of the negotiations with the Galt House for the 1991 reunion. The 1991 reunion will be in Las Vegas, NV. at the Gold Coast Hotel, 4000 W. Flamingo St. Room rates are expected to be in the mid-$30.00 range. The hotel would not discuss food prices until within 90 days of the reunion date. The reunion dates for 1992 will be Sept. 14 through Sept. 17. G. Pine explained that we have a tentative contract for the 1993 reunion with the Marriott Hotel in Charleston, S.C. The room rates are to be $71.00 per night. He suggested that we consider Little Rock, AR. instead. After discussion a motion was made, seconded and carried to change the 1993 reunion to Little Rock. G. Pine distributed information folders to board members on Little Rock, AR.

8TH AIR FORCE HERITAGE CENTER - J. Clarkson showed a VCR tape and slides on the proposed center. Information packets were distributed.

TRAVEL - H. Rutka told of information he had received on activities planned for the 50th Anniversary 8th Air Force return to England trips. He handed out information on a proposed Tamarac tour to England May 13, 1992 through May 22, 1992. F. Schoch told of a similar trip offered by Mutual Travel and distributed information on it. Pres. W. Brauks appointed a committee to study the various trips to England being offered and report at the General Meeting. Committee members are H. Rutka, R. Martin and F. Schoch.

Pres. W. Brauks showed a painting of two B-17's donated to the 34th B.G. Assn. by Carl Nichols for hanging in any place we feel suitable. After discussion it was moved, seconded and passed to send the painting to the 8th Air Force Museum at Barksdale A.F. Base on an indefinite loan. L. Crook of Shreveport, LA. will be contacted for assistance in presenting the painting to the Barksdale Museum.

A letter from P. Gray was read, proposing that the present brick monument at Mendlesham be replaced with a more permanent one of stone. After considerable debate it was decided not to take any action at this time. Eli Baldea stated he will try to get more detailed information on how the care for our monument is currently being handled.

H. Province proposed that the two Mendlesham Red Cross ladies, Dorothy N. Peady of Boise, ID. and Marian T. Broadhurst of White Plains, NY, be given honorary membership. A motion to give them a Certificate of Honorary Membership was made, seconded and passed. H. Rutka suggested that Peter Gaskin of England, who has provided so much assistance to the 34th B.G. Assn. people visiting England, also be given honorary member-

Continued on page 6

BOARD MEETING
34TH B.G. ASSN.

Continued from page 5

ship. A motion was made, seconded and passed.

SCHOLARSHIP COMMITTEE - C. Romero expressed disappointment in the small number of applications received this year. The first place $1000.00 award went to Michael Goetz, the grandson of W. Dorrance. The $500.00 second place award went to Kyle Davis, grandson of R. Summa. E. Baldea moved that each scholarship winner be given the 34th B.G. book so they would know something of the group presenting the awards. Motion was seconded and passed.

Pres. W. Brauks read a letter to the 34th B.G. Assn. from the Lafayette Foundation, soliciting money for a museum at the Air Force Academy at Colorado Springs, CO. After discussion it was moved, seconded and passed that we restrict our involvment to the 8th Air Force Heritage Center in Savannah, GA.

Pres. W. Brauks read a letter soliciting contributions for the Duxford Museum in England. After discussion it was moved to put an item in the Mendlesham Memories allowing for individual contributions.

MENDLESHAM MEMORIES - E. Baldea stated that Oct. 30, 1991 is the deadline for submitting items to be included in the December issue of MM. A discussion followed on the problems of getting a photographer to take pictures at our Saturday night banquets. E. Baldea stated that, if he is unable to find one, each table will be requested to take their own pictures.

P.X. - P. Shull gave the P.X. financial report as follows:

Sept. 1, 1990	Balance	$595.33
	Sales	2,991.30
	Total	3,586.63
Expenses	To Treasurer	1,994.50
	Postage	99.13
	For Mdse.	988.14
	Total	3,031.77
Sept. 31, 1991 Balance		$554.86

P. Shull stated his granddaughter, Lisa Shull, 1990 scholarship winner, is now attending Washington University in St. Louis, MO.

H. Rutka reported on the 8th A.F. Historical Soc. reunion in New Orleans, LA. Pertinent items: the 8AFHS dues will not be increased; job descriptions are being written for paid and volunteer jobs; their reunions in the future will be scheduled in the month of October. He stated that 1500 new members joined this year. Anyone wanting the history of their experience with the 8th A.F. preserved may type it up and send it to Jim Hill, editor of the 8th A.F. News. It will be saved in the 8AFHS archives. R. Wright announced that H. Rutka is now a director of the 8AFHS.

NOMINATING COMMITTEE - The committee, consisting of B. Sothern, V. Ames and J. Martin, will report at the General Meeting.

R. Summa told of the availability of the "Lucky Bastard" pin for those who had completed 25 or more missions.

A motion was made, seconded and carried to adjourn.

Pres. W. Brauks adjourned the meeting at 11:04 a.m.

Respectfully submitted by
Paul Anderson, Secretary

REUNION '91

ANNUAL MEETING
34TH BOMB GROUP ASSN.

Sept. 28, 1991
Galt House Hotel, Louisville Kentucky

The annual meeting of the 34th B.G. Assn. was called to order by Pres. W. Brauks at 9:37 a.m. Chaplin S. Baglio led us in Prayer. H. Rutka led us in the Pledge of Allegiance.

The General Meeting minutes of 1990 were read and accepted.

TREASURER'S REPORT - H. Province gave a detailed report of each account with Sept. 23, 1991 balances as follows:

General Fund	$13,253.87
Life Membership Fund	19,814.35
Memorial Fund	5,830.86
Reunion Fund	2,521.36
Debt Outstanding	-1,969.75
Total	$39,450.69

C. Romero moved, seconded by S. Wolstencroft, to accept the treasurer's report. Motion carried.

MENDLESHAM MEMORIES - E. Baldea emphasized that the deadline for receiving material to be included in the December issue would be October 30, 1991.

REUNION COMMITTEE - G. Pine gave the dates for the 1992 reunion as Sept. 14 through Sept. 17, 1992 at the Gold Coast Hotel, 4000 W. Flamingo, Las Vegas, NV. He explained the reason for the Monday through Thursday dates and said the room rates would be between $30.00 and $40.00 per night. The 1993 reunion will be in Little Rock, AR.

REUNION FUND - R. Wright reported the following balances:

Jan. 1, 1991	$2,521.36
Sept. 27, 1991	15,246.98

The 1991 reunion expenses had not yet been taken out of the Sept. 27 balance.

TRAVEL - R. Martin spoke on tours to England to commemorate the 50th Anniversary of the 8th Air Force arrival there. H. Rutka gave details of a proposed tour to England offered by Tamarac Tours. F. Schoch gave details of a similar tour offered by Mutual Travel. Discussion followed on the merits of the two tours. Peter Gaskin, of England, spoke in favor of the Tamarac tour. His wife, Sylvia, was introduced and gave a short greeting. A standing vote was taken among those who were interested in going to England in 1992. The vote was in favor of Tamarac Tours, 19 to 3.

SCHOLARSHIP COMMITTEE - C. Romero expressed disappointment at the small number of applications received this year and hoped the word would get out to more prospective applicants for next year's award. The 1991 34th B.G. Scholarship First Place Award went to Michael Goetz, grandson of W. Dorrance. The Second Place Award went to Kyle Davis, grandson of R. Summa.

P.X. - Chairman P. Shull reported he has turned over to the treasurer $1,994.50 in profits from PX sales for the period Sept. 1, 1990 through Sept. 31, 1991. Cash balance on hand is $554.86 plus inventory. He explained how to order the permanent name tags and told of the

Continued on page 7

ANNUAL MEETING
34TH BOMB GROUP ASSN.

Continued from page 6

new "T" shirts available in the PX. He reported his granddaughter, Lisa Shull, last year's 34th B.G. Scholarship winner is now attending Washington University in St. Louis, MO.

AUDIT COMMITTEE - C. Romero reported all accounts in good order. H. Rutka moved to accept the report. Motion seconded and carried.

CONSTITUTION - J. Farley reported that the task of revising the Constitution/By Laws is now complete.

Pres. W. Brauks showed a painting of two B-17's donated to the 34th B.G. by Carl Nichols. The painting will be loaned to the 8th Air Force Museum at Barksdale AFB in Louisiana. L. Crook will be asked for assistance in presenting the painting to the museum.

NOMINATING COMMITTEE - B. Sothern presented the following slate of nominees:

President	F. Schoch
1st Vice Pres.	B. Sothern
2nd Vice Pres.	S. Wolstencroft
Recording Secr.	P. Anderson
Treasurer	H. Province
Unit Contact & Corresponding Secr.	R. Summa
Board of Directors	R. Wright
Board of Directors	A. Prillaman

A motion by H. Rutka, seconded by A. DiNenno, was made to close nominations and accept the entire slate on one vote. Motion carried.

HERITAGE CENTER - J. Clarkson gave a slide presentation and answered questions on the proposed 8th Air Force Heritage Center in Savannah. GA.

Pres. W. Brauks told of the "Lucky Bastard" pins available to those who completed 25 or more missions. The pins are available from R. Summa for $5.00 each.

H. Rutka moved to adjourn, seconded by R. Wright. Motion carried.

Pres. W. Brauks adjourned the meeting at 11:40 a.m.

Respectfully submitted by
Paul Anderson, Secretary

John Fowler and ????

Kneeling L. to R.: Kaiser & Avriett. Standing: Freidel, Lewis, Soler & Holmes. Rear: Scherr.

1992 E.T.O. REUNION

The 34th Bomb Group is returning to England on May 13, 1992. Our base of operations will be the HOLIDAY INN CAMBRIDGE, where we have 50 rooms available to us for the first five nights. We do not have a schedule available except for Sunday, May 17th. There will be services at the 900 year old St. Michael's Church in Mendlesham - visit in the area - then on to the American Cemetery at Madingly for Memorial Day Services. One evening we will host a dinner for the people who take care of the 34th Memorial - they will be bused to and from the dinner. The balance of the time will be in the Mendlesham area - the 390th Control Tower - Duxford Imperial War Museum - RAF Hendon Museum - and more. The last three nights will be spent at the Copthorn TARA in London. We will have a half-day sight-seeing tour which includes the Churchill War Rooms. There will be time for shopping in Cambridge and London. Tamarac Tours has been selected to make our arrangements, and you will probably have received a mailing from them by the time you read this. If you don't, get in touch with me at (218) 724-1667 or Tamarac Travel at 1-800-228-9690.

Harold G. Rutka
Reunion Coordinator - 1992

CLARIFICATIONS

From Steve Niatas, Hazel Stoutsnberger and Hilary Lodermeier we have received clarification of the persons in front of the quonset hut of the 18th Sqdn. However, they do not all agree in which order the names should appear. Therefore, we have decided to simply say that in the photo are Lowenthal, Lalk, Lodermeier, Austin, Stoutsenberger and Loiselle.

REUNION 91 Down To Business

Portrait of the Board members

General membership meeting

Dex & Beulah Jordan and Jim & Betty Martin registering with Wanda Pine

General membership meeting

Board Meeting

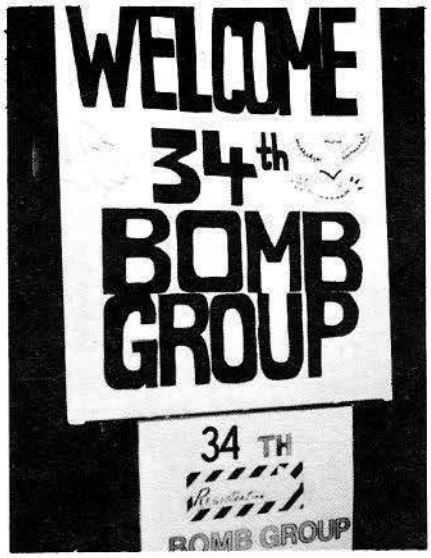
Committee meeting for the return to England reunion in 1992

Ray Summa, Esther Wright & Gen Rutka greet Sylvia & Peter Gaskin (FOTE) to our reunion.

Paul & Pauline Shull at the PX

REUNION 91

Here And There



The welcoming sign in the lobby

Rose Baldea posing with racing horse statue

Passengers boarding tree trolley to shopping area

Cleveland & Henrietta Romero enjoying mint juleps at Churchill Downs

Group on Gray Line tour bus

One Gray Line bus tour group outside Churchill Downs

Frances & Jack Whiting with Tom Wright at the rear of the tour bus

Walt & Ruby McAllister, Eli & Rose Baldea and Betty & Jim Martin at Anthony's Rest

REUNION 91 Here And There

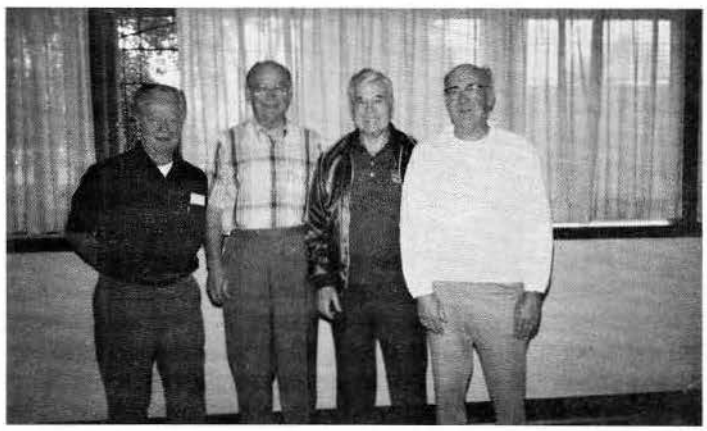
Bob & Marilou Hess and Faye & George Miller relaxing in the lobby

Lee & Sam Baglio with Gerry Pine relaxing in the hospitality room

Comaraderie in the hospitality room

Group waiting for the Friday night cruise boat

Paul Anderson, Bob Cole & Paul Shull at hospitality room



Junius Cobb, Granvel Pierce, Ray Summa & Bob Burgner

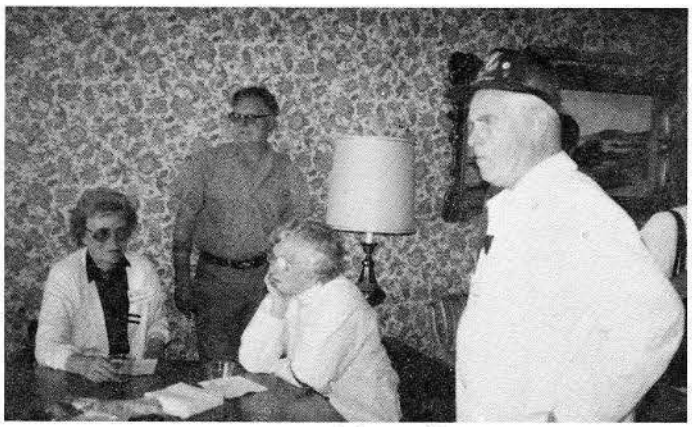
Hannah Summa, Marge Finley and Jim & Scottie Morlock relaxing in the lobby

Peggy Rose, Alda Sivret, Beryl Anderson & Ruby McAllister in the hospitality room

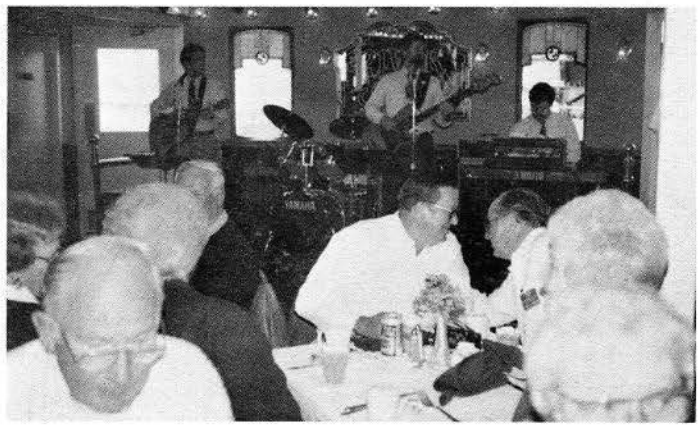
REUNION 91 Here And There

River Queen dining area

River Queen dining area

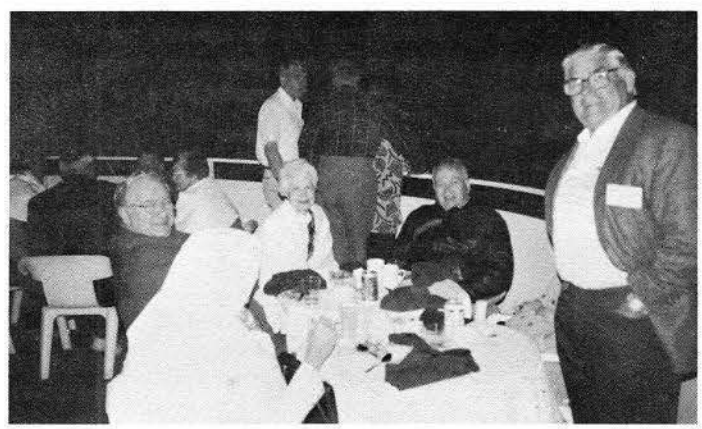


Relaxing in the hospitality room

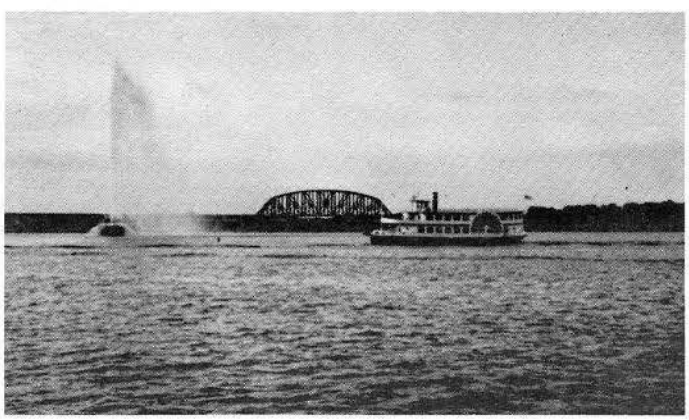


River Queen dining area with musical combo on main deck.

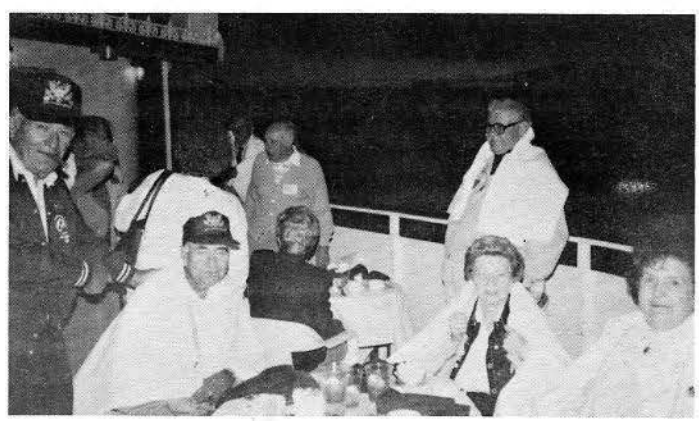
Cruise boat dining area



River Queen outdoor dining area



Cruise boat "River Queen" approaching with Ohio River fountain in view



River Queen outdoor dining area

REUNION 91 Gala Festivities

Pres. Wally Brauks addressing the group

Doris Brauks and Paul & Beryl Anderson

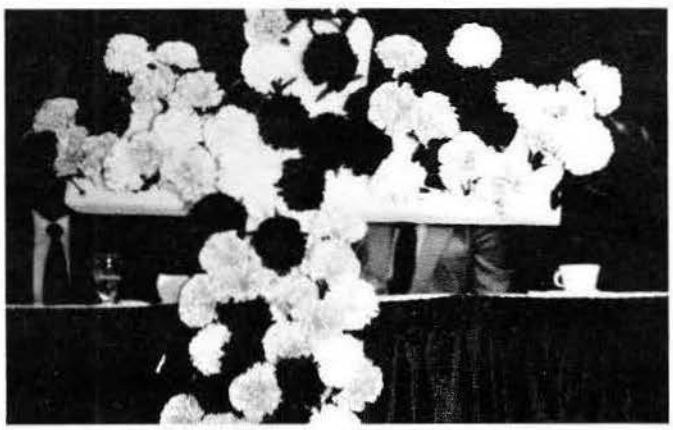
Wally Brauks addressing the group

Fred & Clara Schoch and Lydia & Sam Baglio

Hannah & Ray Summa and Arlene & Sam Wolstencroft

Wally Brauks handing the gavel to new president Fred Schoch

Jan & Hal Province and Wally Brauks



Memorial cross with flowers placed in memory of our lost comrades

REUNION 91 Gala Festivities

Claude & Audrey Gibbs with George & Margaret Kline

Pauline & Paul Shull with Jim & Margaret Hinchee

Henrietta & Cleveland Romero

Walt & Ruby McAlliste with Roy & Kate Tavasti

Al & Elsie DiNenno with Lawrence & Lucille Babcock

Eli & Rose Baldea with Jim & Betty Martin

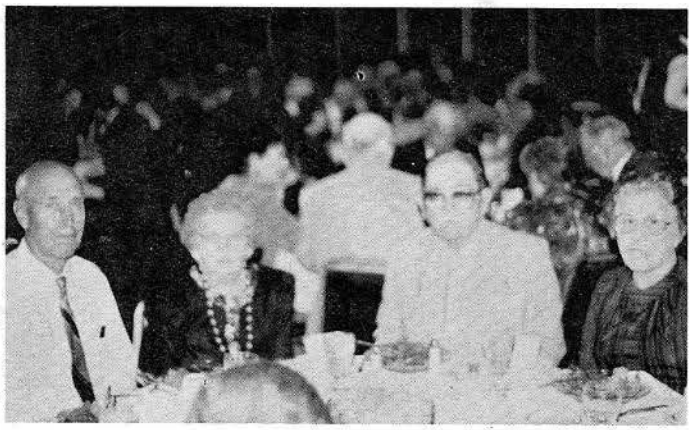
Seated: Anthony & Mary Coutros with Mildred & Donald Plank. Standing: Mark Province with Hal & Jan Province.

Henry & Audrey Tobiason with Jane & Chuck Van Kirk.

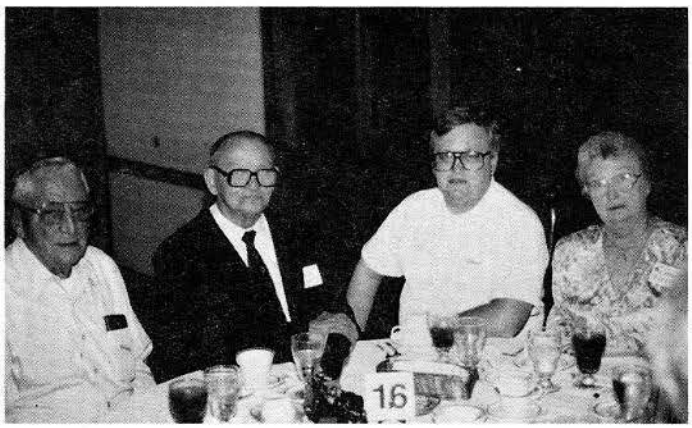
REUNION 91 Gala Festivities

Seymore & Claudia Isaacs with Joan & Anthony Habiger.

Harold & Darlene Dwyer with Ken & Kathleen Paxton



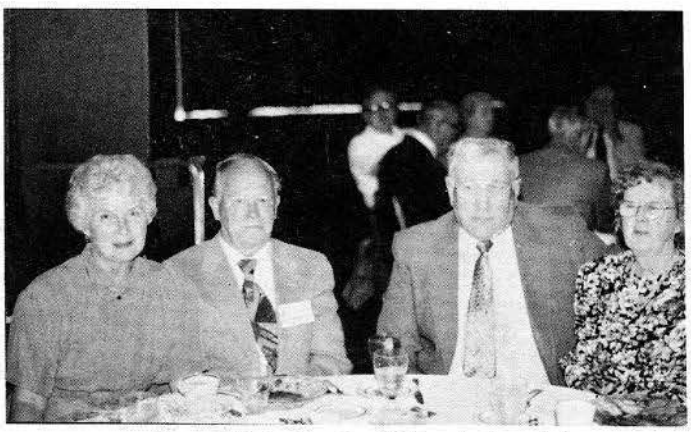
Bruce & Muggs Sothern with Mike & Laura Lopez



Irwin Hanken with Lloyd, Larry & Carol Elliott

Peggy & Everett Rose with Alda & Frank Sivret

George Mongeon & Doris Burdick with Reid & Marie McCloskey.



Jean & Cletus Morris with Max & Eila Jakel

Betty Mae & John Feda with Marcus Dieterle

REUNION 91 Gala Festivities

Gerald & Edith Kincaid with Mary & Calvin Dalcher

Paul & Mary Buss with Eileen & Bill Kaufman

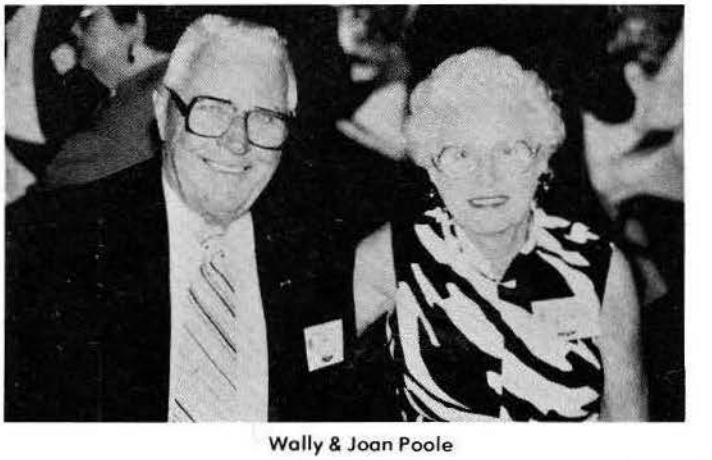
Joe & Verna Edwards with Paul & Betty Bresh

Joy & Jim Hanrihan with Mildred & Roy Ballantyne

Jim & Scottie Morlock with Marilou & Bob Hess

Ginny & Bob Cole with Francis & Barbara head

Margaret Trauernicht, Kathryn & Bernard Peczkowski and Carl Trauernicht.



Wally & Joan Poole

REUNION 91 Gala Festivities

Robert Lampev with Jack & Marian Share

Paul & Mary Frances Sims with Betty & Alex Antanovich.

Miriam & Bennett Richmond

Stella & Chuck Dulan with Gene & Helen James

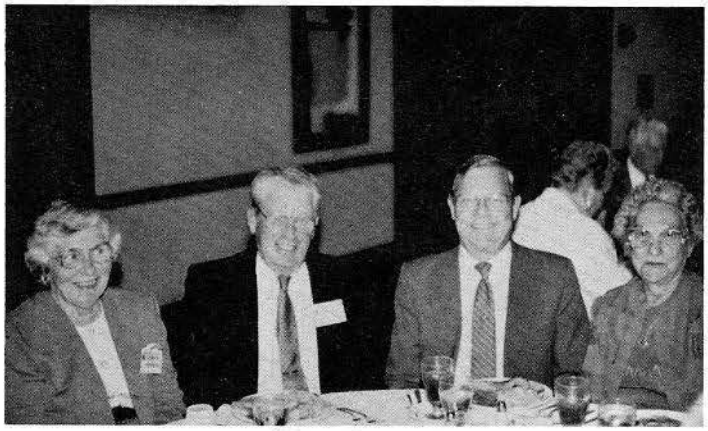
Betty Ray with LaRue Miller

Jack & Frances Whiting with Mary & Earl Frank

Robert Schwartz, Michael Jacobbauski, Bryant & Myrtis Grimes, Peggy Schwartz and Margie Jacobbauski

Seated: Peg Johnson, Dudley & Mary Ellen Casler and Miriam Mermelstein. Standing: Bev Johnson & Herb Mermelstein

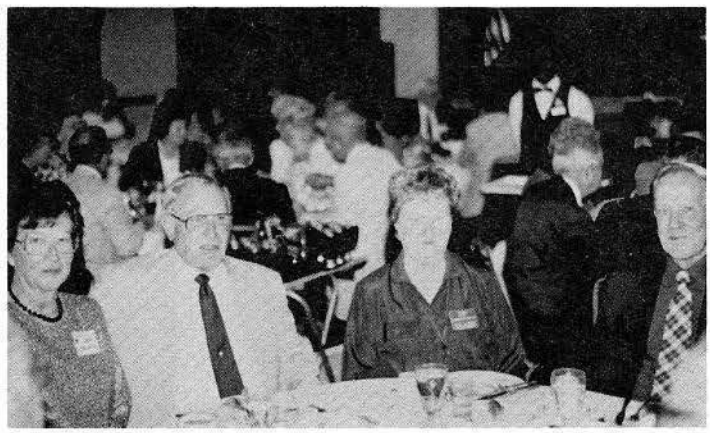
REUNION 91 Gala Festivities



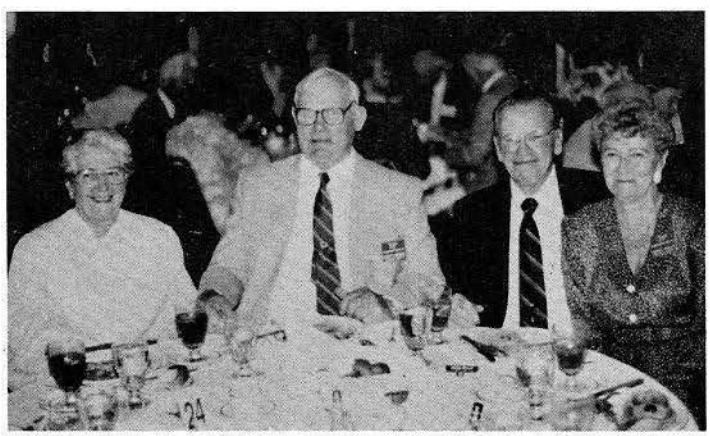
Dorothy & Charles Morgan with Donald & Evelyn Stufflebeam.

H. Arnold & Georgia Prillaman with Carl & Imogene Freysinger.

Donna Mason and Bill Browne with Ceil & Joseph Bei



Lois & Marv Jalving with Kay & Glenn Henry



Ruth & Henry Jurgens with Jack & Bernie Farley

Shirley & Randall Martin with Bob Desjardins and Lois & Marvin Jalving

Peg & Carl Stemen with Elaine & Milt Braveman

Bob & Zelma Bice with Sylvia & Carroll Forister

REUNION 91 Gala Festivities

Phyllis & William Van Buskirk with Agnes & Allen Israelsen.

Joyce Workman, Tennie Allen and Loreta & David Ashley.

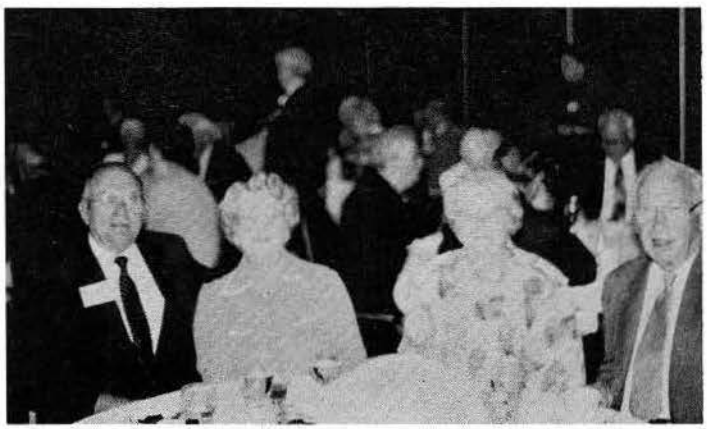
Milton & Kay Hansen

Carol & Eldon Thompson with Carol & Ben Cooksey

Charles Barclay, John Doronsky, Beverly Stearns and Roberta Barclay

Sean & Tammie Horrell with Jack Hood and Bonnie Lasseigne

Charlie & Toots Thurner with Jennie & Bob Schroeder and Charles Pancake



Herbert & Anne Hall with Margaret & Benson Workman

REUNION 91 Gala Festivities

Ginny & Bob Pachowski with Rita & Ed Hiltner

Al & Betty Swenson with John Moreno

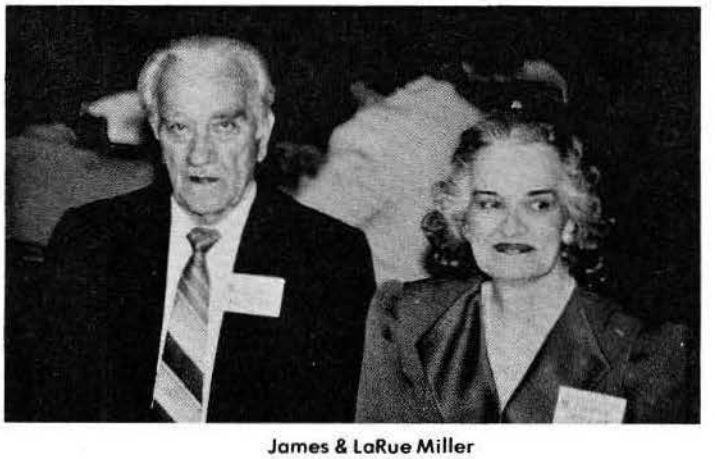
Ginny & Fred Muente with Dex & Beulah Jordan

Jack Ashburn with Willis Griffis and Norman & Schatzie Mayer

James Miller with Jim & Natalie Troup and J.C. Smith.

Tom Wright with Bill & Margo Burnell

Seated: Betty Heikkila with Audrey & Merrill Scharman and Harold Heikkila with Audrey & Merrill Scharman and Harold Heikkila. Standing: Milford Becker



James & LaRue Miller

REUNION 91 Gala Festivities

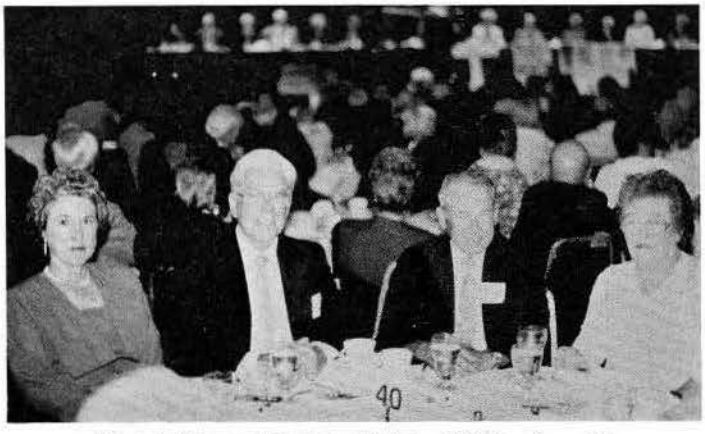
Wanda & Gerald Pine with Esther & Robert Wright

Betty Graves with Virginia & Junius Cobb and Pete Gray.

Hal S. Schmitt with Robert & Lorraine Hartwick and Dorothy Schmitt

Rose & Charles Sakal with Jesse & Molly Gardner

Seated: Jack Bolton, Don Allen, Marge & John Bloczynski. Standing: Ed Dooley & Joan Stateham

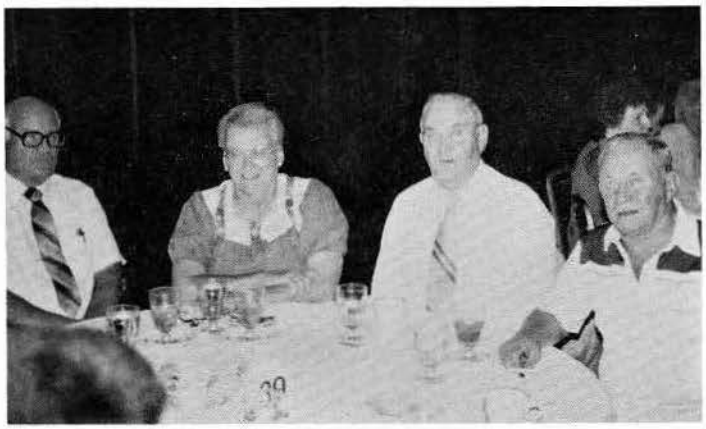


Virginia & James Hunter with Robert & Olive Bergold

Seated: John & Lorraine Nelson with Louis & Terry Tamburro. Standing: Denton & Eileen Armstrong with Dorothy & Jack Clarkson

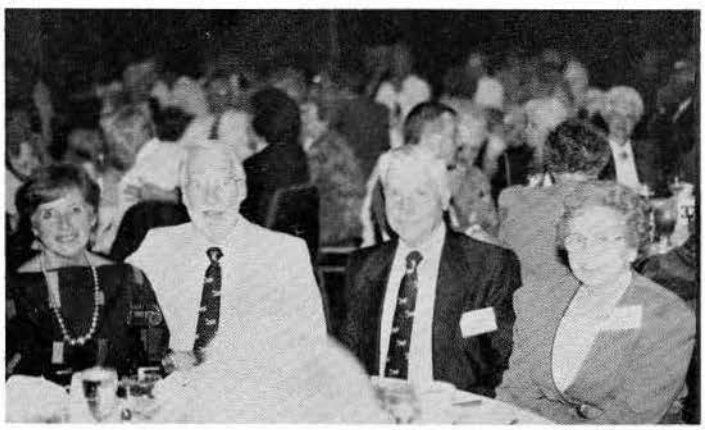
Peter & Sylvia Gaskin (FOTE) with Genevieve & Harold Rutka and Wanda & Gerry Pine

REUNION 91 Gala Festivities

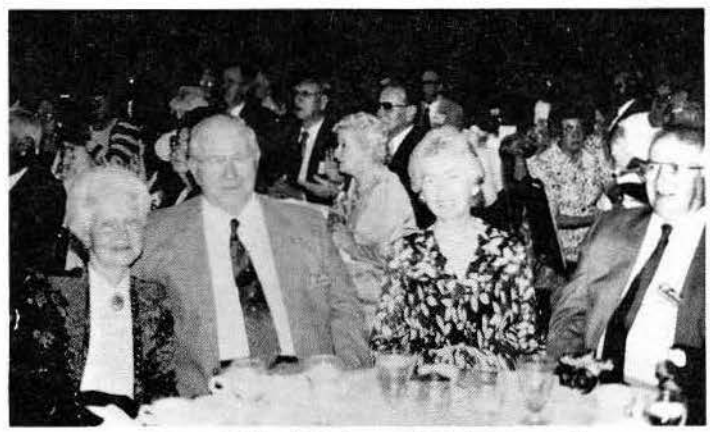


Burch & Mary Lou Wright with Robert & Lawrence Saxen.

Ken & Martha Lewis with Bob & Liz Campbell



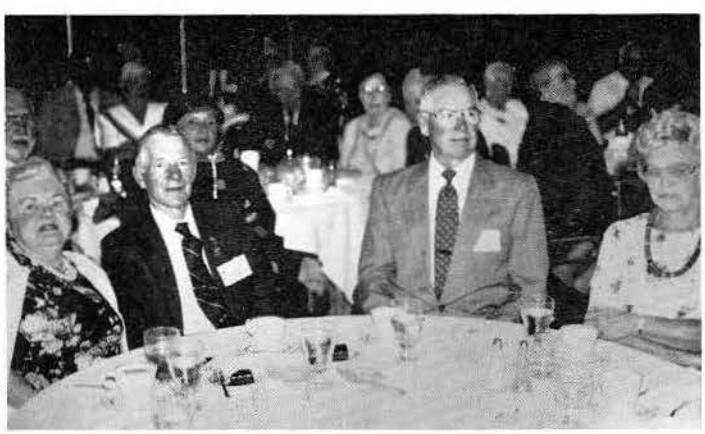
Mary & Byron Sheesley with Frank & Jo Forde



Virginia & Chuck Yockey with Edith & Ben Zeldes

Birgh & Ed Lonergan with Gen & Claude Conklin

Don & Bonnie Shee with Dotty & Herb Roy

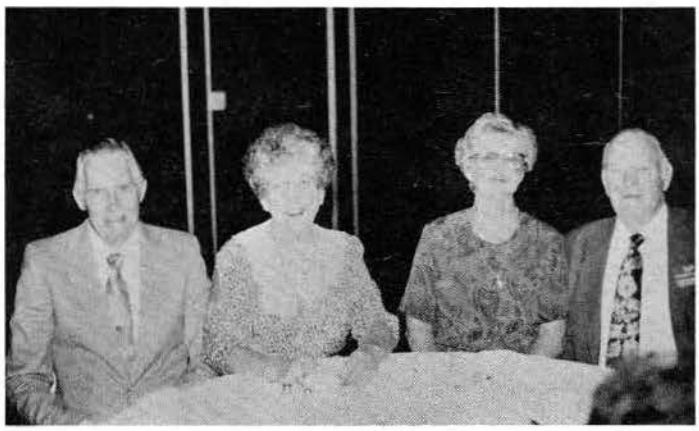


Blanche & Tom Cannock with Ray & Alice Kaiser

Eileen & Charles Herget with Bill & Tootie Hetherington.

REUNION 91 Gala Festivities

Elizabeth & Dan Hardee with John & Ethel Leath



Leonard & Mary K. Fix with Ronald & Martha Simpson

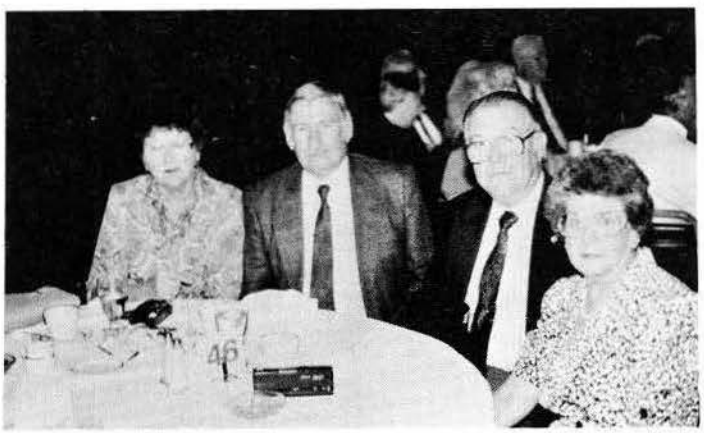
Kay & Jim Stuthers with Clyde & Elizabeth Mathe Sr.

Peter & Lucille Stampon with William & Jean Schildman.

Mildred & Tom Newton with Peter & Patricia Corrigan.

Lloyd & Bobbie Boreen with Dorothy & Bob Nendel

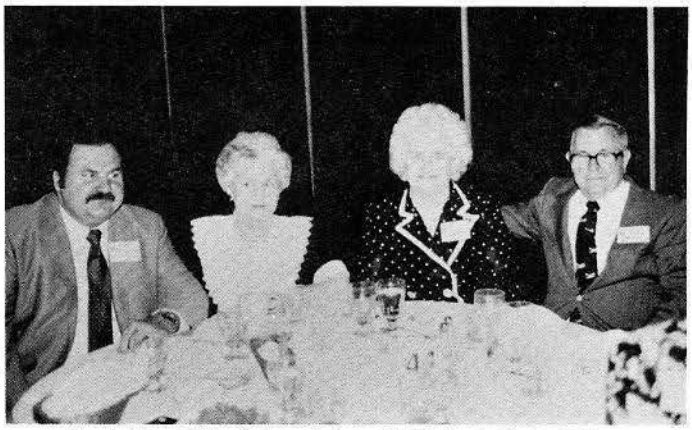
Robert & Rose Marie Baer with Harry & Willie Perry.



Freddie & Cleo Baughman with Vern & Millie Ames

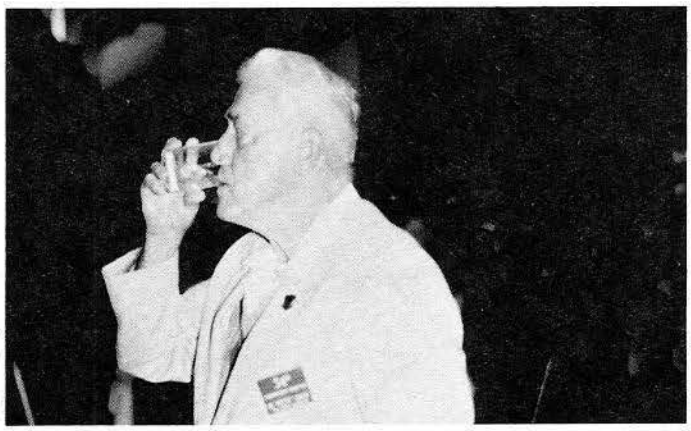
REUNION 91 Gala Festivities

Raymond & Bula Palmer with Mattie & Juan Perez



Ray Bridge & Magdalene Bates with Daisy & Glenn Bridge.

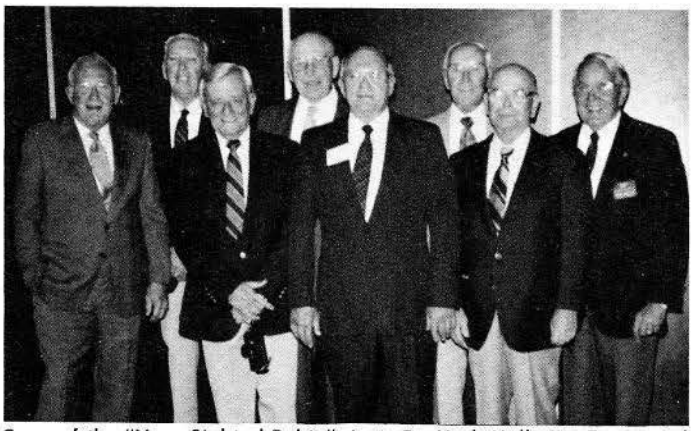
Don & Betty Fillman with Fred & Rachel Waltz



Pete Gray enjoying a drink

Edwin & Mary Lou King with Darrell W. Bulis .

Peter & Sylvia Gaskin (FOTE)



Crew of the "Near Sighted Robin": L. to R.: Herb Hall, Jim Troup, Bob Pacholski, Ed Hiltner, Ben Workman, Dex Jordan, J.C. Smith and Fred Muente

Gerry Pine, Gen. Rutka, Wanda Pine & Harold Rutka

REUNION 91 Gala Festivities

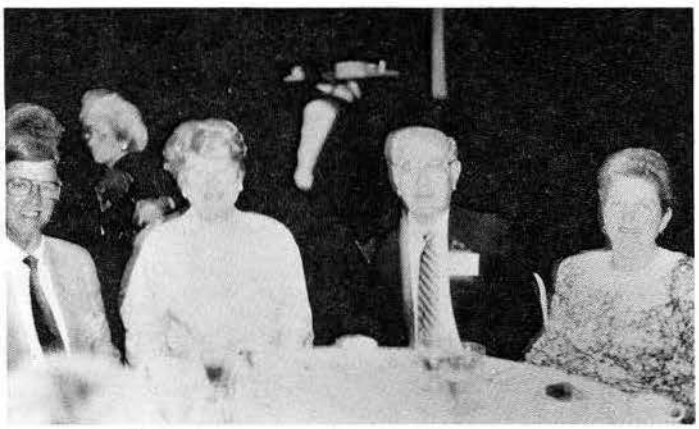
(We apologize for the poor quality of the following photographs.)

Ambers & Jean Hanson with Betty & Verbal Holcomb

Vicky & Hilton Vincens with Mary & Ralph Applegate

Mary Ruth & Raymond Lester with Madeline & Tom Belleau

Earl & Helen Maciel with Louis & Anita Bolce



Clyde & Betty Sudderth with Dale & Margie Finley

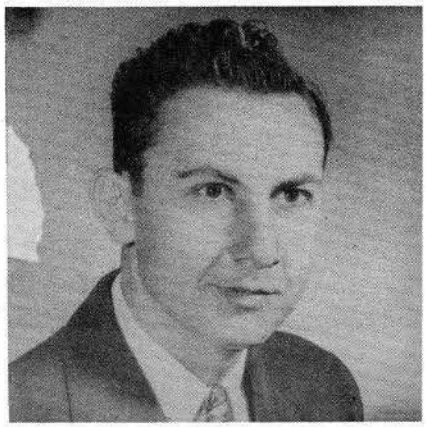
Leonard & Helen Bess with Evalyn & Charles Attridge.

Nita & William O. Brown with Marie & Louis Fournier

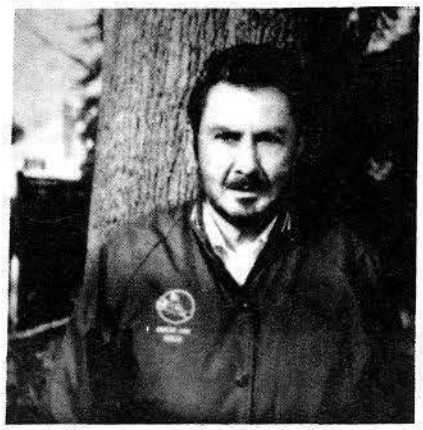
Oren & Lois Smith with Oral & Marjorie Walker

Then and Now

Norman S. Reed



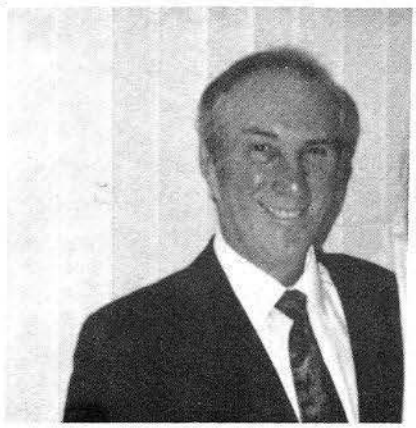
1956



1987

Al Sadowsky

1944



1990

Fred J. Scherr

1943

1986

Notes From Our Friends

LUCILLE (AL) SNYDER - Pittsburgh, PA.

Al and his cousin, Don Isherwood, were both stationed at Mendlesham. Don drove a jeep for an officer. Many stories were told of "commandeering" it for evening use.

Al flew with Sam Laskin's crew in the "Mean Kid" until it crashed and, later, in "This Above All". They usually flew lead and on one mission an officer wanted to go along so Al and his buddy, John Wolff, flipped a coin to see who would not fly. Al was the one who stayed in England. That day his crew was shot down and held in Germany as prisoners. Al finished his missions with other crews and was sent back to the U.S.

Al never saw his friend, John, until July 23rd, 1949, when we went to Wash. D.C. on our honeymoon. He found Johnny and they had quite a reunion!!! (I could have stayed at home!)

****

BETSY (TOM) BIRKO - Neville Island, PA.

Tom and I did not become acquainted until after his discharge in 1945, therefore I was not knowledgeable about his wartime experiences or the 34th.

I see names on the roster of men who live within five or ten miles of me at Coraopolis, Sewickley. Bellevue and Oakdale. I do enjoy reading the Mendlesham Memories. Thank you for locating me. I feel much warmth learning of these men who were so close to Tom.

****

MILTON BRAVEMAN - Harrisburg, PA.

"Dad passed on today" was the 25 July message from Scott Schuetz about his father, Bob.

In 1954 Bob was told that his vision loss was due to multiple sclerosis. Over the ensuing years, though additional symptoms continued to ravage his body, his mind remained clear. Scott relates that his dad died as he lived, proudly and bravely with no fear of what lies ahead. Scott attributes his dad's courage to his combat experience with the 34th B.G.

Bob produced so much in the few productive years he had. He was so proud of his devoted Polly and his legacy, Scott and Lisa. Though his loss is surely mourned, his family can relish the memory of his accomplishments.

P.S. A contribution to your local M.S. Chapter in Bob's memory might be appropriate.

ROBERT MAHAFFEY - Toledo, OH.

I believe Clyde Sudderth's letter on page 14 of the June issue is in error. He identified (wrongly) the crew pictured on page 10 of the March issue as the Iverson crew. I was a member of Dick Iverson's crew. The photo adjoining is a picture of the Iverson crew. They are: Standing, L. to R.: Dick Iverson, Walt Schutte, John Galloway, Arnold Bryant and Me, Bob Mahaffey. Kneeling, L. to R.: Al Pruett, Bob Milford, John Hughes, M. Graham Yates, John Funk and Dale Finley.

Dick Iverson's Crew, 4th Sqdn. 34th Bomb Group, Mendlesham, England (1944).

I'm sorry I can't help with the identification of the crew on page 10 of the March issue. Probably John Polivka's identification on page 14 of the June issue is correct.

****

THOMAS H. SMITH - Bellwood, PA.

I wish to thank you people for the Mendlesham Memories. Some of the memories have helped me piece together events. My God! How little we knew of the total picture.

****

ALLEN BARTA - Wichita, KS.

Please notice that our return address is different. We are temporarily - since the tornado of April 26th - out of our home until we rebuild - soon we hope. It's been a devastating experience. One is enough in a lifetime. We lost not only our home but many of our good neighbors, all of our trees, and, now, our beautiful lake is bone dry and covered with debris. Things will look up, please God, and we can settle down there again.

****

GLENN MILLARD - Whitewater, WI.
(written to Wally Brauks)

I read with great interest your story in the most recent MM. I was flying as co-pilot with the 391st Sqdn. right off your left side and vividly saw the whole thing happen.

Even today I can see the tail of your B-17, with gunner still in it, sitting on top of the wing between engines 3 & 4 for what seemed to be an eternity. I saw your plane slowly go into a spin and our gunners saw only a couple of chutes open. We did not see the other plane explode.

I have told many people about this weird accident, and I'm so glad you took the time to write about it so I would know the outcome of the whole story. I'm looking forward to the December issue.

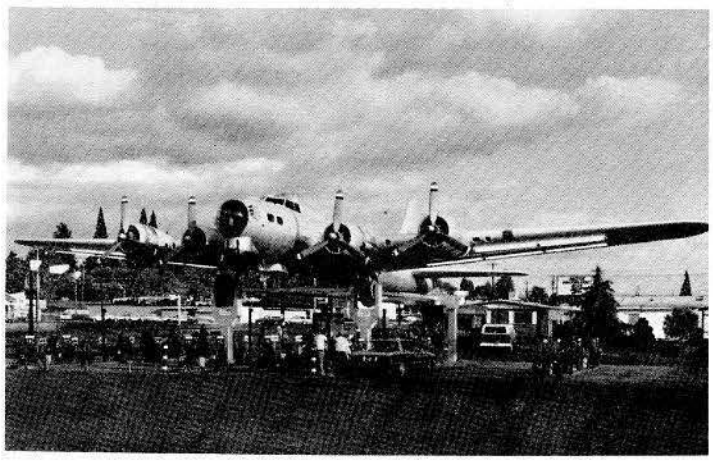
Continued from page 27

Notes From Our Friends

Continued from page 26

WILLIAM WOOLFORD - Milwaukee, OR.

My wife and I went to lunch at the "Bomber" Restaurant recently. It's part of a complex including a gas station, motel units and restaurant. Art Lacey, the owner is an ex-Air Force intelligence man (S-2), now 78 yrs. old. He has a bad heart so his daughter runs the complex. Art has donated the ball and upper turrets of the plane to the Confederate Air Force to make their planes complete. They always stop by to see him when in this area.



The "Bomber" Complex

JUNIUS COBB - Richmond, VA.

I would like to share with you an occasion that took place in May, 1990. During lunch one day a regular customer called me over to her table and introduced me to a visiting lady. To lead into the rest of the story, many of you knew how hard I tried to go with the flying crew. I was turned down because two fingers had been amputated from my left hand. In any case, in May of 1945 I finally got to fly on a food drop mission.

Now, back to my customer. As she talked I detected an accent and asked, "What part of Germany are you from?". She replied, "I'm not from Germany. I'm from Holland". I then told her about the food drop missions. She said, "I remember this. I was working as a nurse at the time and also working with the Dutch underground". Forty-five years to the month this lady is eating in my restaurant. I called my wife to the table and said, "The last time this lady ate my food she had to cook it for herself".

****

MRS. CLAYTON GABEL - Canton, OH.

I am writing to let you know my husband, Clayton, who was with the 34th B.G. died Sept. 5, 1991. He had cancer of the lung, heart and brain. He had 80 liner radiation treatments to heart and lung and 40 Cobalt treatments to the brain. The cancer was found Nov. 5, 1990 when he started vomiting blood. He had treatments from Nov., '90 to May, '91. His picture appears on page 93 of the 34th B.G. H, 1941 - 1945 book.

ROBERT M. SIMPSON - El Cerrito, CA.

About a year ago I underwent emergency surgery for spinal cancer. Shortly thereafter I had to move because I could no longer do my job managing a large mobile home park.

I've recovered pretty well - walking without a cane, etc. - but am not driven by huge amounts of energy and organization. I still keep my interest in the 34th, even though most of my special friends appear (if at all) in the "Taps" column.

I was at Blyth from Feb., 1941 until we split for England. I was train commander across the U.S. and one of the compartment big brothers on the trip across the Atlantic. Left Mendlesham April, 1945 and got home on VE Day. It was a great time and an incredible group. I still think it was probably the hottest of hot-rod formation fliers to hit the U.K. Why did nobody capture THAT on movie film?

****

MOLLIE (JESSE) GARDNER - Bagley, IA.

My Jesse, "Gabby", of the 7th is still motating, but slowly. Thought we might try to get to Louisville this time. He is not well. I still work but we enjoy all the efforts put into the magazine and the group so much.

I am originally from the little village of Debenham, near Stowmarket. A war bride, yes!! Getting to reunions is like meeting family. I write a lot of letters to some of the guys and really enjoy that friendship.

Remember the White Horse Pub of Wetheringsett on the back road out of the camp? Perhaps the Red Lion Pub, Angel Inn, Cherry Tree Inn or the big church on top of the hill in Debenham? Several letters in the magazine mention a few well remembered spots of the old days.

Hope we can make it to Kentucky. Maybe we can have a good old chin wag. I do hope we can make it.

****

WILLIAM G. SHOVE - San Diego, CA.

We've received the latest M.M. and the 34th B.G. Roster. There is an error in my middle initial. It should read William G. Shove. Also, I believe we should check on the listing for Robert K. Swarthout. Fred Maundrell of Mendlesham writes that a list of burials of the 34th B.G. personnel at Cambridge American Military Cemetery lists Swarthout, Robert K., 2nd Lt., 7th Sqdn. in plot F, row 6, grave 72, on 6 June, 1944. Maybe somebody should check into this. My wife, Laura, and I enjoy reading Mendlesham Memories and look forward to receiving each issue. Laura likes to read Rose's Corner for her recipes. We regret not being able to attend any reunions yet. We are on a limited income and have to watch our finances. We are hoping to be able to attend the 8th Air Force Anniversary next year but we have our doubts on that.

****

MONA (BOB) KORF - Montrose, CO.

I won't be able to attend the Louisville reunion but, from the M.M. pictures and stories, it looks like you all have such a good time.

Bob and I were not married to each other during the war but what little he spoke about - mostly the friendships he made - I enjoyed hearing about. Guess that's why I enjoy reading the M.M. also. I'm doing pretty well here, though it gets lonely at times. I'll spend part of November and December with my family back in Columbus, Ohio.

Continued on page 28

Notes From Our Friends

Continued from page 27

OLIVER BOLDUC - Chaplin, CT.

The letter from William Sherman on Page 7 of the Sept. issue brings a sad heart to me as the pilot of the plane shot down in flames at the hangar was Hazen Eastman, a fine pilot, very serious and one of the best. I believe the records should be checked for the names of those who perished with him.

I was the crew chief of the plane and saw it shot down as well as seeing those who parachuted out to land anyplace they could. To say the least, the enemy was in control for a brief period. When I got word that it was my aircraft I cried for it was a loss to humanity for them to be taken from our midst.

Once again I'm not able to attend the reunion but do extend my very best to everyone there. Keep up the good work. It must be a tremendous undertaking. I don't know how you all do it but I enjoy M/M cover to cover.

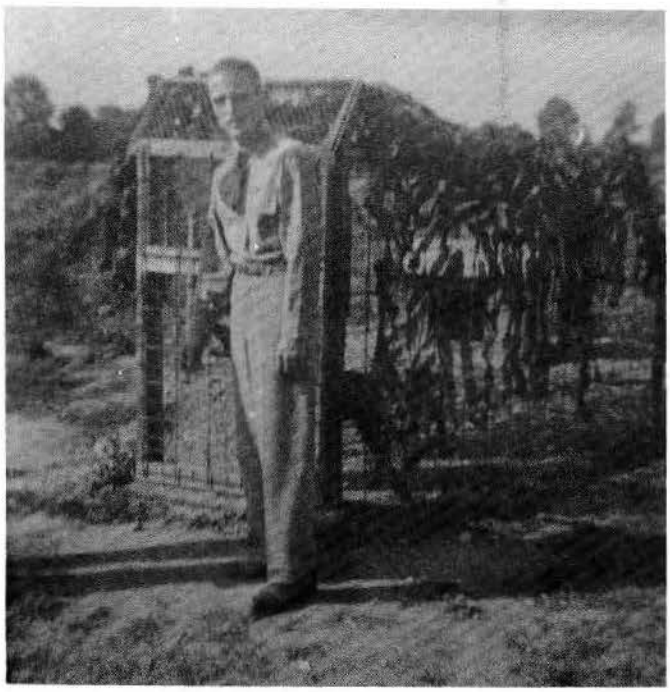
****

GEORGE H. KLINE - Burnt Hills, NY.

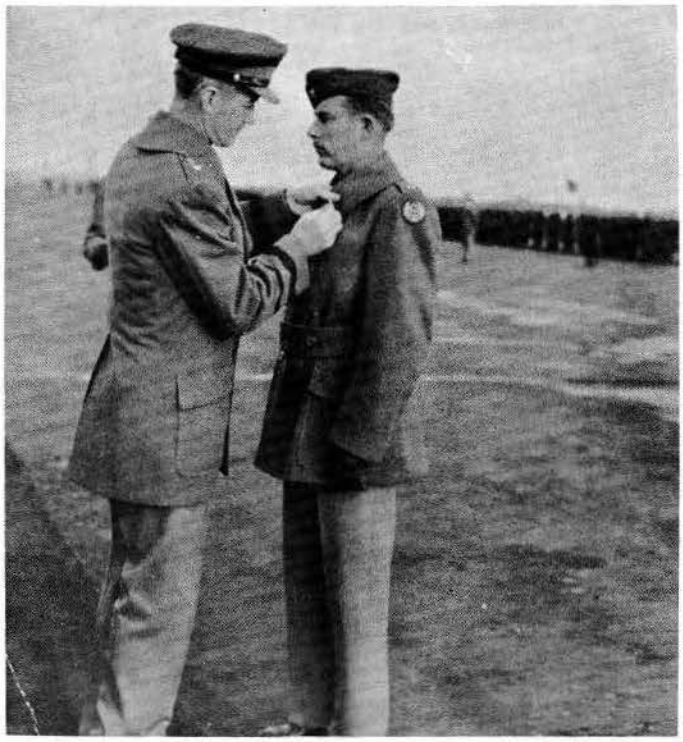
Once again the gals and guys in charge of our reunion came through with flying colors. They gave us a hotel that was excellent. The music and the cruise was icing on the cake. It gives us memories that will stay with us for a long time. As usual, it was good getting together with the best people in the country.

Stopping outside Cincinnati for breakfast, my jacket drew attention from another lost veteran. I was able to provide him with information about the 8th AFHS and the name and address of his unit contact. In Fredonia, NY. we spotted a large B-17 model hanging from the ceiling in the Quality Inn restaurant. After inquiring we found the place was managed by another bomber veteran, Anthony Petro. The dinner was quite good.

Margaret and I really appreciate all the work that goes into these reunions. Keep it up!



Col. Gerhart.



Roy Tavasti receiving his D.F.C. medal.

PAULINE (WALTER) SUMMERS - Browns Mills, NJ.

I am writing on behalf of my dear husband, Walter (Bob) Summers. He was reading the latest issue of Mendlesham Memories when he came upon a letter on page 6 from a Mrs. Taynette Long from Marietta, OH. It brought him to tears because he was a crew member of "Out Of This World". He has wondered for so long what became of the other crew members. He knew Edgar Smouse had died and was so sorry to hear about Louis Long. He would so love to hear from the others. He is unable to write because of the stroke he had last year but I would be happy to write for him.

We are sorry not to be able to go to the reunion again. We did so enjoy those we were able to attend. Oh, yes! Although his name is Walter, he has always been called Bob because his second name is Robert. He was wondering if the Robert Summers in the "TAPS" section meant him.

I hope Bob hears something soon as it would cheer him up to no-end. Not being able to do much is so boring for him. It's so sad to see this happen to someone, especially a loved one. Heart attacks and strokes are so unexpected.

****

THOMAS C. REEVES - Boise, ID.

Thank you for making it possible for me to make contact with the 34th B.G. again. I was with the group when we transferred from Westover Field. I had been with the 20th Sqdn. of the 2nd B.G. at Langley and, when the 34th was formed, I became the supply Sgt. of the 4th Sqdn.

Ironically, Curtis E. LeMay was my first Sqdn. Supply Officer. He was a great guy to work with. Of course, I kept up on his progress through the years and am quite proud of the fact I had the honor and privilege to serve with him.

Continued on page 29

Notes From Our Friends

Continued from page 28

WALTER SCHUTTE - Huber Heights, OH.

I always enjoy the articles in the Mendlesham Memories. I don't think I'll be at the reunion. I do hope you all have a good time.

****

OMER G. MONGEON - Collierville, TN.

A few comments about my first reunion: First, I was very disappointed on not finding anyone for information on golf. There was no early registration on 24 Sept. as scheduled. Secondly, The reunion, overall, was really enjoyed, especially the accomodations and the boat trip. Thirdly, my thanks to Wanda Pine who went out of her way to make my guest, Doris Burdick, really welcome.

So much for that. I did not meet anyone I knew during the reunion. On the last morning, at breakfast, a couple asked if they could join us. Before breakfast was over we discussed that we shared the same hut in Mendlesham. He was the flight engineer on the other crew in our hut. They were Don & Betty Fillman.

In the Sept., '89 issue of MM, there was a picture of William Frick. The last I knew Frick was missing in action. I would appreciate the person who sent in the picture contacting me concerning Frick.

****

LEWIE H. MILLER - Greenville, SC.

I regret I was so long learning of the 34th BG Assn. I would have been in with it from the beginning. Having made the Air Force my career, it has been natural for me to try to learn about anything which might be an outgrowth of the WWII experience.

I loved England before I went over and I still do. I go over on an average of once every two years. After 28 years in the Air Force (20 as Chaplain) I have gone back to study for 2 summers.

Sorry to miss the reunion but will try for next year. Though I have never (one exception) met any of my crew, I have been in contact, one way or another, with various unit members.

Crew of "Purty Chili" (named for movie starlet Chili Williams). Rear L. to R.: Sacherman, Des Lauriers, Hansen & Wathey. Front: Young, McClellan, Green, Griffin & Shoaf.

Crew of "No Gum Chum". Rear, L. to R.: Waistman, O'Grady, Pochter, Gregorski. Front: Strawder, Foresman, Koenig & Russell.

RANDY BAILEY - Rochester, NY.

I received 3 responses to my letter which appeared in the Sept. issue. However, I didn't hear from anyone in the 391st Sqdn., which I thought was interesting. I keep hoping I may hear from someone who may have known my uncle, Robt. F. Kruse, and can relate an incident, a friendly night on the town, barracks chatter stuff, and that kind of minor contact, even despite his short time alive there.

****

CLAUDE GIBBS - Catawissa, MO.

Audrey and I thoroughly enjoyed the Louisville experience and must congratulate the committee for another job well done. It was a pleasure to see so many new faces and we look forward to more in Las Vegas.

This note would not be complete without expressing out personal thanks for your efforts in making the newsletter something we look forward to each quarter.

****

JACK CLARKSON - Savannah, GA.

The Louisville reunion was beautiful and a happy one with old friends and making new ones. There are only 6 of our crew still remaining. Three have died - Howard Tew, Benny Neal and Ted McLean. However, 2 of our crew were together at Louisville, John & Terry Nelson with Dorothy and myself. Hopefully, in Las Vegas, we can have all of us together at one time.

****

CARL FREYSINGER - Cable, OH.

I wanted to write and let everyone know how much we enjoyed the reunon in Louisville. It was perfect. We met all of our old friends and, also, made a lot of new friends. The Hotel Galt was beautiful and the events were perfect, too. We especially enjoyed having Sylvia and Peter Gaskin there. It's always a pleasure to see our friends from England.

Many thanks to the people who work so hard to send out the "Memories" magazine. Also to those who organize the whole reunion. It is a lot of hard work and we really appreciate it. Thank you.

Continued on page 30

Notes From Our Friends

Continued from page 29

BOB WRIGHT - South Bend, IN.

I think most people I talked with enjoyed the reunion and had a good time. I had total knee replacement on my left knee on Oct. 17th and came home from the hospital on the 23rd. It's a very painful operation and I'm going to therapy 3 times a day to get it back into shape. Hope to be ready for Florida on Dec. 29th. Keep up the good work.

****

MILLIE (LARRY) LONG - Norwood, PA.

On page 9 of the Sept. issue the ball turret gunner shown, we believe, is Larry. My three daughters agree that, if it isn't Larry, it must be his twin. It looks just like him when he was twenty-two.

I sure wish Larry would have known about the 34th B.G. Assn. while I still had him. I know he would have loved to be a part of it. Take care and "God Bless".

****

DEXTER JORDAN - Huntersville, NC.

The reunion was great but, as always, too short. Three of my original crew that I had not seen or heard from were there. The hotel and location was great and the food was good. Also being close to Bill Cloud was great so Beulah and I could visit him. Bill's crew and my crew always worked together when either plane was grounded. By doing this we got them back in the air in half the time.

Considering everything, it was a great reunion. Seeing so many friends and meeting so many new ones. Thanks again to all that worked so hard to make it possible.

Our homecoming was a sad one. Beulah lost an aunt on Sept. 28th and a cousin on Sept. 29th and I lost a cousin on Oct. 5th. We had 3 funerals in 8 days.

****

PETER STAMPON - Gray, ME.

Lucille and I had a super time at the reunion in Louisville. We are looking forward to next year in Las Vegas.

****

STEVE FELTOVICH - Willoughby Hills, OH.

I would like to take this opportunity to congratulate all those involved with the publication of Mendlesham Memories. They are doing a great job. I look forward to receiving and reading the publication. My regard to all.

****

BETTY (PAUL) SCHOMMER - Rush City, MN.

This is a big "Thank You" to Bob and Lorraine Hartwick and all the people who signed and sent me the get well card. I was so surprised and happy to receive it.

Paul and I were going to come to Louisville but my right knee was getting so bad I was ready to have it replaced. But no such luck. I had a chest x-ray and they found a polyp and a collapsed lung. The Dr. operated and they found no cancer or T.B. So, I can thank my lucky stars. My knee can wait 'til next year. We wish all of you a Very Happy Holiday and Bless you all.

****

Standing, L. to R.: Sargent, Tyson, (Co-Pilot), (Navigator). Front: Forth, Gilliland, Thompson, Merriel, Dalcher & Sater.

NEWS FROM HERE AND THERE

From Irwin "Bud" Pochter we have the following:

In a book about to be published Roger Freeman had used two stories I wrote about our crew. Not to toot my own horn, but those two stories are the only ones about the 34th Bomb Group.

In any event, the book is now out and available through: Motor Book Int., Osceola, WI., Telephone No. 1-800-826-6600. If you're interested -- it's a good read. (Editor's note: Irwin didn't give the name of the book in his letter.)

****

From Doug Hubert we have the following:

I came across a nice item at the Museum of Flight's gift shop here in "Boeingtown". It's a nice coffee mug with a multi-color painting of the 34th's B-17G "Bottoms Up" with Gen. LeBailly as A/C Commander. Price of the mug is $8.95. If anyone's interested they can write me, Doug Hubert, 416 Second Ave. So., Seattle, WA. 98104.

****

From Ian McLaughlin of Norfolk, England we have the following:

A book to be published in November, 1991, "8TH AIR FORCE BOMBER STORIES" features, amongst others, the 34th B.G. The book is based on a remarkable collection of photographs preserved by Russ Zorn who served as a photographer for over two years. Sadly, Russ died before seeing his project come to fruition, so not only is the book a tribute to American airmen but it is now in memory of a fine friend.

(Editor's note: Ray Summa is corresponding with the publishers so I'm sure we'll know more about this in the future.)

****

From a Ms. Juliet Gardner we have the following:

I have been commissioned to write a book on the GIs in Britain during the second World War to be publish-

Continued on page 31

NEWS FROM HERE AND THERE

Continued from page 30

ed on the 50th Anniversary of the arrival of the first US troops in Britain in January 1942.

I am particularly interested in hearing from members of the 8th Air Force who were "over here". I wonder if they might be prepared to recall some of their memories of their time in East Anglia for me. I am particularly interested in any anecdotes or memories of those years - how you felt about Britain and the British, about flying, about the danger, particular missions, flak, how you spent your leisure, any superstitions you or your fellow airmen had, the loss of your comrades, and what you were doing on D-Day. Please write to: Juliet Gardner, 92 Malden Road, London, England, NW5 4DA.

****

From Jack Clarkson we have the information that the "MIGHTY EIGHTH" is planning a huge 50th Anniversary celebration in Savannah, GA. from Jan. 27 to Feb. 1, 1992. On Jan. 28th, 1942 the 8th Air Force was activated in Savannah, GA.

Many celebrities are expected and the activities schedule looks very interesting. Jack has all the information you will need for attendance. Unfortunately, with the already record size of this issue, we are not able to include all the information here. Those of us who are members of the 8AFHS, I'm sure, will receive information in the mail. Others who may be interested in this affair can obtain all the information they need by writing:

Jack Clarkson, 459 Mall Blvd. 25, Savannah, GA. 31406.

Standing, L. to R.: Wentz, Hohenstrieter, Ray, Dodson & Stallmach. Front: Vinge, Jambor, Grzeskowiak & Johnson.

Memories

CRASH SITE VISIT

by Wally Brauks
(continued from Sept. issue)

On a beautiful clear day we drove to the Henkemeyer farm. I kept looking around to see if anything looked familiar, but saw nothing. Upon arrival, much to my surprise, the young boy and girl that had come to my aid 46 years ago were there. It was amazing or, as I felt, a trip of fate. Imagine, after 46 years, there were two eye witnesses to relate to me their versions of what had happened.

The boy (Ferdinand Schneitz) showed me the spot where my plane had crashed. He also told me (through an interpreter) "a big section of the "Wrangler" had fallen on his home and completely destroyed it". I asked what kind of house it was. He said, "It was very old, mud walls and straw roof." I asked if the house had been replaced. He said "Yes, it is now a much better house." I asked whether anyone had been hurt and he told me "no-one" as they were in the fields working. I remarked "Some times bad things happen for the good. You got a new house". He said, "Wally, thank you for the new house."

We celebrated with champagne, coffee, tea and the most beautiful pastries I had evern seen. Many pictures - many hugs - many kisses and embraces. We exchanged addresses and made a commitment to keep in touch.

L. to R.: Ellen Rost, Reinhard Henkemeyer, Wally Brauks, Hildegard Schmidt and Ferdi Schneitz.

Surprise of all surprises, Mr. Johannes Buschmeier, historian of Hovelriege, presented me with a photograph of my crashed plane and supplied me with numerous pages of data that he had collected - data I never expected to see. He said he would be visiting a friend in St. Louis, our home city, and that he would meet with me when he arrived. Wonder of wonders, the friend he visited lives within walking distance of my home. Mr. Buschmeier said he had been searching for information connected to the "Wrangler" but, until now, he hadn't

Continued on page 32

Memories

Continued from page 31

found any. He had even written to the 8th A.F. Hdqtrs. with no response.

I was told that the Henkemeyer family was subject to a great deal of harrassment by the S.S. troops because of their coming to my aid. The Henkemeyer's farm has been in the family for over 300 years. Mrs. Schmidt, nee Henkemeyer, said she often thought of me and wondered if I had survived. Mr. Rheinhardt Henkemeyer, son of the deceased Ferdinand Henkemeyer and current proprietor of the homestead, was fighting at the Russian front and became a prisoner of the Russians at the same time of my misadventures with the Germans.

We were told the town of Paderborn was 85 percent destroyed during WWII with 70,000 lives lost. But, the local people have done a beautiful job of rebuilding their beloved village. The population is now 150,000. Among the numerous places we visited was a cathedral built in the year 820 AD that had been completely destroyed and the renovation has just recently been completed.

Mr. Buschmeier furnished the following:

EXTRACT OF HOVELRIEGE PARISH CHRONICLE

SEPTEMBER 1944

On Tuesday, September 22 at 1500 hours an American bomber crashed out of a very strong group of the American Air Force planes and fell in front of the farm hands' house of Ferdinand Henkemeyer, the domicile of the Schnietz family.

Some members of the crew had jumped out of the plane with their parachutes. When the aircraft hit the ground it exploded with its bombs and completely destroyed the house.

In the whole area the tiles were smashed and torn from the roofs. Doors and windows were pushed out of the hinges. Also in the vicarage a lot of tiles were blown from the roof. The ceilings were cracked and all doors were pushed off their hinges. Many tiles fell off the church roof. The stone frames of the windows and the vaults were cracked. The lamp in the vestry was flung down. The roof of the Henkemeyer farmhouse had to be covered with new tiles. It is unbelievable that no citizen of Hovelriege was killed in this accident.

Two American airmen lost their lives. One body was found in the Junkern meadow. The second, whose parachute had failed to open, lay in front of the house of Heinrich Gerkens. The dead soldiers were buried in the cemetery of Hovelriege. The mayor had been ordered by the Commander of Lippstadt airfield to bury the corpses on the spot. Many inhabitants opposed this order and the mayor asked the vicar to bury the corpses in the cemetery of the Catholic parish, but the graves should be made unrecognizable. The vicar agreed to bury them but refused to make the graves unrecognizable.

The funeral took place in the evening as there were no coffins available. The vicar and the grave digger decided to bed them on freshly-cut heather. When doing this the grave digger said, "If one of my boys should die in an enemy country, I would want him to have at least a decent grave." When the grave digger died there was inscribed on his tombstone "He buried the dead with great reverence".

To Ferdinand Henkemeyer this caused great trouble because he had given food and drink to a totally exhausted American airman who had been captured by Albert Gellerman, a guardian, who was stationed on his farm. The S.S. heard the rumor that the Henkemeyers had given aid to the American airman. They demanded that the Henkemeyer farm be confiscated and Mr. & Mrs. Henkemeyer be hanged for favoring the enemy soldier. Mr. Gellerman, when interrogated, said he was responsible to take the prisoner alive to the camp. It would not have been possible to take a completely exhausted man to the prisoner of war camp without trying to restore his strength.

The graves of dead airmen were always decorated with flowers by unknown people. When the Army of the United States marched in the carpenter, Martin Apelmeier, put a birch tree cross on the graves and put the American helmets, which had been hidden in the vicarage, on them. Later on the corpses were exhumed and returned to American soil.

****

I am glad I made this trip. It is something my sister Doris and I will remember for the rest of our lives. I met many fine people. Everyone was gracious to us. We have had three visitors from Germany since our visit - Ms. Barbara Wessel and Mr. & Mrs. Johannes Buschmeier.

NEWLY FOUND

(As of 10//30/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BAKER	CHRISTOPHER	A	402 LAKE PARK, SUITE 67	OAKLAND,	CA.	94610
CLEMINS	JAMES		3213 17TH STREET	RACINE,	WI.	53405
DAY	GEORGE W.		4 WORDEN LANE	SARATOGA SPRINGS,	NY.	12866
GAUMER	BASIL L.		911 NO. ELM, BOX 323	GREENVILLE,	IL.	62246
GRISHAM	GEORGE R.		205 STADLER DR., ROYAL PALMS	NEW BERN,	NC.	38560
LAUB	JOSEPH		2767 DEBLIN DRIVE	CINCINNATI,	OH.	45239
MILLER	LEWIE H. JR.		118 THRIFTSIDE DRIVE	GREENVILLE,	SC.	29609
WROGA	WALTER W.		198 VIRGINIA AVE., APT. S	GLEN BURNIE,	MD.	21061

CHANGES OF ADDRESS
(As of 10/30/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ALLING	CHARLES B. JR.	4	Zip Code should be			10128
ANDERSON	DAVE	391A LM	4612 BLACK OAK LANE	FORT WORTH,	TX.	76114
AUSTIN	PAUL	18	HC 87 BOX 9240	MERRIFIELD,	MN.	56465
BEAVER	DUANE R	391A LM	Zip Code should be			48350
BOULDIN	JAMES E.	18 (LM)	2716 AMHERST ST. S.E.	STUART,	FL.	34997
BUSSE	ARTHUR	4	5380 E. HONEYWOOD LANE	ANAHEIM,	CA.	92807
CASLER	DUDLEY	391	652 SAGUARO WAY	MESA,	AZ.	85208
DWYER	JOHN	7	43 LA VILLA WAY	FORT PIERCE	FL.	34951
ESLIN	HENRY C.	391	P. O. BOX 1164	SUN CITY,	AZ.	85372
KINCAID	GERALD	7	10424 BLACK IRON	LOUISVILLE,	KY.	40291
LOGAN	HAROLD F.		645 FOREST LANE	CLEVELAND,	TN.	37312
MARTOF	LEONARD J.	4	11010 SHELBYVILLE RD.	LOUISVILLE,	KY.	40243
ROSS	JOHN J.	18	P. O. BOX 468	SYOSSET,	NY.	11791
SMITH	JAMES C.	7	1829 SE 41ST ST.,APT.1-I	CAPE CORAL,	FL.	33904
STRAIGHT	MRS. MARION L.	7	6 MONTICELLO CT.	LAKEWOOD,	NY.	14750
TYSON	ROBERT W.	391	508 LAWRENCE ROAD	HAVERTOWN,	PA.	19083
WINGO	TRUMAN	18	1814 NO. LA CANNON	GREEN VALLEY	AZ.	85614
ZINZOLA	PAUL L.		380 HARTFORD RD. #9-B	BUFFALO,	NY.	14226

TAPS
(As of 10/30/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
FRANKENSTEIN	HYMAN	HDQ.4	137-10 64TH ROAD	FLUSHING	NY.	11367
GABEL	CLAYTON	18	1306 12TH ST. N,W,	CANTON,	OH.	44703
GILL	JAMES T.	391	1634 N. JESSUP	PORTLAND,	OR.	97217
GOY	ERNEST G.	391	3814 CARY RD. N.W.	HUNTSVILLE,	AL.	35810
GRIMME	BERL	18	1004 NORTH EAST ST.	TIPTON,	IN.	46072
JAMES	MARCUS	391		NEW AUGUSTA	MS.	39462
LAYMAN	WILLARD E.	18	P. O. BOX 836	LOOP,	TX.	79342
LUCAS	PAUL		3885 MOREFIELD RD.	HERMITAGE,	PA.	16148
PEEK	JOHN P.		1441 E. VIRGINIA	DES MOINES,	IA.	50320
SCHUETZ	ROBERT C.	391	4322 RAVENSWORTH #222	ANNANDALE,	VA.	22003
SPINK	JAMES M.	4-391	5310 144TH PLACE S.W.	EDMONDS,	WA.	98026
WALTERS	DONALD		RD. #4	ERIE,	PA.	
ZEMAN	ROBERT		1940 6TH ST. SO.	WISCONSIN RAPIDS,	WI.	54494

NEW LIFE MEMBERS
As of 10/30/91 - Total Now 208)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
DESJARDINS	JOSEPH R.	7	11200 BEECH ROAD	ANCHORAGE,	KY.	40223
HETHERINGTON	WILLIAM	7	BOX 667	SEIAD VALLEY,	CA.	96086

34TH BOMB GROUP (H) SCHOLARSHIP
1991 SCHOLARSHIP WINNERS

CONGRATULATIONS TO:

$1,000.00 34th Bomb Group Scholarship Winner: Michael Goetz sponsored by William Dorrance - 391st Squadron

$500.00 34th Bomb Group Scholarship Winner: Kyle Davis sponsored by Ray Summa - 18th Squadron

And our thanks to the following who participated in the 1991 Scholarship Program:

Stephanie L. Boysun, sponsored by John Boysun
Kyle S. Davis, sponsored by Ray Summa
Frank M. Goetz, sponsored by William H. Dorrance
Michael R. Goetz, sponsored by William H. Dorrance
Shawn A. Stephens, sponsored by Robert W. Bergold
Christopher A. Ollis, sponsored by Claude H. Gibbs
Lisa Zych, sponsored by Jim Morlock

As usual, the Committee had a tough job in selecting the winners. You may be assured that our applicants are doing an outstanding job at their studies and we can be proud of their achievements, both scholastic and extra-circular!! They should be well able to take their place in society upon graduation.

1992 Scholarship Program

1992 will be the fourth year in which the 34th Bomb Group (H) Association has offered a scholarship to relatives of our members. The Scholarship Committee has been disappointed in the number of applications to the Scholarship offering. From a membership which varies each year from 800 to 900, we feel there should be more than the 7-10 applications we have received for each of the three years previous. We urge each of you members of the 34th BG Association to make known to your children and grandchildren the availability of the scholarship awards. In 1990 the membership approved of granting two awards to winners to be chosen from those who submitted applications, the first for $1,000.00 and the second for $500.00. Since the notice and applications are published in the Mendlesham Memories, which are sent to our current members, it is obvious that the information is NOT being transmitted to those possible applicants who are either finishing high school or are currently in college.

The Scholarship Committee urges each of you who has a child or grandchild finishing high school or currently in college, to encourage participation in the 34th Bomb Group Scholarship program. In the past, we have published the Application of Scholarship in an issue of the Mendlesham Memories and we urge you to pass the Application on to those who might use the application. We also urge you to caution the applicant to fully follow the instructions printed on the application. The material required to properly adjudicate the applications is listed on the application and the Committee can not properly do their job if portions of that material is missing.

Cleveland Loomers Jr

ROSE'S CORNER

Greetings to one and all!

Louisville was our home for several days and, looking back on the reunion, it was with a touch of nostalgia, remembering so many of our 34th "family" who were there! I do believe that this year was one of the best and I know I am looking forward to next year's Las Vegas trip. We won't be cruising on water but will "cruise" to all the casinos on the strip. Keep saving your pennies!

I asked a lot of our friends, "What's news?", and here's what they said:

Ruth Jurgens - She's a cookbook collector who wants recipes for canning "dill pickles". She has been busy putting up quarts of peaches from their 11 peach trees. (She's the one to ask about canning peaches, Norm.)

Jennie Schroeder - "We didn't go shopping this year. Will try again in '92." Nice to see this pretty gal after a 2 years' absence.

Alda Sivret - Spent some of the summer in New Orleans. Fun!

Hannah Summa - She couldn't have been more involved. Waiting to hear what all of you accomplish.

Mildred Ballantyne - She's very excited. The big news is that granddaughter, Kelly, is getting married on Dec. 21 and there will be no bride prettier than this beautiful girl.

Blanche Cannock - She tells us that they will not drive home thru Amarillo, TX. On their way to Louisville they were stopped by the local constabulary because the speedometer showed them driving just a hairline over the 65 limit. The good news is they left with simply a warning!

Genevieve Conklin - Her news was that she had been on a Caribbean cruise this summer. She also is director of the new library in Belle Plains, Iowa. (Library: one of my favorite places to relax.)

Henrietta Romero - She tells us that she has 14 grandchildren and, this past May, was blessed with a great grandchild whose name is Tyler. Congratulations and thanks for the mint juleps at Churchill Downs!

Wanda Pine - She's doing great after surgery on her finger. Keep up the good work!

Carol Elliott - She's president of a men's club in Oklahoma City. She owns and renovates old vintage cars and loves to show her treasures. I would like to spend more time with her and hubby, Lloyd, to hear more about these fascinating autos. Looking forward to seeing you again in Las Vegas next year.

Marian Share - She loves her new in-ground swimming pool and uses it every day. They have squirrels who love to drink out of it and she tells of the baffled looks she receives when the cover is put on the pool and the little critters don't know why they can't get any water.

Betty Martin - Her news is just that a lot of nice things are happening.

Kate Tavasti - She's so proud to tell us about her new granddaughter, Katy, who is 3 weeks old at this writing. Congratulations also on celebrating your 50th Anniversary. Many, many more!

Schatzie Mayer - She shudders to recall her broken neck after an auto accident. The skid marks, made by the car that hit her, measured 90 ft. It was very nice to meet the illusive Schatzie!

Thank you all for taking the time to tell the "news" and, please, write with more of the same. I will be happy to share it with the good people of the 34th.

My wish to you for the coming year is "Enough happiness to keep you sweet!"

Lovingly,
Rose

Standing, L. to R.: Covington, (Navigator), Bailey & Kiley. Front: Frick, Cultin, Mongeon, Stanton, (Crew Chief) Barry & Dyer.

Address Correction Requested

HDQ.

391 18 4 7

34th Bomb. Group

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

A FUNNY THING HAPPENED..... JUSTICE???

by Robert L. Schlindwein

My first trip to the 8th AF was on Aug. 20, 1943 when my group assignment was to the 96th B.G. just north of the 34th at Snetterton Heath. I was the ball gunner of the crew. Our original obligation was that we fly 25 missions before rotation home. When, in January of 1944, Gen. Doolitle took over, it was decided that all crews with less than 20 missions completed would be rotated after 30 missions and those who had completed more than 20 but less than 25 would be rotated on a pro-rata basis. At that time my crew had 22 missions and the new rule meant we would have to do 28 missions to be rotated.

At that time in my life (age 19) I felt this was a severe injustice to me, personally. I, therefore, took this logic one step further and, after aborting a very early mission on or about 12/31/43, I left the airbase to see my girlfriend and her family some 100 miles away. However, this happened to be the first date the 8th AF ever made two missions on the same day. Since I had left the base at about 1000 hrs. I had no way of knowing that our group returned early from that mission and made another strike to the Pas de Calais area in the afternoon.

Upon my return to the base at precisely midnight I was met by my 1st Sgt. Travis who advised me of how deep I was in hot water at that minute. My Sqdn. C.O. was so incensed that he personally showed up at my court trial. He insisted that the charges should be desertion and cowardice in the face of the enemy. The court, however, with the help of a very capable attorney assigned me, deemed it to be a case of AWOL. I lost one month's pay, was confined to the base for 30 days and lost one stripe.

As life does so often, while I was awaiting trial in the local base jail, another event took place at my crew's barracks. A transient crew landed at the 96th due to an emergency and the non-coms were bivouaced in my barracks. One of my fellow crew members found out that one of the visiting crew was from my home town and he did know me as our town had only 18,000 souls. Since my crew member and I had no real love for each other, he took this golden opportunity to really set up my reputation with my hometown through the visitor. I learned of this after my release from the "pokey". When released I found that my original crew had completed their missions and were awaiting transfers back home I was assigned as a tail gunner for my last five missions with another crew and left the ETO for rotation home.

Sure enough, when I got home for my 30 day leave, I found that our barracks visitor had been busy spreading the story of my "cowardice in the face of the enemy" and he was still home on his leave. We did have a confrontation, physically, and much of my honor was regained as a result of that one-on-one brawl.

Now, after my 30 day leave, it was time for my reassignment. I was asked by the major at the Miami Beach Reassignment Center what I wanted to do. I had heard about the "Rest Hospital" in St. Petersburg, FL. as being the best deal in town...a full 90 days of doing zilch. You could play golf, tennis, or fish, or whatever. While there each crew member was evaluated as to what duty was to be for the individual. When I left there I looked through my own 201 files (they were given us to hand carry to and from the Reassignment Center) and saw that I was not to fly again. I did remove that order and threw it out the train window.

It came to me that I had to do two things in life, but both required that I get back to England. The first was that I volunteer for another tour in the 8th AF to show my friends at home that I wasn't the color they had been told I was. The second was to get my hands on the throat of that Sqdn. C.O. for pressing for extreme measures to be sure I paid for the lesson he wanted me to have. His behavior was most unusual according to my attorney. At any rate, the only way I could go back to the 8th was to go through the three phases of training again. I did that.

I became a member of Lr. Lawrence Sherman's crew and I flew 20 missions with them as tail gunner with the 34th B.G. On our return from our 20th we were greeted by a jeep driven by a Lt. with a major as passenger. The major asked me if I was Sgt. Schlindwein and then proceeded to advise me that I had flown my last mission. No explanation was given when asked and none has been given to this day. It seems the Intelligence people were able to find me...but not before I flew 20 more missions. The other possibility is that when I arrived at Mendlesham I called the orderly room at the 96th and talked to 1st Sgt. Travis. When I advised him what my mission was in returning he advised, in no uncertain terms, that the same Sqdn. C.O. was still there at the 96th but that, if he ever saw me or heard of me being on the base, he would personally have me arrested. Due to the fact that I was getting a little older and, maybe, a bit wiser, I did not try to settle my differences with that man.

VOLUME XVI NUMBER 1 MARCH 1992

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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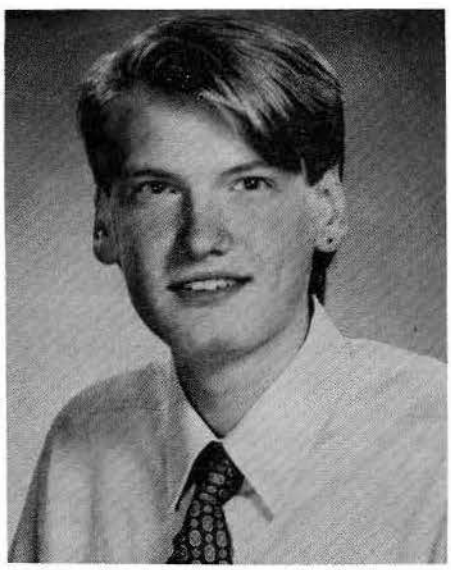
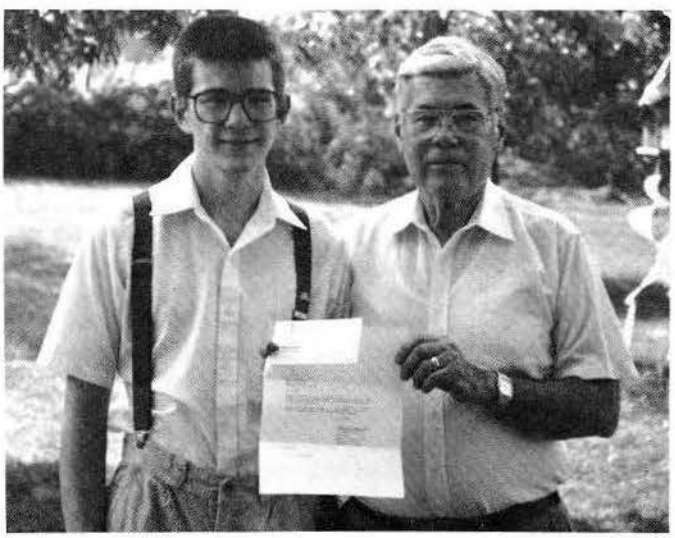
1991 Scholarship Winners



Michael Goetz (1st Place)
Grandson of Wm. Dorrance



Kyle S. Davis (2nd Place)
with Grandad Ray Summa

REUNION '92 - SEPT. 14-17 - LAS VEGAS, N.V.

OBSERVATIONS

We're here in Florida for the winter and, from what we hear, up until now we could have stayed back home in Indiana. The weather back there has not been too bad so far - no snow and temperatures basically above freezing. However, at this writing in mid-January, we hear that they've had quite a bit of snow and the last two nights have had sub-zero temperatures. Here in Florida the cold snap has brought overnight temperatures down to the low 30's and that's bad enough.

Rose and I want to thank all of you that sent holiday greeting cards. We relish the many friendships we've made since taking over the newsletter editing more than seven years ago. It's enjoyable meeting you all at our reunions and we look forward to all our future reunions.

Speaking of reunions, let me just say it again. If you're physically and financially able and have not attended one, you don't know what you're missing. Of course, we are not as spry and agile as we were 50 years ago, but we do know how to have a good time. Also, renewing old friendships is very satisfying. So, if you can, plan on joining us in Las Vegas next September. Our June issue of Mendlesham Memories will have all the details.

I want to thank Ray Summa for handling the mailing of the newsletter for the March issue the last several years. This occurs because our mailing permits are in Indiana and, when I'm in Florida, there's no way I can handle it. THANKS, Ray!

That's enough from me for now. Just remember, this newsletter is only as good as you help me make it. Any comments, criticisms, photos or stories are all welcome. So, write to me with whatever you have. If we can use it we will.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

The year of 1992 is now upon us and, with the annual tax returns, the paper work starts off with a vengeance. Just a year ago we were saying prayers and keeping a place in our hearts for the men and women of Desert Storm.

This past week has seen the release of information about "Top Secret" missions. It stated that the 8th Air Force, 2nd Wing at Barksdale AFB, had the honor of "First Over Target". The B-52 crews flew the longest mission the Air Force has ever launched. It was 35 hours and 14,000 miles, with four aerial refuelings. The seven aircraft with 35 Cruise missiles were all Boeing built.

We are preparing for the reunion in September at Las Vegas. The entertainment for the banquet will bring some hidden talent to our enjoyment.

Sincerely,
Fred Schoch

Ray Summa...

HAPPY NEW YEAR TO ALL OF YOU

This year has to be better than '91. Altho so far in '92 I've spent a week in two different hospitals. The first of January the old ticker started acting up again so I was rushed to the emergency room at midnight. I stayed a couple of days at the Community Hospital in Anderson and was taken to St. Vincent's Hospital in Indianapolis where my cardiologist is. I went thru every test they could think of and they came up with my Hiatus Hernia causing my troubles. I'm at home now and getting along pretty good.

"Nuff" about me. Sure is H--- getting old.

In October Hannah and I went to the museum at Dayton to meet Dick Hirdes from France whom I had been corresponding with for several months. Dick was originally from Holland and was there when we dropped food to the Dutch people. He has since moved to France. Dick was in the Underground and helped the Jews escape from the Nazis. He comes to the States quite often and had asked us to meet him at the museum whenever he was coming over. He told us about his experiences and his life after he left Holland.

Thanks to all of you for the many Christmas cards and notes. We appreciate every one. Hope your holidays were joyful. Hannah's Xmas cactus bloomed at Halloween time so I got her a Poinsettia to help brighten up the house over the holidays.

So far it is the middle of January and our winter has not been too bad. Dark dreary days and a few snow flurries plus days with temperatures in the 30's and 40's. There has to be a sun up there someplace.

Do not forget that I still have a few "Lucky Bastard" pins for those who finished their missions. The cost is $5.00.

Nothing exciting going on at this time and Hannah says, "Let's keep it that way!" So, all you 34th'ers have a great '92 and make plans to be at Las Vegas Sept. 14th-17th. These reunions get better every year, although Louisville will be hard to beat. It was great to see so many of you there.

THINK SPRING!!

Ray & Hannah Summa

MOVING?????

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

REUNION '92 - LAS VEGAS, NV. SEPT. 14-17, 1992

TO THE GENERAL MEMBERSHIP OF THE 34TH BOMB GROUP ASSOCIATION

There isn't anything in any other city we have visited in our tour of reunions that can, or will, compare to Las Vegas, the city of perpetual motion. Things are the same at 3:00 a.m. as they were at 3:00 p.m. This being the way things are, some adjustments are required to stay on course and reach our objective.

We have been accustomed to a Thursday registration day and a Friday for touring. Saturday has, in the past, been our day of General Membership Business Meeting and a Grand Banquet evening. In order to conform to the way things are in our host city we must make a few alterations in our tried and true policy.

Now for the changes -- Monday, Sept. 14th will be registration day and all meals will be on your own. On Tuesday, Sept. 15th, the 2nd day of our reunion, in other years we have provided bus service and toured places of general interest. This year, with our group meeting in the heart of show places, we have found it rather tough to take the general membership to any one place that would be satisfactory to all. Rather than follow tradition, everyone will be on their own with a whole day and evening to visit the city and its many sights. Please do not get so involved that you forget our Wednesday, Sept. 16th, breakfast followed by our annual general membership meeting. Then there's free time until the Banquet in the evening. On Thursday, Sept. 17th, it will be a farewell breakfast.

We of the committee sincerely hope you enjoy yourselves in Las Vegas and will be looking forward to 1993 in Little Rock, Arkansas.

The Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

★★

RETURN TO ENGLAND - 1992

GREETINGS TO ALL

The 34th Bomb Group is departing for our ENGLAND REUNION - 13 MAY, 1992. We will join in the 50th ANNIVERSARY celebration of the EIGHTH AIR FORCE in ENGLAND. At previous reunions we have had a Memorial Service at the 34th Bomb Group Memorial, met with some of the area people, and enjoyed dinner with the wonderful women and men who have maintained the grounds at our Memorial. This year the people of the village would like to join with us in celebrating the 50th ANNIVERSARY of the EIGHTH AIR FORCE coming to England. TAMARAC TRAVEL has sent you all a brochure on the trip and can answer any questions you have on the trip. Call toll free: 1-800-228-9690.

The first thing to do is check your PASSPORT, or apply for one if you haven't had one previously. There will be no central departure point - the plan is to assemble at HEATHROW AIRPORT at 9:30 a.m., 14 May, 1992. We will depart for CAMBRIDGE - WHICH WILL BE OUR BASE OF OPERATIONS for five nights. We will visit MENDLESHAM - MEMORIAL - VILLAGE - PUBS - SERVICES at ST. MARY THE VIRGIN CHURCH - MEMORIAL DAY SERVICE AT MADDINGLY CEMETERY - 390TH CONTROL TOWER - visit DUXFORD AIR MUSEUM - HENDON ROYAL AIR FORCE MUSEUM. In London we will have a ONE-HALF DAY TOUR and a visit to the CHURCHILL CABINET WAR ROOMS. Shopping at Selfridges, Harrods, and the opportunity to visit other points of interest.

The following have signed up as of 20 January, 1992: BERNARDO, ALFRED AND DORIS; CONKLIN, CLAUDE AND GENEVIEVE; HANSON, AMBERS AND JEAN; HENRY, GLENN AND KAY; HOLCOMB, VERBAL AND BETTY; JALVING, MARVIN AND LOIS; JONES, EDDIE AND IANTHIA; MARTIN, RANDALL AND SHIRLEY; RUTKA, HAROLD AND GENEVIEVE.

BRITISH PRIDE TOURS has cancelled its tour operations and will return to solely offering Group Tour Planning. Those of you who have planned on touring with them may want to come with us.

There is a seven day tour of D-DAY BEACHES and on up to PARIS for three days. This tour will only be offered if twenty-five persons sign up.

Genevieve and I will be looking forward to seeing all of you in ENGLAND in May!

HAROLD C. RUTKA
Reunion Coordinator, England, 1992

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

Notes From Our Friends

EDITH (BEN) ZELDES - Stafford Springs, CT.

Ben and I wish to thank you for the reunion photos. We appreciate your thoughtfulness in bringing back such happy activities and memories.

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IMOGENE (CARL) FREYSINGER - Cable, OH.

I can't tell you how much Carl and I enjoyed the reunion! We look forward each year to the few days we spend with the 34th group.

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H. ARNOLD PRILLAMAN - Martinsville, VA.

Thanks for sending the photo and thanks, also, for the job you do for the 34th.

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LEE (SAM) BAGLIO - Exeter, PA.

We enjoyed the Louisville reunion and look forward to next year in Las Vegas, God willing. Sam had an operation on Nov. 11th for an incisional hernia. He is doing well at present, thank God!

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WILLIAM E. CREER - Las Vegas, NV.

Received a copy of MM - fine issue. The reunion appeared to be a great success. We are well. Decided to blow a portion of the family inheritance and go on the Christmas Hawaiian Inter-Island Cruise. Looking forward to seeing you all at the L.V. reunion. If I can assist, let me know.

****

Nose art of "Asphodel" Fred Schoch's Ship.

MOLLIE (JESSE) GARDNER - Bagley, IA.

Thanks so much for the photo and the great time everyone had at the reunion. The photo was a great pick-me-up after a day's work at the plant. We make transmissions for Frigidaire washing machines. So keep buying those products, I need the work. Ha. Ha.

One of the G.I.'s who came to our wedding in England stopped in to see us for an hour recently. He was Lyle Rhein from Minn. and had been in the 7th Sqdn. with Jess. We saw him last in 1945. Hey! Tell me these guys aren't great! They're the best!

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PAUL ANDERSON - Mesa, AZ.

We are here at our winter place. The weather has been very nice for the few days we've been here. We were delayed some in getting started down, waiting for results of my prostate biopsy. Then, after Thanksgiving, I got ill. I thought I had an infection from the biopsy but the doctor said I had Shingles. He then prescribed some very expensive pills and said we could come on down to Ariz. I'm still not feeling up to par yet by any means. We did skip the planned California part of our trip down. Hope to get over there some time this spring to visit Beryl's brother and sister and my aunt and uncle.

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HAROLD RUTKA - Duluth, MN.

The Holiday season has kind of "sneaked up" on us again, but not as far as the snow is cocerned. We have 58.9 inches of snow this season to date but are very thankful that 42 inches have melted.

We did not travel outside the country this year and we are very thankful that we decided to see Yugoslavia last year. We had planned to go back this year but, instead, watched on T.V. as a very beautiful country is being destroyed.

The 34th B.G. reunion at Louisville was like a family reunion. This year we were fortunate to have Peter and Sylvia Gaskin from England join us. They have helped to make our England trips a great success.

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RANDALL MARTIN - Weymouth, MA.

As you know, Pete Gray has given up cigarettes (his own). However, he has not given up smoking O.P.'s (other people's). He has also given up drinking Bourbon (his own). The glass in his hand in the December M.M. is filled with my Scotch.

For some reason George and Marilyn Schmitt were asked to leave the hotel on Saturday morning. Rumor has it they had a wild party Friday night and disturbed the neighbors. George will have to let us know exactly what happened at our next get-together. Do not believe him if he tells you the hotel lost hs reservation. However, it was good seeing them again, even though they missed the Saturday banquet.

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DEXTER JORDAN - Huntersville, NC.

Beulah and I really appreciate receiving the pictures of the reunion. You see, we forgot our camera but a lot of friends did remember and sent us quite a few photos.

To Beulah and I it was one of the best reunions yet, thanks to all who worked to make it so good. Keep up the good work.

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Notes From Our Friends

Continued from page 4

HENRY TOBIASON - Remer, MN.

Louisville was a great place for our reunion. There are so many places of interest to visit. Chuck and Jane Vankirk joined Audrey and I driving around. We visited the race track, Ft. Knox and the George Patton Museum. Then on to the Shaker settlement. They live a very simple life style, similar to the Amish people. I think the reunion committee made a good choice in picking Louisville, but don't they always do a great job?

I watched so many programs on T.V. about Pearl Harbor and couldn't help but think how it changed so many lives - the places we were stationed at, the good friends we made and the ones we lost. Without Pearl Harbor there wouldn't be a 34th B.G. reunion and think how sad that would be when you are already looking forward to the next one.

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JOHN BLOCZYNSKI - Marshfield, WI.

As usual, we had a wonderful time at the reunion. It's just so nice to see all our old friends and we always meet some new ones, too. Louisville was such a beautiful, clean and interesting city. We enjoyed the stay there very much and are looking forward to Las Vegas in 1992.

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PETER STAMPON - Gray, ME.

Thanks for sending me the picture taken at the group banquet in Louisville. It was nice to be able to see everyone again. If all goes well we hope to be in Las Vegas next year.

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CHARLES VAN KIRK - Vista, CA.

Thank you very much for the pictures taken of Jane and I at the reunion. We sure had a good time in Louisville and hope to see everyone in Las Vegas next year.

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ROY TAVASTI - Pismo Beach, CA.

I must agree that Louisville was one of the best reunions. You will, however, have to admit that the Galt House was somewhat of a "mad-house" with the 34th B.G., 7th Armored Div. and the Shriners all meeting at the same time.

Churchill Downs plus the Mint Juleps was almost the highlight of the trip until the last evening when we were trapped with a Shriners Dixie-land band and entertained by those talented characters for several hours.

Hope to make Las Vegas, but we're on a tight schedule because of a flying class reunion that's scheduled just two days after the 34th wraps up.

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JAMES MARTIN - Santa Anna, TX.

We enjoyed the time spent at the reunion and appreciate your sending the pictures. We also appreciate the good work that you are doing with the "Memories".

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MRS. ROBERT F. HENDRICKS - Cayucos, CA.

It is my very sad duty to advise you that my much loved husband died on 13 May, 1991. He got a lot of pleasure out of your publication.

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EDWARD PENDOWSKI - Milwaukee, WI.

We're happy so many members of the 34th are able to get together. We don't take any long trips anymore. Both Ann and I are reasonably well except for aches and pains. We both have arthritis pretty bad but we try to do as much as we can.

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EDDIE K. JONES, Norwood, NY.

We have made our reservations to go to England with the 34th B.G. in May. I'm hoping that some of my crew of the B-17 "SUGAH" will be going also. We haven't heard from any of them yet.

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8th Air Force Members viewing "Memphis Belle" at Schenectady, NY.

Notes From Our Friends

Continued from page 5

MERLIN GOETSCHIUS - Dumont, NJ.
I'm surprised that you did not have the information on my brother, Dalton's, death. He and his crew were shot down over Mannheim, Germany in Oct., 1944. If you or anyone else has any information about Dalton or his crew I would appreciate hearing from you. I also served in the 8th A.F. in England and visited my brother while they were flying missions quite frequently.

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RALPH BUSH - Springfield, IL.
I visited Wally Jackson at the Illinois Veteran's Home in Quincy recently. He was the tail gunner on Gustafson's crew. He's in fairly good health and is living in nursing care quarters. He's well enough to move out. However, he has a good room mate and the unit is not overcrowded. Besides, Wally likes all the nurses. If anyone is in the Quincy area Wally would enjoy a visit, plus the Veteran's Home is an impressive place.

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FRED BERGLUND - Englewood, FL.
What a great December M.M.! It was so interesting. Rose's column was a real contribution also. We like to brag about our grandchildren, too. Happy to hear that Wanda Pine is "doing great" after surgery on her finger. My wife, Hazel, survived two cataract surgeries in September and November, so we missed the fine reunion in Louisville. We hope to make the Las Vegas reunion.

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FRANCES (DAN) WIMER - Richmond, VA.
The reunion sounded great according to the newsletter accounts. We hope someone used our meal and cruise tickets. Our brother-in-law, who was critically ill at the time of the reunion, died this month. We miss him.

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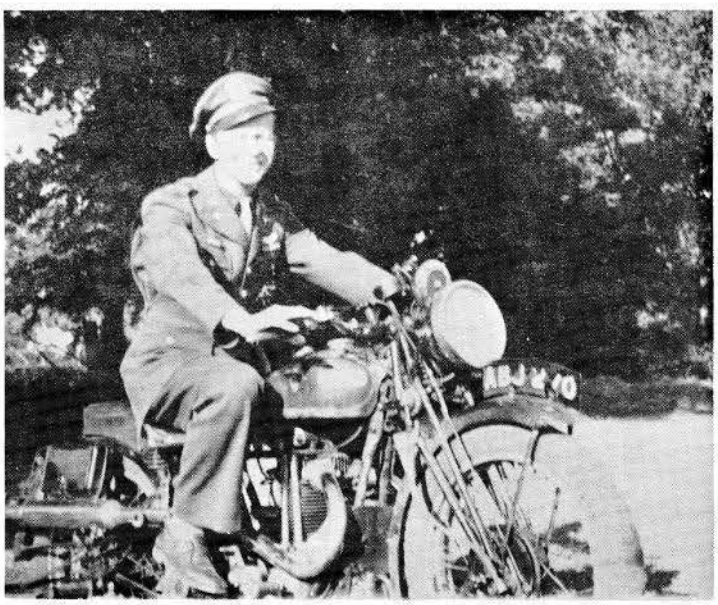

Johnny Scholle

Paul N. Teare - 1945.

SAM TURNIPSEED - Aliceville, AL.
Greetings from Alabama. Sorry I could not make Louisville. Restricted due to eye surgery from June to October. Can report it was satisfactory.

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RAYMOND J. LAPINE - Spokane, WA.
Just went thru the December issue of MM. Not one face or one name was familiar to me. Just too much transfer activity when the 34th was a training group putting out cadres every month (I think).

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HELEN (LEONARD) BESS - Santa Maria, CA.
We are fine, well and happy! Had our 50th wedding anniversary on Oct. 25th. We are looking forward to the 1992 reunion. Enjoyed the 1991 one.

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EVELYN (HAROLD) WILLIAMS - Lantana, FL.
We took the auto train for the first time when we came down to Florida (it runs from Lorton, VA. to Sanford, FL. and takes 16 hours leaving us only 190 miles to drive.)
Harold is doing well - his voice is almost back to normal and the doctors are watching his other artery which is still partially blocked.
We enjoyed a couple of days with Peter and Sylvia Gaskin. They are such a wonderful couple and we pray we can spend more time with them.

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GORDON BREEDING - Alpena, MI.
We are all fine. Still hunting, fishing and building pole barns. Ed Bouty and his wife stopped in this summer and stayed a while. We all had a long talk of old times. Boy, he sure could not get over where we live, way back in the bush. I had to go and pick them up in Alpena.

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GENE ATWATER - Cottonwood, AZ.
Hope to see everyone at Las Vegas next year. It's a half hour drive from here and I'm looking forward to this one as I've missed the last 3 or 4.

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JOHN MORENO - Saint Helena, CA.
Thanks so much for sending me the photo from the dinner with my pilot and his wife. I'm looking forward to seeing you all in Las Vegas.

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Notes From Our Friends

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DONALD FILLMAN - Des Moines, IA.

The Louisville reunion was our first one but not our last, God willing. I did enjoy seeing and having breakfast with Omer Mongeon who flew with us on several missions when one of our gunners quit. We're looking forward to Sept. '92 at Las Vegas and hope to see Mongeon, Kiley, Salveson and Paulnock there.

I called Jim Riley and he is not too well. He's in the Memorial Hospital in Danville, VA. He flew with us after another gunner just couldn't handle it and he finished with us.

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ANTHONY FURLONG - Perkasie, PA.

I am writing to inform you that my father, Fenton F. Furlong passed away Nov. 29, 1991. He was so proud to have served in the Army Air Corps. during the second world war. He was very excited a few years ago when he found that there was a 34th Bomb Group Assn. He always talked about when he served with the 34th.

I would really appreciate hearing from anyone who remembers him or if they have any pictures of him. Please write me at: Anthony Furlong, 319 So. 5th Street, Perkasie, PA. 18944.

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BRUCE SOTHERN - Mission, TX.

It's very comforting to know we have such dedicated people at the 34th B.G. controls. Each reunion, without a doubt, is better planned and attended each year. I always look forward to receiving the M.M. Thanks for a good job.

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DOROTHY NOWELL PEAVEY - Boise, ID.

I am proud and deeply touched to be a lifetime honorary member of the 34th Bomb Group Assn.

It was after my husband's death in a B-29 training accident at Smoky Hill Air Base that I joined the American Red Cross. Luckily, I was assigned to the 34th at Mendlesham. Those few months there were, and will always be, a vital, memorable part of my life. Thank you very much.

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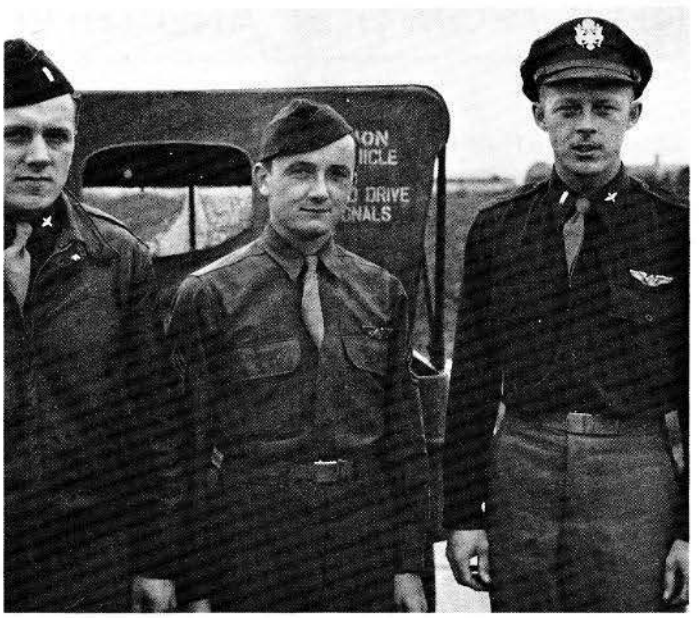

John Gronouski with who??

SIDNEY DOPPELT - Milwaukee, WI.

We cannot adequately thank all of you for the continuing active efforts to keep alive the spirit and irreplaceable memories of the 34th B.G. Each issue of Mendlesham Memories stimulates more than a deep nostalgia of Dec., 1944 when I, as a navigator, was nearing the 30th mission and counting - finally finishing on Jan. 28, 1945.

With the pure grace of God, each landing from a mission was an exciting feeling of "coming home" and knowing that we would have the confident efforts of all the support personnel to maintain the B-17, load for the next mission and give us fliers the best help to make it for another "trip".

The pictures of the reunions are wonderful; how thrilling to see the beautiful faces of those of us who have survived and yet extend sympathy to the families of those no longer with us. From the latter chapter of Deuteronomy - "We are standing here this day", and gratefully so! Bless you all and continued thanks for being who you are.

****

JACK E. BOLTON - Wayne, Il.

Some proof reader did me a big disservice by listing my attendance at the reunion as MRS. It made for sad memories (she's been gone 11 years) and may make others presume I'm gone. (Editor's note: Sorry, Jack. We apologize, but these things do happen sometimes.)

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GEORGE GRISHAM - New Bern, NC

I'm looking forward to receiving news about the people and activities of the 34th Bomb Group.

Our plane was decorated with our chosen design, "TONI SEVEN", a young movie starlet of that day, sitting atop big red dice showing seven. Also our plane showed that we flew three volunteer missions to Holland when their dams were ruptured and flooding took place - a terrible time for the Dutch since many did not have food.

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FRANCIS V. JACKOVICH - Port Jervis, NY.

Nothing could be nicer than bailing out over France and being rescued by the French Underground. In order to avoid capture downed flyers were put on French farms, a good place to hide. Talk about royal treatment - cheese, wine, and ooh-la-la-lots of ooh-la-la! Enough to make some flyers reluctant to return to England through the French Underground. Clark Gable couldn't have handled them all!

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WILLIAM "PETE" GRAY - Virginia Beach, VA.

The reunion was especially fine for me as, just a few days before I left for Louisville, I was informed that I DID NOT have cancer of the prostrate! For over a month I was totally convinced that I had it while they made test after test before being sure. That was, as you might expect, the longest month of my life.

At Louisville I did everything the doctors told me not to do - drank too much, ate stuff I wasn't even supposed to get close to. Even smoked a few cigarettes - quit smoking almost 30 years ago! That's the way it went for the 4 days I was there. I told the doc what I had done and he agreed that probably I hadn't hurt myself too much. But, he warned, I had to be a little more careful in the future. I'm back on the straight and narrow now.

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Notes From Our Friends

Continued from page 7

PETER GASKIN - Essex, England

Could Sylvia and I, through the pages of the Mendlesham Memories, say thank you to the members of the 34th who made our short stay in Louisville so enjoyable, with special thanks to Harold and Gen Rutka, Gerald and Wanda Pine and Carl and Imogene Freysinger. Imogene's a lovely lady who spent so much time trying to locate us in Ohio. Little did you know that we were just down the road at Dayton. I just wish we had more time to spend at the reunion. I hope this will not be our first and last visit to the 34th reunion in your great country. We hope to meet many of you again at Cambridge in May, '92.

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CAROL (LLOYD) ELLIOTT - Oklahoma City, OK.

Louisville was really fun! All of Lloyd's surviving crew of "The Flying Dutchman" were there - all three of them, Reid and Marie McCloskey, Ervin Hanken and Lloyd and Carol Elliott with son Larry. Lloyd and I had been to an antique auto convention in Penna. and still had the 1920 Dodge loaded on the trailer. Larry flew in from Okla. City and was especially looking for George Ritchie -- where were you, George? We also have a 1913 Cadillac and a 1914 Model T Ford roadster.

Just one suggestion about our up-coming reunions. It would be nice if each of the "first-time" people would wear a different colored name tag. We do this at the antique car meets and this kind of helps to guide the new ones. We use green tags -- but this is not to say they are "greenhorns". It does work.

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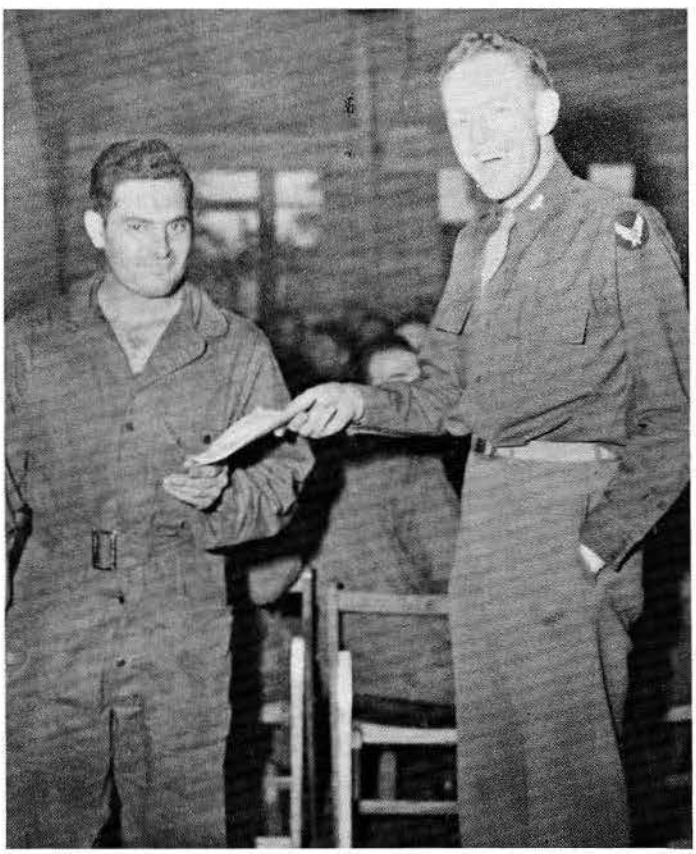

Bob Gay with ????

WALTER STURDIVAN - Stockton, CA.

"ITL". I still remember the call letters of the ground radio station we lead radio operators reported to when we flew a mission. It was a real comfort to know that all I had to do was touch that sending key and there would be a response in my head set at once. They never failed me and I was always surprised at the strength of the signal. Those men were there for weather, strike reports, recalls or any other need of communication.

On our mission to Kiel on Aug. 24, 1944, I heard distress calls as our men in trouble over the North Sea sent out S.O.S. messages, then fastened the key down for a "fix". I could visualize the planes hitting the water when the signal stopped. It was an eerie feeling in my minds eye. I saw the planes settling in the water as the men clambered out for the yellow life rafts. At least that's what I was hoping for as I flew on for a flat-tire, hydraulic deficient, parachute-out-the-window landing at Mendlesham.

Are there any of these men among us? To me they are some of the un-sung heroes of the air war. I never met one face to face, but I'd sure like to shake their hands.

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CHERI RAMBO - Greenwood, DE.

This letter is to inform you as to how my father, Paul Teare, is doing. He does not remember much or, if he does, it is very vaguely. Dad was diagnosed 10 or 12 years ago at Johns Hopkins Hospital as having alzheimer's disease. He's doing exceptionally well considering the doctors told us that within two years he would not know who we were.

We five daughters take turns caring for him. We know this is not too good because it seems to confuse him more, but we all feel he is not bad enough to be sent to a nursing home or facility that takes care of these people. Two daughters live in Maryland, one in Colorado, one in Florida, where he is at present, and I live in Delaware, about 5 miles from his home. His health is fantastic but his mind is just diminishing slowly. We all rue the day when he forgets who we are, but we know it will come.

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NEWS FROM HERE AND THERE

The Selman Field Historical Society is looking for anyone of 1942-1945 vintage that was stationed at or went through navigational training at Selman Field, Monroe, La.

Any person with former ties to this field is cordially invited to join the association and renew old memories. The dues are $10.00 annually, $60.00 Life Membership and $100.00 Charter Membership. If interested contact: Selman Field Historical Association, P.O. Box 14962, Monroe, LA. 71207-4962.

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From Ed Lonergan we hear that he has accepted the job of "Golf Tournament Chairman" for our reunion at Las Vegas. He is in contact with Las Vegas organizations who will give him all the information needed which he will forward here to M.M. Perhaps by the June issue we will have more to report. The earlier we know how many will play the better off we'll be.

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NEWS FROM HERE AND THERE

Continued from page 8

From Mr. Jack D. Stovall, Jr. we have the following:

"WINGS OF COURAGE" is a story about the men who flew the B-26 on bombing missions from England into the flak and fighter filled skies of German Occupied France.

The reader will share with the crews the suspense and apprehension of many dangerous missions which the airmen flew before and after the awesome battles of D-Day during the summer of 1944.

It is a true story of courage, devotion, and duty that will take you back to the many fond memories of those days when you served your country during the difficult years of World War II.

Normally priced at $12.95, the book is now available for $10.95. Order from: Jack D. Stovall, Jr., 212 Rhonda Circle E., Cordova, TN 38018. Add $2.00 for postage and handling.

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Mildred Long, widow of Louis Long, is trying to locate the owner of the photograph of Louis that was in the Sept. '91 issue of MM. Will that person please contact her at: Mrs. Mildred Long, 21 N. Martin Lane, Norwood, PA. 19074. (Editor's note: After we have used a photo in MM, it is returned to its rightful owner and we then lose track of who furnished which pictures.)

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There is a new book authored by Ian McLachlan titled "EIGHTH AIR FORCE BOMBER STORIES" now available. It includes never-before published photographs, captivating accounts of harrowing wartime incidents, extensive appendices on the aircraft and incidents and is excellent reading, very dramatic and packed withhistoric facts. The cost is $34.95 plus $4.50 shipping and handling. For more information contact Bill Krause or Linda Toftness at: Zenith Books, P.O. Box 2REV, Osceola, WI. 54020.

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From James G. Young, an associate member, we have the following:

I have an extra original copy of the 34th B.G. History book published at war's end and WILL TRADE for any of these three original 34th B.G. Sqdn. patches in cloth only: 4th, 7th or 18th. Also, any A.F. cloth group or squadron patches for those who may have been in more than just the 34th. Contact me at:

James G. Young, 714 Broadway, McKees Rock, PA. 15136.

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Don Fillman sends in the following:

For anyone interested, this is the address of the Source of Mission Reports in Washington D.C.:

Mr. George C. Chalon, General Archives Admin., National Archives & Records Service, Modern Military Field Branch, Military Archives Division, Washington, D.C. 20409.

He suggests you send in all the known information possible in order to know you will get the right data.

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Wally Brauks sent in the following ad which appeared in AIR FORCE magazine over a year ago but previously went unnoticed:

Seeking photos, documents, and memorabilia of the 7th Bomb Squadron of the 34th Bomb Group, recently reactivated as the 7th Flying Training Squadron at Vance AFB, OK. Contact: Lt. Col. L. Haines, Commander, 7th FTS, Vance AFB, OK. 73705.

(Editor's note: Although some time has elapsed, I'm sure they'll still appreciate anything we send.)

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Willis Griffis sent in the following:

HELP! If any of you pilots, engineers or crew chiefs remember the serial number of your B-24, please let me know. Even the last three or four numbers will help. I plan to visit the Air Force Research Center the end of May to continue research on our B-24's. Especially need B-24J numbers. Write me at:

Willis Griffis, 90 Commonwealth Ct. No. 2, Vernon Hills, IL. 60061.

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Col. Wackwitz & "Paper Doll".

Then and Now

Dorothy and Jack Clarkson

1944

1991

Junior Craft

1944

1991

Russell E. Selby

1944

1988

Then and Now

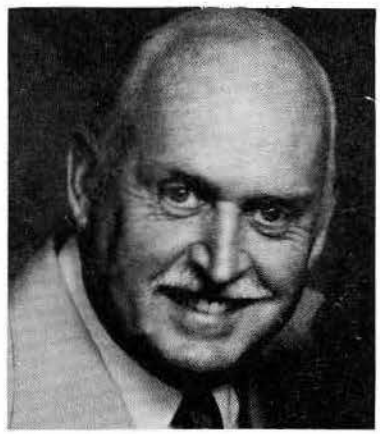
Fred L. Simmons

1942

1986

Paul G. Tardiff

1941



1986

Roy E. Tavasti

1941

1989

ROSE'S CORNER

How wonderful and fulfilling it was to see you all in Louisville because we were rewarded with a lot of communication!

I'm especially grateful to the ladies who sent recipes for canning and freezing. There was a lot of interest about recipes as part of this column and I'm more than happy to agree. Later in my column you will find all the recipes I've received in the mail and I hope that you will try them and let me know how much you've enjoyed them.

I also found a very moving letter from Imogene Freysinger and want to share it with you. I'm positive that you'll have a smile on your face and a real feeling of pride once you've read it. Thank you, Imogene! This is the letter:

I woke up early this morning and went outside, on the farm in Ohio where I have lived most of my married life. A flock of wild geese were flying across the rising sun and two deer ran across an empty corn field. There was a nip in the air, and the trees in our woods were glowing with red and gold and purple colors. My roosters were crowing and the ducks were quacking, waiting to be fed. I could hear a tractor running and I smelled the perfume of the newly plowed ground. And I thought to myself, "What a wonderful land, this America of ours. How proud we are to live in this free country, and how grateful we are to all the 'Brave Young Men' who fought and died for it so we could be free to enjoy it. How wonderful it is, here in our later years, to meet all of the great men and women of the 34th Bomb Group and share a few days, visiting with them at the reunions. It means a lot to us and we look forward to it each year. God bless them all and keep them safe and well, till we meet again."

Love, Imogene Freysinger

Now for the recipes:

TWO STEP KENTUCKY BOURBON CHOCOLATE BALLS

1 stick butter
1 box confectioners sugar
1 cup chopped pecans
4 tbsp. bourbon

Mix ingredients very well and roll into balls the size of walnuts. Refrigerate overnight.

The next day melt 4 oz. semi-sweet chocolate chips and 4 oz. bitter chocolate bar. Quickly roll the balls in melted chocolate. Allow to cool and place in paper candy cups or in muffin tins. Refrigerate. Recipe makes about 36 balls. Enjoy!

Rose Baldea

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FREEZER SLAW

Cut cabbage, green peppers and carrots for slaw. (onion if you like)

For one head of cabbage:

Use one tbsp. of salt, mixed with above and let set while you are mixing and cooking.

1 cup vinegar
1/4 cup water
2 cups sugar
1 tsp. celery seed
1 tsp. dry mustard

Combine these items in pan and boil one minute. Drain off the fluid formed by the salt in the slaw mixture. When cooked portion is cooled pour over slaw mixture and mix. Set in refrigerator for a day till all have mixed, then put in freezer bags and freeze.

Carol Elliott

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SHAKER PICKLES

Slice 4 medium cucumbers and one whole onion and pack into 2 jars.

2 cups vinegar
2 cups sugar
1 tsp. tumeric
1-1/2 tsp. salt
1 tsp. mustard seed
1 tsp. celery seed

Mix all ingredients and pour over cucumbers and onions - half in each jar. Shake once a day for 5 days. Then they are ready to eat. Keep refrigerated.

Ruth Jurgens

****

FROZEN SLICED SWEET DILL PICKLES

4 cups sliced cucumbers (1/8" thick)
2 cups sliced onions (1/8" thick)
4 tsp. table salt
2 tbsp. water
3/4 to 1 cup sugar
1/2 cup cider vinegar
1 tsp. dried dill seed

Mix cucumbers, onions, salt and water in a bowl. Let stand about 2 hours. Drain but do not rinse.

Add sugar, vinegar and dill. Let stand, stirring occasionally until sugar dissolves completely and liquid covers the vegetables. Pack in glass or plastic containers leaving 1" headspace. Seal and freeze. Makes about 4 cups. Defrost in refrigerator or at room temperature.

Ruth Jurgens

CLARIFICATIONS

On page 7 of the December issue was a picture of John Fowler and an unknown young lady with crutches. From Marion Broadhurst and Dorothy Nowell Peavey, the two Red Cross ladies on whom we bestowed Honorary Membership, we have an identification. She is Lilla Bell, the RC lady prior to Dorothy Peavey at Mendlesham. The crutches are probably hers since she was involved in a bike accident and was shortly replaced by Dorothy Peavey. After the war Lilla married Jack Winstead, lived in Rocky Mount, NC. and died of pneumonia in 1989. We have added her to our TAPS list.

****

In the December issue, showing the attendees of the reunion at Louisville, Jack E. Bolton was incorrectly listed as Mrs. We must state that Jack (himself) attended. Sorry about that!

****

In the December issue the telephone numbers of the first six Board of Directors members listed were incorrect. The front page of this issue should have all the corrected phone numbers.

NEWLY FOUND

(As of 1/21/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	LANCE D.	7 (A)	4139 NORWAY	GRAND PRAIRIE,	TX.	75052
BARNETT	RUSSELL		175 AMERICAN FLAGWAY	SONOMA,	CA.	96476
CLEMENS	JOHN D.	7	1361 MONTE TESORO DRIVE	COTTONWOOD,	AZ.	86326
EZELL	DALE		15453 EZELL ROAD	SILOAM SPRINGS,	AR.	72761
FURLONG	ANTHONY	(A)	319 SO. 5TH STREET	PERKASIE,	PA.	19844
JOHNSON	JOSEPH O.	7	15 SOUTH STREET	SKOWHEGAN,	ME.	04976
LONEY	NORMAN N.		15430 WOODBROOK TRAIL	FT. WAYNE,	IN.	46845
PHELAN	THOMAS F.	7	122 WINNEBAGO STREET	WALLA WALLA,	WA.	99362
PROKOP	JAMES		84 FLICKER COURT	NAPERVILLE,	IL.	60565
WISCLAW	JOSEPH		11607 EWING AVENUE	CHICAGO,	IL.	60617

NEW LIFE MEMBERS

(As of 1/21/92 - total now 289)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
TURNMIRE	LEE	18	502 EAST EVERGREEN	SANTA MARIA,	CA.	93454

LOST SOULS - MOVED? - STRAYED?

(Mail returned when sent to these addresses - Need new addresses)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BURKE	GERALD		508 SNEAD ROAD	FAIRFIELD GLADE,	TN.	38555
DAYE	PHILIP J.	7	60 E. 52ND PLACE	HIALEAH,	FL.	33013
FLORIE	DAVID	4	4331 CANTERBURY DRIVE	LA MESA,	CA.	92041
GOLDBERG	SID		BEACH DRIVE	MIAMI,	FL.	33141
GREEN	GERALD		1505 POWERS ST.	LEWISTON,	ID.	83501
HENSON	HAROLD	18	5614 SANTA MONICA DR.	TAMPA,	FL.	33615
HILLIS	LAYMAN M.	4	715 WOODTOP ROAD	WILMINGTON,	DE.	19804
KIESCHNICK	CLARENCE A.	391	P. O. BOX 407	THORNDIKE,	TX.	78752
LAURIE	CYRIL		3029 WHEATON WAY	BREMERTON,	WA.	98310
MILLER	CORDELL		P.O.BOX 606	ELECTRIC CITY,	WA.	99123
SCHAFANTI	DANTE		9810 ZELZAH #121	NORTHRIDGE,	CA.	91325
SWARTHOUT	ROBERT K.		1313 NICOLET PLACE	DETROIT,	MI.	48207

ADDRESS CHANGES

(As of 1/21/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	JULIE	391	20 FISHERMAN RD.	FAIRHAVEN,	VA.	02719
BELL	DWIGHT	391	3006 50TH STREET	DES MOINES,	IA.	50310
BROWN	NED H.	391	Zip Code Should Read			32168
BUXTON	JAY A.	7	502 WELLINGTON HILLS	SALISBURY	NC	28144
ESLIN	HENRY C.	391	9538 SHASTA DRIVE	SUN CITY,	AZ.	85351
HILLIS	LAYMAN M.	4	MOVED - NEED NEW ADDRESS			
HINCHEE	RAYMOND D.	391 (LM)	202 TAYLOR AVENUE	SALEM,	VA.	24153
KIESCHNICK	CLARENCE A.	391	MOVED - NEED NEW ADDRESS			
LUHRSEN	AUGUST H.	GRP.	72700 BELAIR RD.	PALM DESERT,	CA.	92260
MINK	CLAYTON A.	7	219 COUNTY ROUTE 10	GERMANTOWN,	NY.	12526
PEDIGO	WILLIAM E.	18	Zip Code Should Read			76426
ROSCHER	PAUL E.	7	30 STURBRIDGE LANE	GREENSBORO,	NC.	27408
SAEGER	EARL	7	908 CHELSEA AVENUE	ERIE,	PA.	16505
SALVESON	LEON E.	18	P. O. BOX 1264	SUTHERLIN,	OR.	97479
SMITH	JAMES C.	7 (LM)	1829 S.E. 41ST ST. #11	CAPE CORAL,	FL.	33904
SOTHERN	BRUCE	7	3354 ULYSSES ST. N.E.	MINNEAPOLIS,	MN.	55418
THOMPSON	CLIFFORD A.	391	RR 5, BOX 310	LIVINGSTON,	TX.	77351
VICKERS	ROBERT	8AFHS	10501 LAGRIMA DE ORO RD. N.E.	ALBUQUERQUE,	NM.	87111
WILLIS	CLYDE	391 (LM)	3142 SPOKANE DRIVE	LAS VEGAS,	NV.	89121
WINGO	TRUMAN	18	1814 NORTH LA CANOA	GREEN VALLEY,	AZ.	85614
YOUNG	CHARLES	7	Zip Code Should Read			17701
ZIVNEY	RODNEY P. SR.	18	440 DAVIS CT. #402	SAN FRANCISCO,	CA.	94111

TAPS

(As of 1/21/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ABRAHAM	WILLIAM	4	431 BECHTEL BLVD.	OCEAN SPRINGS,	MS.	39564
BELL	LILLA	RED CROSS	(MRS. JACK WINSTEAD)	ROCKY MOUNT,	NC.	
BUTLER	HENRY	7	12892 SAFFORD EAST	GARDEN GROVE,	CA.	92640
CLOUD	WILLIAM J.	7	RT. 6, BOX 332H	ANDERSON,	IN.	46011
DAVIDSON	RICHARD V.		341 SO. STEWART AVE.	LOMBARD,	IL.	60148
FURLONG	FENTON F.	GRP.	317 SOUTH 5TH STREET	PERKASIE,	PA.	18944
GILL	JAMES			PORTLAND,	OR.	
GREISS	DAVID H.	7				
GRZESKOWIAK	RAY E.	391	454 RONCROFF DRIVE	NORTH TONOWANDA,	NY.	14120
HENDRICKS	ROBERT F.	391	550 CHANEY AVENUE	CAYUCOS,	CA.	93430
LAULK	CHARLES		(Died in 1969)			
MULLINS	CHARLES			LEBANON,	KY.	
NOVICKI	JOSEPH I.	18	11006 S. THERESA CIR. #1-D	PALOS HILLS,	IL.	69465
RAVER	JACOB T.	7				
SNOW	WEBB C.	391	1609 CRESTWOOD ROAD	CLEVELAND,	OH.	44124
TERRY	JOHN P.	7 (LM)	600 W. GLADSTONE ST. SP.65	AZUSZ,	CA.	91702
ZARFOSS	CLAIR H.	7				

SPECIAL

From Mrs. Alvin (Julie) Anderson we have the following:

This is hard to write. We have made so many nice friends through the 34th Bomb Group at our reunion in Nashville and the trip to Mendlesham in 1990. Al had such a wonderful time. He even met the girl who used to pick up his laundry.

We had hoped to go to Louisville in September and back to England in 1992, but he passed away June 3, 1991 from lung cancer. I'm enclosing a poem Al wrote of his 30 missions. Perhaps you'd like to read it.

THOUGHTS ON 30 MISSIONS OVER GERMANY
By Alvin (Andy) Anderson

Memories of "Bombs Away"
And of the "Wild Blue Yonder"
That long ago "Yesterday"
Still fills my heart with wonder!

The thrill of mortal combat
With life right on the line
Is still so vivid to me that
It's like a heady wine!

The flak in vengeful vector
Comes up with savage thirst
And Death, that "Hooded Scepter"
Takes aim with early burst.

To live in Fame? Go down in Flame?
There never was a choice-
A deadly and exciting game
In which to have no voice!

Kismet, Destiny or Fate
A man might question all-
But "Lady Luck" will sit and wait
"She" makes the final call!

Thirsty missions have been flown
At last the tour is done-
I'm grateful to the "Gods Unknown"
That there weren't thirty one!

A LATE BULLETIN

We have just heard that Ben LeBailly has had a massive heart attack and a stroke. Our information is very scant and that's all we know. He is interned at the Whidbey Island Hospital at Coupseville, WA.

We recommend any cards be sent to his home at 789E N. Greenoch, Whidbey, ID, Oak Harbor, WA. 98277.

NOTE

At presstime we've received word that General Benjamin LeBailly has passed away. We will have more details in our next issue.

Memories

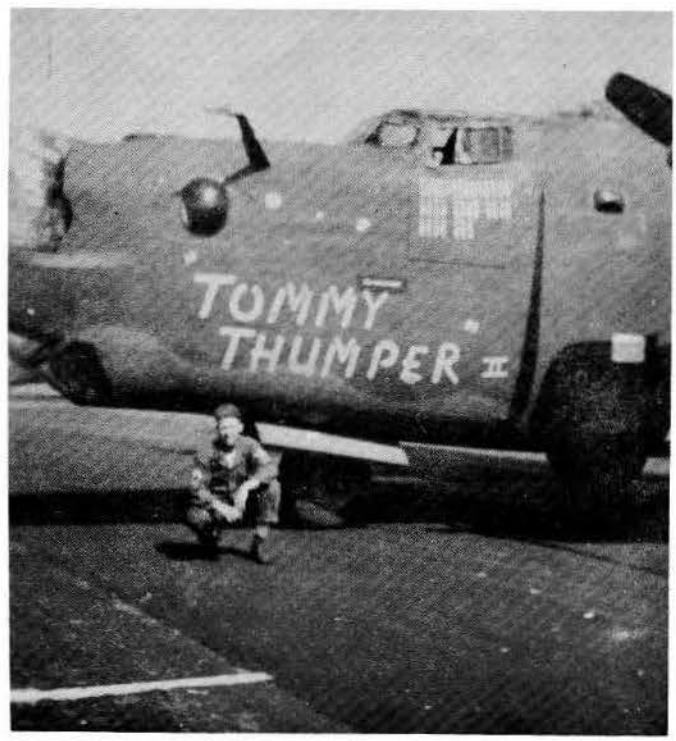
DOING IT RIGHT
by Fred Berglund

I have a neighbor here in Florida who belonged to the wrong bomb group! He is James L. Meyers and was a lead bombadier for the 445th B.G. of Tibenham, England. Their group bombed Kassel on the 27th of Sept., 1944. They "wandered off" the bomber stream due to the lead navigator's error. 100 FW-190's hit them, knocking down 25 (out of 35) B-24's on the first pass. 5 more crash landed in France and England. The remaining 5 ships reached home base in Tibenham badly damaged with one dead and 13 injured crewmen. The 445th B.G. gunners shot down 29 FW-190's so at least gave a good account of themselves. Jimmie Stewart, the movie actor, was their 703rd Sqdn. operations officer and, luckily, was not on that mission.

The above took place only a few weeks after Col. Creer took over command of the 34th in early Sept. The 34th hit Kassel on the 22nd of Sept. and 2nd of October. They did not make the mistake of wandering off course where there would be no friendly fighter protection.

If anyone wants a booklet about that ill fated mission they can write to: KMMA, Inc. P.O. Box 413, Birmingham, MI. 48012. The booklet gives a complete story of the battle from both the American and German pilots and crewmen and ground rescue units.

Continued on page 16



Lars Larson in front of "Tommy Thumper".

Memories

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EXPERIENCES IN THE 34TH BOMB GROUP
by Willaim H. Fandel

On November 15, 1943 I, then a Major, was assigned to the 34th Combat Training School, Blythe Army Air Base, California. My last assignment was with the B-24 Standardization School as an instructor pilot. The B-24 Standardization School was disbanded as it had completed its mission of training B-24 instructor pilots and key flying personnel throughout the Training Command. With this background, I was appointed as supervisor of the B-24 Standardization Board at Blythe.

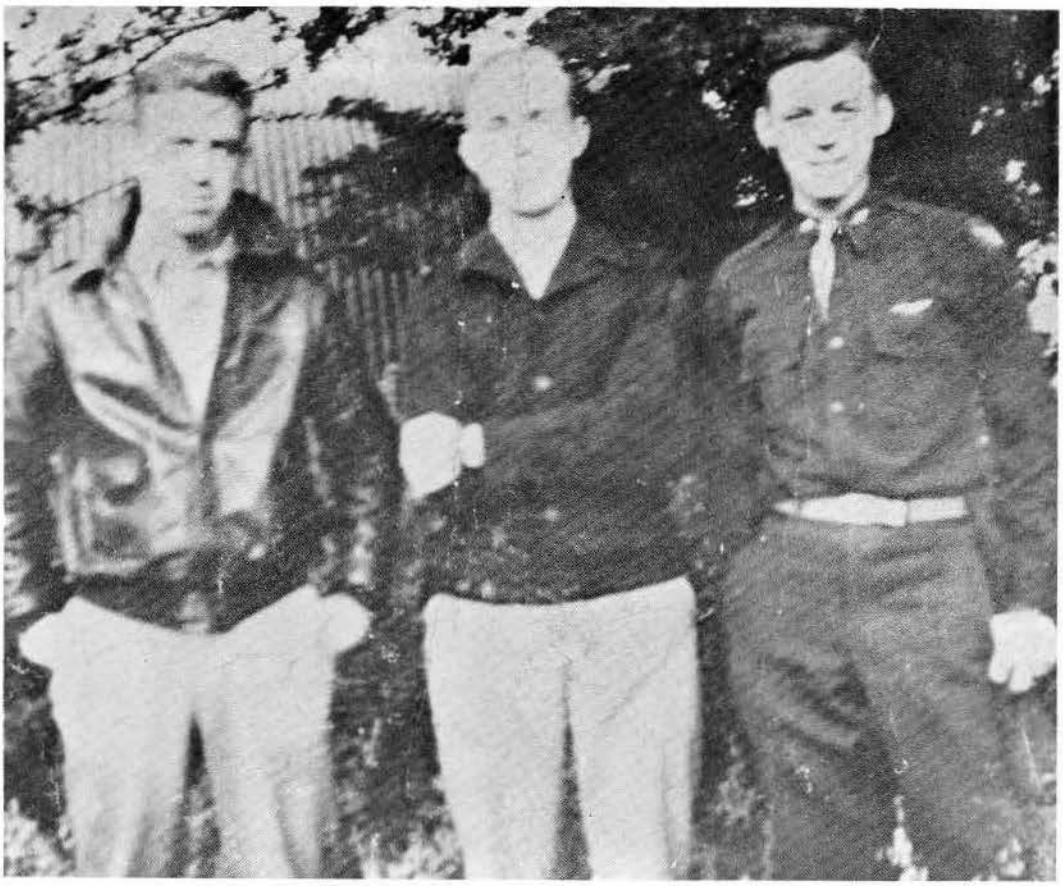
The purpose of the Board was to standardize crew and flying procedures for the Training School. The specific tasks were to check all crew instructors and spot check training crews in all aspects of the flight operation of the B-24 aircraft. The Board was made up of the following personnel: Major William H. Fandel, Supervisor; Captain Robert Wilcox, Pilot; Captain Marvin Zick, Navigator; 1st Lieutenant's Joseph Ray and Robert Richey, Pilots; August Lurchsen, Bombardier; T/Sgts Steve Jambor, Engineer Gunner and (unknown) Radio Operator, Gunner.

Shortly before Christmas 1943, an L-5 aircraft took off while I was flying in a B-24 with a training crew practicing emergency landings. Assuming the L-5 would leave the area, we continued our approach to make a simulated emergency landing. On final approach we located the L-5 making violent maneuvers around the Service Club where a large crowd had gathered outside. For safety reasons we had to abandon our landing approach and go around. At this time we contacted the Control Tower to find out what was going on. All they could say was that the Base Commander Colonel Guy Hix had taken off on a mission. It looked like the L-5 was going to spin in but finally landed in the taxi strip close to the Club. After landing we learned that Colonel Hix was dressed as Santa and was in the process of delivering toys to all the kids attending a party at the Club. Some of the spectators claimed they thought the plane was going to crash and kill them all. One officer upon observing the aerial antics busied himself trying to hurry all the children into the Club. Lots of flying regulations were broken that day, giving way to some amusing remarks.

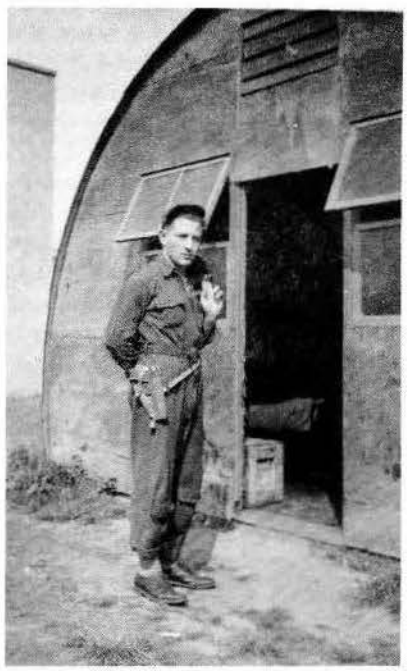
On January 18, 1944, I was reassigned to the re-activated 34th Bombardment Group (H) as Commander of the 391st Squadron. The next 2 1/2 months was spent organizing and training the personnel prior to overseas deployment. The Squadron Staff consisted of Captain Arteel, Executive; Captain Frank Crabtree, Operations; Captain Wood, Flight Surgeon; Captain Gus Schafer, Engineering; Lieutenant George Moore, Adjutant; Lieutenant Fred Brooks, Armament; W.O. Czlonka, Supply. We were fortunate to have a nucleous of flight leaders and crews with much experience. The Commanders of these crews were as follows: Captain's Joe Ray and John Blair, 1st Lieutenant's William Baker, Ray Isley, Oscar Hanson and Eldon Erwin.

During training, Crew #59 of the 391st Squadron had an incident on a mission that involved the bailout of the whole crew. The crew had been apprehensive as a result of this incident and we had to rebuild their confidence. I had become familiar with the crew so I elected to fly with them

Continued on page 17



L. to R.: William Lewis, George Gillespie, Herbert Klier.



John V. Fowler in 1944.

Memories

Continued from page 16

on our overseas deployment. The crew consisted of 2nd Lieutenant Charles Daniels, Pilot; 2nd Lieutenant William Bagus, Co-pilot; 2nd Lieutenant Morris Wender, Navigator; F/O Wilbert Terry, Bombardier; S/Sgt. Kenneth McLennon, Engineer; S/Sgt. Leonard Coletta, Radio Operator; Sgt.'s Charles Brannan, Henry Bennett and Edward Iverson as Gunners. This crew did an excellent job in rebuilding confidence and morale. Wender was an excellent navigator and performed particularly well on our Atlantic crossing. Bagus the co-pilot, was a quick learner and developed into a capable pilot. Later, after several combat missions, he was checked off as a 1st Pilot and assigned to a crew that needed an aircraft commander.

The 34th started leaving Blythe on the 31st of March, 1944 for Lincoln Army Air Base, Nebraska to pick up our new B-24 aircraft. Since I was Squadron Commander, I left with Daniel's crew on the 31st to assist the squadron crews as they arrived at Lincoln. On April 4th we left Lincoln, headed for Morrison Air Base in Florida, our jumping off stop for movement overseas. While there we received our sealed orders for our route and final destination. Leaving on April 6th, our first stop from the U.S. was British Guiana. After reaching 100 miles out we opened our sealed orders and found we were headed for the 8th Air Force, England assigned to Mendlesham, RAF Station as part of the 93rd Combat Wing, Third Air Division.

At the British Guiana Base, outside of Georgetown, we were briefed by a flight surgeon on the tropical diseases prevalent in South America and Africa, particularly the ones carried by mosquitos and flies. He cautioned us to follow preventive measures and directions. He also showed us some vivid photos and told us of the consequences of these diseases. Every one seemed very impressed and the advice paid off as we were to learn later.

From British Guiana our next stop was Fortaleza, Brazil on the 7th of April. During this flight we passed over the Equator. Since I was a member of the Equatorial Order, I baptized the crew into the Order during the passover. Spending the 8th and 9th of April at Fortaleza, we prepared for our trans-Atlantic flight. In the evening of the 10th, we left for Dakar on the continent of Africa. During the crossing we had to fly through the tropical front with thunderstorms, rough air and torrential rain I had experienced a similar tropical front on the Pacific side of South America located between Panama and Equador. I briefed the crew on what they could expect and the proper flying techniques to observe. We continued to fly through the front for sometime which indicated that we were flying parallel to the line of the front. I asked Wender the navigator to give us a 45 degree change in course to the left. After a short while, we came out into the clear in a star studded night. Wender then located our position by celestial means using the stars. We continued on and hit Dakar "on the nose" just after sunrise. Wender had done an excellent job of navigation.

We spent the 11th and 12th of April at Dakar. Our planes were guarded by local black soldiers who looked big and mean with rifles and fixed bayonets. During the second night we had a bomb scare and all crews were called out to inspect their aircraft for possible explosives thought to be planted by Nazi sympathizers in the local area. After

Bill Fandel & "Holy Joe"

our inspection we were allowed to take off after dawn for Marrakech Air Base in Morocco.

Marrakech Air Base was a hub of air activity with flights coming and going from and to all points with all types of aircraft, particularly B-29's. We had 3 days at Marrakech before we could get clearance for England. This was an excellent time to work on the aircraft for the final leg of the trip. Since Spain and Portugal were neutral countries in the conflict we had to fly around them over the Atlantic and land on the lower Coast of England.

We left Morocco on the 17th of April on our final leg to England. After flying around Portugal we "sweated out" the German fighters that were known to attack Allied aircraft off the coast of France. We landed at an RAF Station on the lower coast of England without incident. On the 18th we departed for Mendlesham RAF Station in East Anglia with an escort RAF Dakota (C-47) to show us the way. Trying to navigate in England was very difficult with the low visibility, weather and strange countryside. Also we did not have the proper navigation and radio aids available on board. This special equipment would come with Theater modification. Upon arrival in England I estimated that since leaving Blythe, California we had spent 57 hours in the air and traveled a distance of about 10,500 miles.

After assembling the whole group at Mendlesham we had to spend the next month getting our planes modified in increments at the Burtonwood Air Depot and training our crews for combat operations. Good formation flying was a must so we concentrated on this. Incidently, the 34th Bomb Group was one of the few outfits that managed to get all 60 odd aircraft overseas without incident. This was a tribute to our experienced and well trained personnel both air and ground.

I flew my first combat mission with the 95th Bomb Group. This was a B-17 equipped group that had been previously commanded by our 93rd Combat Wing Commander, Colonel John Gerhart. On May the 4th we were headed for

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Memories

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a raid on Berlin but were recalled after 2 hours airborne due to bad weather over the target area. We went again on May 9th to hit a railroad marshaling yard at Laon, France which turned out to be a successful mission. I rode in the nose of one of the lead B-17's with B/Gen. Norris Harbold who later became the Deputy Commander of the 3rd Air Division.

While Commander of the 391st Squadron, I was concerned with morale and welfare of the Squadron personnel. I was relieved of most of the routine administration, but there was some paper work that had to be approved and signed. I also had the unpleasant task of writing letters to the families of our Squadron personnel that were killed, missing in action or wounded. I tried to keep contact with all the air crew members and attend pre-mission briefings. On many occasions I visited the maintenance personnel, particularly at night, when they were busily preparing the air-craft for the next mission. It was a very difficult task for these people trying to work at night with portable lighting, very little shelter and the damp cold English weather.

During time as Commander, I flew on 12 combat missions as Squadron and Group Leader. The 9th of May to Laon, France; 24th to Poix, France; 29th to Politz, Germany; 6th of June, D-Day, to Caen, France; 21st to Blangermont France; 27th to Beauvoir, France; July 12th to Bacque-Bille, France; 17th to Neuvy-Sur-Loire France; August 2nd to Foret de St. Saens, France; 13th to South of Rouen, France; 18th to Roye Ame, France; September 27th to Ludwigshafen, Germany. September 27, 1944 was my first mission in B-17's, going to Ludwigshafen.

During August 1944 we changed Group Commanders. Colonel Ernest Wackwitz was transferred out and Lt. Colonel William Creer came in as our new Commander. I had know Bill Creer while serving in Panama and Equador when we were assigned to the 6th Bomb Group in the early part of the War. We were fortunate to get his experience and ability.

Prior to October 1944, it was evident that the five B-24 Groups of the 3rd Air Division were having difficulty flying with and coordinating with the B-17 Groups. This was primarily due to the 10 mph difference in cruising air speeds, the B-24 160 mph and the B-17 150 mph. As a consequence, the B-24's were diverted to other roles separately from the main strategic targets. The 34th Group had concentrated on what were called "NO BALL" missions, attacking the launch sites of the German V-1 (Buzz Bombs) located in occupied France. These pilot-less jet powered aircraft were launched to hit London causing considerable destruction and loss of life. During the period of August 24th to September 17, 1944, the 34th converted to B-17 aircraft. Both air and ground crews had to be retrained in the operation and maintenance of the B-17. The 34th was lucky to have a nucleous of B-17 trained pilots and ground maintenance personnel. This transition was accomplished with a minimum of problems and disruption.

Flying over the Seine River in France.

During this period, bombardiers had to retrain from the Sperry Bombing System of the B-24 to the Norden equipment in the B-17. We also changed to the system of Lead Crew operations. The 4th Bomb Sqdn. was designated the Lead Crew Squadron and the most experienced and qualified crews were assembled from all Squadrons and reassigned to the 4th Squadron. Lead Crew Aircraft were equipped with special bombing radar equipment to enable us to bomb when the visibility was obscured. The equipment could also be used to verify the target area during visible conditions.

On the 6th of October, 1944 I was transferred to Headquarters 34th. Bomb Group as Group Operations Officer (S-3), taking the place of Lt. Colonel William Boyd who was being transferred to another group. Major Edmond "Bucky" Freeman came from outside the Group and took command of the 391st Squadron.

As Group S-3, I was involved in planning and executing the Group Air Mission. We kept current the status of all air crews in the Group as to training, combat ready, on pass, etc. Aircraft status was also available from the Squadrons. The center of operations was the Control Room where mission planning and preparation was done. For each combat mission the order was sent down from 8th Air Force Headquarters to 3rd Air Division, to 93rd Combat Wing then to the Group. From this the target, assembly, order of formation, number of aircraft, armament loads and many other details were passed down. Group Operations then alerted the Squadrons for "wake-up", breakfast, briefing times for selected crews, together with the aircraft and ordinance designated for the mission. Usually, all planning was done during the hours of darkness. Either I or the Group Air Executive would be in charge of the Operation and be present in the Control Room.

During this time, as Group Operations Officer, I flew Wing and Division lead on four combat missions: to Cologne, Germany on 27th; to Ludwigshafen on November 15th; to Giessen on December 4th and to Bischofsheim on January 13, 1945.

Two other events that took place during my tenure as Group S-3 were as follows: On November 3, 1944, I was awarded a temporary promotion to Lt. Colonel. On January 3, 1945, I went on 5 days TDY to Paris, France with Major Cecil Duke, our Group Intelligence Officer. We joined members of the 490th and 493rd Bomb Groups of the 93rd Combat Wing for bombardment evaluation. We visited some of the bombed areas on the outskirts of Paris.

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Memories

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The Bombardment Evaluation Board briefed us on the results of the Allied and 8th Air Force bombing during the German occupation of France. After the war a detailed Bombing Survey Report was published to evaluate the results.

On January 15, 1945, I was transferred to the position of Group Air Executive Officer as assistant to the Group Commander, Colonel Creer, for Group Air operations. I replaced Lt. Colonel Ben LeBailley who had been transferred to the 93rd Combat Wing as Chief of Staff for Colonel Gerhart, the Commander. Major Roy Tavasti, Commander of the 7th Squadron moved up to Group S-3. Ben LeBailly was sorely missed by the Group as he had been one of the mainstays since the Group was reactivated back at Blythe. After V-E Day he returned to the 34th Group as Commander when Colonel Creer was rotated on a special project.

My duties as Air Executive did not change much from Group S-3, still involved in planning missions, rotating with Roy Tavasti the Group S-3. In this capacity more time was available to monitor the overall Group operation and work with the Squadrons. During this time, I flew three combat missions as Wing and Division Lead; to Chemnitz, Germany on February 14th; Detteln, Germany on March 7th and Hanover on March 28th.

The 34th Group's last combat mission was flown on April 20, 1945, completing a total of 170. Just before V-E Day, which occurred on May 8th, the Group flew six food missions to Holland, one of which I was Group Leader. Hundreds of tons of military rations were dropped free fall on pre-designated areas during a "tongue in cheek" truce with the German military still there. We flew formation over the food targets at about 300 to 500 feet at 130 mph, posing as "sitting ducks" for the German anti-aircraft fire, but luckily there was none. For this mission the Group reverted to a crude type "Rube Golberg" bombing device worked out by some of our ingenious bombardiers. The Group practiced dropping food over a target in the center of our airfield to calculate possible results. It was thought there would not be much edible food left though later reports from the Dutch stated wesaved many from starvation.

On V-E Day, the 8th of May, three of us were caught in a 3 day pass in Belfast, Ireland. Although we missed the big celebration at Mendlesham, there was plenty going on in Belfast. We waited some 3 extra days to be picked up by one of our "war weary" B-17's and return to the Base. On V-E Day all aircraft had been grounded until things had settled down.

After returning to the Base, about the 9th of May the Group was busily engaged in the post V-E Day mission of flying all the repatriated French POW's from the Linz, Austria area. A local operation was setup at the Linz Airfield with Roy Tavasti in charge. The Group flew six missions transporting the POW's to Paris. I flew as pilot on one of these missions, and packed 40 POW's in our B-17 using every available space. Wooden flooring had been placed in the bomb bays, the same that had been used for the food mission. It was a very sobering experience to see the POW situation and the war damage. Flying at relatively low altitude, bomb craters and destroyed buildings were always in sight.

In early June 1945 I received orders transferring me from the 34th Bomb Group to "Project Honey", which I later learned was an assignment to the B-29 operation in the Pacific. Leaving the 34th and Mendlesham on June 7, 1945 and returning to the U.S. as passenger on a B-17. I traveled by troop train from the East Coast to San Antonio joining my wife and young son. After some much needed rest and relaxation, I reported to the Distribution Command, Lackland Air Base in San Antonio on July 2, 1945. While there, awaiting assignment, V-J Day arrived and I was subsequently dropped from "Project Honey" and assigned to the Western Flying Training Command at Santa Anna, California.

I had been assigned to the 34th Bomb Group from November 15, 1943 to June 7, 1945, a period of about a year and six months. This was one of the most fulfilling assignments of my military career, full of interest and challenge. I had been associated with a great number of very capable and dedicated people that made the 34th a top combat unit.

Nose Art of "The Near-Sighted Robin"

OLD FRIENDS

By William "Pete" Gray

George Ritchie's diary has a special meaning for me. This is because I knew George back at Blythe, CA. before he started the diary. He and I became acquainted in early 1944 when the 34th B.G. was preparing for overseas duty.

We had just received 64 new B-24's and were in the process of working the "bugs" out of them before leaving for the war zone. The one I was assigned to had Lt. Gerald Holmes as its pilot and George Ritchie as bombadier. Now, the only time I saw Holmes and his crew was when they came down to the plane for a practice mission. These missions lasted for several months during which time I got to know George quite well. I even flew a couple of these missions with him.

Then, in April of 1944, we separated - the flight crews flew the planes over the England while the ground crews went by boat. Shortly after our arrival at Mendlesham George was promoted to "lead" bombadier and was transferred to Lt. Walt McAllister's crew.

Strangely enough, I never saw George the whole time we were in England. It seems our paths just never cross-

Continued on page 20

Address Correction Requested

HDQ.

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34th Bomb. Group

Ray Summa
2910 Bittersweet Lane
Anderson, IN 46011
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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 19

ed. Holmes got a new bombadier and he and the rest of the original crew continued with their missions until running into some trouble on their 22nd one. By then I had completely lost track of George.

Many years later, (1980), the 8th AFHS was having a reunion in Orlando, FL. which I attended. When I arrived the hotel lobby was crowded with hundreds of AF veterans including many from the 34th. I remember trying to make my way through the crowd to reach the desk when I heard a peal of laughter that resounded across the room. Now it had been well over 30 years since I had heard that same laugh, but I recognized it immediately! Right then I knew that George Ritchie was somewhere in that room.

I stopped and stood quite still for a minute or so. Then I heard him laugh again, but this time I could tell from which side of the lobby the sound came from. I moved over to that area and waited for him to laugh again. I didn't have to wait very long, either, and this time I knew he was within a dozen feet of where I was standing. The crowd, however, so thick I couldn't make him out. I waited until he laughed one more time - then I had him! He was talking to a tall lean fellow (who I later found to be Walt McAllister) but I recognized him at once. He had put on a few pounds and his hair was almost white but, otherwise, he was just as I had last seen him - some 35 years before.

A DELIGHTFUL EXPERIENCE
by John R. Wooten

While stationed at Mendlesham I met two beautiful women who were with the Women's Land Army working on Jeeps. These two ladies picked me up in a Jeep. We went to Westminster Cathedral for mass. This was the first time I had ever been in a Catholic House of Worship. They showed me how to kneel and pay reverence.

Then they took me for a drive to see the Changing of the Guard. I noticed two men kept following us wherever we went. I confronted them and learned that the two ladies were Princess Elizabeth and her sister, Margaret. We had a sensational day. They returned me to the base and I never saw them again.

We had pictures taken which I sent home to my mother and never saw them again, either.

THE WIZARD
by Bruce Sothern

The picture with the B-17 cowling reminded me of a crew member. Roy Swyler was a millwright by trade and he could do many things. He was a wizard at fashioning special tools for certain jobs. Just turning those fasteners to the outside cut the time checking the engine sump from 20 min. to less than 10. He built a tire mounting and removing unit that could be pulled by a jeep and a flat tire did not stop a plane from its regularly scheduled flight.

He also made a frame and mounted a motorcycle engine on it. This became our engineering officer's (Capt. Bill Cole) scooter on which he rode around to the different hard stands. Jerry Dickman helped him whenever he needed welding to be done. Roy was the "old man" on my crew. He and Homer Schindler, 7th Sqdn. carpenter, were good friends. Both were about 40 which we thought "old men" at that time. Strange how our thinking changes as the years go by!

Gotta Haver was the only B-17 with outside fasteners on the engine cowling - Handiwork of Roy Swiler.

VOLUME XVI NUMBER 2 JUNE 1992

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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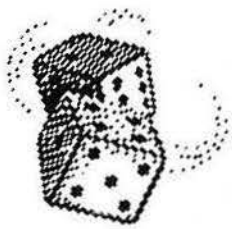
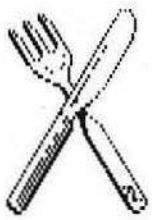
REUNION '92

Las Vegas, NV





We Want You!

Sept. 14-17,'92

OBSERVATIONS

Back home again - in Indiana. The phrase makes me want to sing the whole song. However, the homecoming hasn't been all that great. We got home the third week of March and it's now the third week of April. Since we arrived I can count on the fingers of one hand the decent-weather days we've had. Our first day it snowed more than 4 inches and, a week later, it snowed again. In between, and since, it has been mostly cloudy, windy, rainy, and miserably below normal temperatures for the time period. Oh well, I suppose we'll eventually get true spring weather.

Again I want to thank Ray Summa for handling the mailing of the March issue. He and Hannah are sure handy-dandy people to have around. Thanks y'all.

There is one item I'd like to bring up. Many of you write to either Ray Summa or Hal Province with items you'd like to see printed in Mendlesham Memories. This is all well and good because it does get forwarded to me. However, if you'll look on the address side of this issue, and all issues, you'll find my address shown. I guess some of you don't see it. I recently had an old-time member (name withheld) call me to ask for my address. Please, if you have something for the M.M., send it directly to me and save someone the time and trouble of forwarding it.

In this issue is all the information and forms you'll need for our upcoming reunion at Las Vegas on Sept. 14-17, 1992. Come on y-all!! Let's all get there and join old friends, make new ones and have a grand old time. If you've not attended before, TRY IT - YOU'LL LIKE IT!!! Many of us try not to miss a single reunion because we do enjoy them so much.

This issue, as directed by the voting membership, is being mailed to all names on our roster, whether paid up or not. Hopefully, this will instill some interest in non-members to become active members. You non-members, please think positively about becoming active. We're all getting older and the time will come when we won't be able to enjoy the camaraderie of this fine group.

Thanks to all who have written kind words of encouragement on my handling of the newsletter. It's nice to hear, now and then, from someone who thinks you're doing a good job. We do try hard but, as I've said so many times before, without your help the newsletter just cannot be what you have a right to expect. So, keep me supplied with stories and pictures which would be of interest to the whole group.

Enough for now. Rose and I are looking forward to seeing all of you in Las Vegas.

Eli Baldea
Editor

Mendlesham Memories

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

PRESIDENT'S MESSAGE

Fellow members of the 34th Bomb Group:

While visiting Hawaii in April we spent time at Bellows A.F.S. This Air Force facility was named for an Aero Observer of WWI who was killed while flying over the fields of Flanders in France. Bellows also had a place in history during WWII, as it was an auxiliary field for fighters of the P-40 type. That fateful day, nearly 51 years ago, two young pilots rose to the occasion of the assault on the island. They were met by the invading aircraft and died as they tried to get airborne. Meanwhile, on the beach, a miniature sub floundered ashore, disabled, and Bellows airmen took the first prisoners of war.

We can all recall our first memories of WWII and remember what this event cost in numbers of lives. Let us now be thankful for every day that we have and not forget those who gave their all.

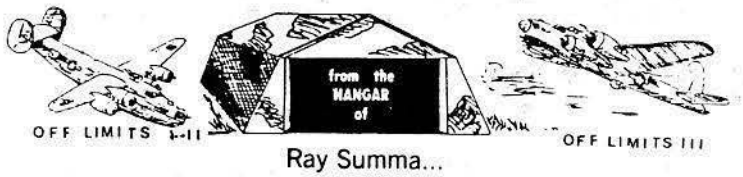
While in Seattle I spoke with Gen. LeBailly's family. They are planning a memorial service for him on July 6th at Pocatello, Idaho. His ashes will be interred with the family plot there.

In this issue of Mendlesham Memories will be our 34th B.G. call to our reunion at Las Vegas. I hope all will consider this a time of comradeship and plan to attend.

We have a very sharp group on the Reunion Committee and they pride themselves on details to make us all feel welcome. I would like to see a lot of members who, for the first time, come and join us for fun and fellowship. We hope everyone will have a nice summer and hope to see you all in Las Vegas.

Regards,
Fred Schoch

Top row l. to r.: J.C. Smith, Jim Troup, Bobb Pacholski, Clayton Mink, Don Morrison. Bottom row l. to r.: Herb Hall, Ed Hiltner, Ben Workman, Vic Lupei. Not shown: Fred Muente.



Ray Summa...

Hello, Fellow members of the 34th Bomb Group.

It is time again to write my column for the newsletter. I hope this winter has treated you all well and, now that spring is here and summer is approaching, you are well and happy.

On March 17th, St. Patrick's Day, Dale and Margie Finley met Hannah and me at Murphy's Restaurant in Indianapolis to celebrate the holiday. We had a wonderful time listening to the accordion player playing and singing old Irish songs and sang along with the music. We listened also to the bagpipers. We do this every year and have a good time. Some of you in the Indianapolis area should meet us there next year. You will enjoy it.

Dale and Margie also came to Anderson later on this spring for a visit. We took a trip to Grissom AFB to see the Museum and static display of planes. We were told there would be an open house at Grissom on August 22nd and 23rd, 1992, and that one can enter and see the planes stationed there as well as the Museum and static display of old planes on the museum grounds.

From Grissom we went to the Circus Hall of Fame at Peru, but were disappointed it had not yet opened for the summer showing. It will not open until June when they will have an old fashioned circus at the circus grounds. This will be something to see. At one time five circuses wintered at Peru but now there are none. The circuses are on the road at this time playing at indoor arenas in various cities.

I see where they are having a contest to see which of Elvis' pictures to use on a stamp. Here they are, honoring someone who had nothing to do with the government. We asked them to make a B-17 stamp and were told there would be one out for the 50th anniversary of the war. Looks as if they have forgotten.

Are you saving your quarters to play the slots in Las Vegas when you attend the 34th B.G. reunion? Or, are you one who will not be going? Hope many of you are planning to meet us there in Las Vegas, Sept. 14th-17th. We are hoping this will be another great one.

Rear l. to r.: Layman & Thomas. Middle l. to r.: Antanovich, Sims & Koch. Front l. to r.: Boyle, Hansen, Zimolmen & Szaras.

FROM THE TREASURER'S DESK

After fighting FORM 1040, I can now concentrate on the 34th Bomb Group Association and the forthcoming issue of MM.

MEMBERSHIP: 1992 paid-up membership is about 900 members of which 223 are Life Members. The response of the membership taking Life Membership has been rather good in my opinion. The original objective of placing the LM dues in a CD and using the interest in the general fund has suffered as a result of the decline of interest rates. Most of you are aware of the decline and there is little reason to recite that.

STATUS OF MEMBERSHIP: Response has been generally good to our including the Current Year of Membership on mailing labels. If you find a mistake, please let me know about it. I update two sets when I get your check and have been known to err on occasion.

MENDLESHAM MEMORIES: There seemed to be an excessive number of FORM 3547D's returned from the Postal Service following the mailing of the MARCH issue of Mendlesham Memories. And, for the greater part, they came from addressees who were 'Temporarily Away'. In each issue we ask you to advise me of your address in case you are going to be away from your regular residence so that you will not forfeit the current issue of MM. In the past, Ray has attempted to replace the lost copies of MM for you who were 'Temporarily Away' but, in the future, this practice will have to stop. The cost of the replacement is becoming prohibitive. Each issue mailed to one on our mailing list costs approximately $1.15 which includes postage. When it is not delivered, we ask for an address correction for which we are charged $0.35 by the U.S. Postal Service. When Ray sends out the replacement copy it adds another $1.10 for the issue and an additional $1.65 for First Class postage because this mailing cannot be done at third class rates. The cost for each non-delivered but replaced issue of MM costs the 34th BGA a total of $4.25. So, if you are going to be away from your regular address during March, June, September and December, YOU decide if it's worth the $0.19 for a postcard to Hal Province in order to get the MEMORIES. And remember this, I print the labels ONE MONTH IN ADVANCE of the mailing.

LAS VEGAS REUNION: We're now less than 5 months away from our Annual Gathering and I hope you're making plans to attend. The south-western states have a good chance of outnumbering the rest of the country at the reunion. Let's see how many can answer the call. Till then, CHEERS.

Harold Province

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

★★★★★ REUNION '92 - LAS VEGAS, NV. ★★★★★
SEPT. 14-17, 1992

TO ALL 34THer's:

Las Vegas, here we come!!! Yes, before we know it reunion time will be upon us. President Fred Schoch has put together an interesting program for us on banquet night. He, along with some help from General Bill Creer and the reunion committee, has also made arrangements at Nellis Air Force Base to visit the famous Thunderbirds home base...the home hangar...the training areas, and various other things that make this group of high-performance men and machines tick. Lunch will be at the N.C.O. club in chow line fashion. This all sounds great but there is a catch. The people who put this program on for us can only handle 45 people on this tour. The way it will be decided who will make up this crew of 45 will be by taking the first 45 people that register with Bob Wright. There will be, on your 34th registration form, a space to mark if you desire to go on this tour. Please include the tour fee. A refund will be made to those that have paid the tour fee but were not included in the first 45 registrants.

Monday, 14 Sept., will be registration day. Our team of Esther, Gen and Wanda will be at the registration table to do their usual outstanding job. Bob will be there to pick up the overload. Gerald and Harold will also be on hand to assist anyone that needs assistance.

Tuesday, 15 Sept., will be breakfast as usual. At 1100 hours the "LUCKY" 45 will board a bus for the Thunderbird display. The rest of us will be free to do as we so desire. Lunch and dinner will be on your own.

Wednesday, 16 Sept., will be breakfast as usual. Immediately after breakfast, in the same room, the annual BUSINESS MEETING will take place. Lunch will be on your own. The cash bar will open at 1800 hours with the BANQUET at 1900 hours. After the banquet President Schoch will present his program. He tells us this, "I'm only president of this great outfit once, so we'll make it a good one!"

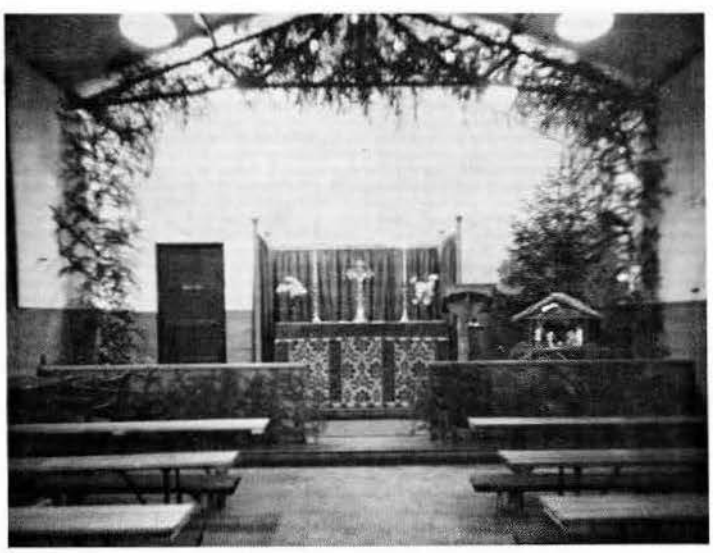
Thursday, 17 Sept., we'll have our farewell breakfast, and see y'all in Little Rock in "93.

The Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

★★

MOVING?????

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!



8th Air Force 34th Bomb Group Chapel Mendlesham, England, Christmas 1944.

8TH AFHS 50TH ANNIVERSARY REUNION, ENGLAND, 1992

On May 13th our 34th B.G. members departed for England to participate in the memorials and festivities commemorating the 50th anniversary of the 8th's entry into the European theater of war in WWII. Many activities were planned for the period of May 14th to May 22nd. Harold Rutka will give us a report of what went on for our September issue, along with a lot of photographs.

Those who had signed up for the trip as of March 20, 1992 were:

Bernardo, Alfred and Doris; Conklin, Claude and Genevieve; Connolly, Patrick and Breeda; Hanson, Ambers and Jean; Henry, Glenn and Kay; Holcomb, Verbal and Betty; Jalving, Marvin and Lois; Jones, Eddie and Ianthia; Lampey, Bob and Betty; Marchitto, Geraldine; Marks, Daniel; Martin, Elizabeth; Martin, Randy and Shirley; Nesbitt, Harris and Edith; Rutka, Harold and Genevieve; Wilke, Joan.

Although we went to press with this issue on April 24th, this is the latest list we have of the participants of the England trip. We'll give a complete list of participants in our September issue along with photographs.

Harold Rutka also reminds us that the 8th AFHS will be having a 50th Anniversary, " A Time For Remembrance", reunion at the Galt House in Louisville, KY. on Oct. 6th to the 11th. Harold and Gen Rutka will have a room available to meet in and all 34th'ers are welcome. Check the Locator Board for the room number. Those of you who missed the 34th Reunion in Louisville have the opportunity to join us with the 8th AFHS reunion. Read the March, 1992, issue of Mendlesham Memories about the 34th B.G. Louisville reunion to see what a great time was had by all.

Notes From Our Friends

VAL J. McCELLAN - Lake Worth, FL.

I was both surprised and happy to see the picture of "Purty Chili" in the Memories for December, 1991. This was the same picture I had put up carefully so I would remember where it was and now I can't find it.

We were given a new B-17G on January 10, 1945 and briefed to bomb Cologne with six 1000 pound AP's at a temperature of 53 degrees below zero centigrade. This plane had the new plexiglass waist windows, which certainly reduced the cold in that area. The Bombadier, Lee Sacherman, would give the regular oxygen checks and the response from Harold Griffin, the tail gunner, was always "It's purty chilly". The temperature was later reported at 67 degrees below centigrade. We had heard that phrase, "It's purty chilly" all day so, when we landed, decided to name the plane that. I'm not sure the actress named Chilly Williams was ever mentioned. In fact, I'm not sure I had ever heard of her then.

After our last mission on March 17, 1945, the crew of Wm. Wilcox took over the plane. They flew nineteen missions and two food drops and then returned the plane to the States. "Purty Chili" was parked at Kingman, AZ. and later made into scrap metal.

GEORGE KLINE - Burnt Hills, NY.

We have a growing 8th AF area veteran's group called "Capitol Region 8th AF Veterans Group" in the Albany, Troy, Schenectady area that was started up by a 34th associate member, Dave Dynan. He has deep interest in the 34th as his veteran uncle died during our days in England. He contacted a bunch of area 8th veterans and formed the group. We have 120 members, last count, and we meet the first Saturday of every month at the Schenectady Air Museum. Not bad for an organization not yet a year old.

Margaret and I regret we won't be able to join everyone in Las Vegas this September. We were able to join a tour from Albany to Anchorage, Alaska (air), then cruise the inside straits to Vancouver. This has been a long-time dream trip for us. It is a radio sponsored trip at very good rates. So, June 10th through 17th we will be spending our Vegas money. But we do intend to be in Little Rock next year, God willing.

****

LA RUE (JAMES) MILLER - Alexander City, AL.

Thanks for the beautiful cards and your kind words of sympathy. James had a great time seeing everyone at the Louisville reunion.. Remember me in your prayers and stay in touch.

****

DEXTER JORDAN - Huntersville, NC.

The death of James M. Miller, Feb. 23, 1992, was a great loss for Beulah and myself. We had become close friends of the family.

James went with the 34th to England as a mechanic on "The Near Sighted Robin". He was a good soldier, mechanic, barber and friend. Anytime we were called out for a mission he was willing to go, even if he had just come off of the line. This was too good to last. The Officers Club heard he was a good barber and took him from us. I am sure he made many friends there also. James died at the age of 76.

Continued on page 6

Standing l. to r.: J. Sparks D. Kessel, H. Haase, W. Oravec, R. Kashishian, & R. Hanson. Kneeling l. to r.: C. Brown, R. Ehlers & E. Tigges.

Notes From Our Friends

Continued from page 5

CHARLES F. METZ - Islip Terrace, NY.

I have often wondered how a Board of Directors like ours, drawn from guys all over the country, manage to work together with the kind of coordination they obviously have to produce such a fine organization and such a beautiful newsletter. This deserves mention in our newsletter.

****

ROY O. JONES - Atlanta, GA.

I thoroughly enjoyed the recent M.M.! I planned to go to Louisville, not a bad drive from Atlanta. Unfortunately for me, my arthritis crippled me for a long while and I had to cancel my plans.

If able to travel a day or two before the Las Vegas reunion I may fly up since I have a retired USAF pilot brother-in-law there. If I become crippled while there he'd have to take me in.

****

BASIL L. GAUMER - Greenville, IL.

I learned of the 34th B.G. Assn. last Sept. I received much pleasure out of the Sept. and Dec. issues of Mendlesham Memories and the Roster List.

I had never wanted to fly and my M/Sgt. knew it. But, when the food missions came along, he talked me into going along on one mission. I will always be grateful to him for it. I saw the Dutch mills and the people on the ground waving sheets at us. Of course, when the crew found out it was my first flight, they had to give me an initiation. They buzzed the ground a couple of times, went up a few thousand feet and then into a steep dive. I took it all in stride until they pulled out of the dive. Then I let out a yell. They all got their laughs and we went home.

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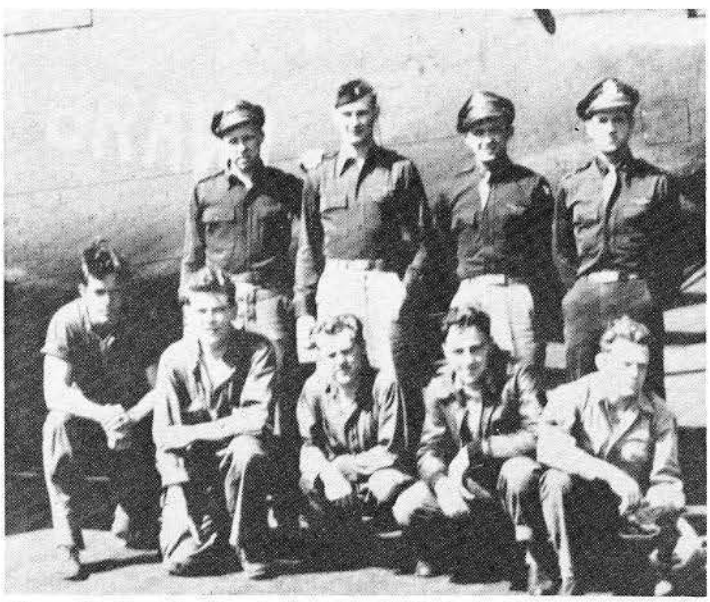
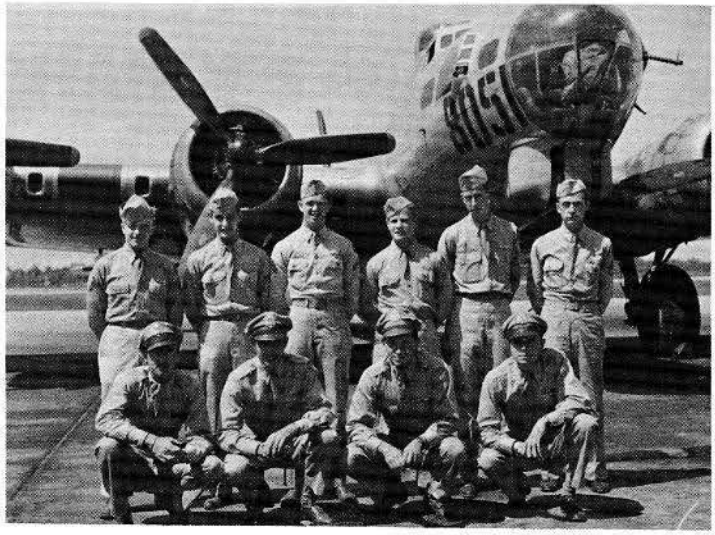


Crew of Belle of the Brawl, Crew 51 18th Sqdn. back row: J.L. Bartels, Walter Baskin, Russ Paulnock, Barseth. Front row: J.L. Edwards, Don Fillman, All Woolicott, Jim Riley, Jim McCarthy.



Standing: Flight crew, (names unavailable) Kneeling, l. to r.: Jones, Bartz, Friedlander & Lauritzen.

LESTER E. THOMPSON SR. - Granite City, IL.

When I left Mendlesham I had the "Lucky Bastard" poem in beautiful print. I looked for it years later and couldn't find it. Then it appeared in one of MM's issues. A lady friend made me a copy on a computer. It is now framed and placed in a place of honor in my den.

The last two lines said it all, "Go home to your wine, your women and jive - You're a lucky bastard to be alive." How true!

****

JACK TERRY - Azusa, CA.

SURPRISE!

When I found my name listed in MM, page 14, TAPS, it triggered a variety of emotions, not all instantly, but sequentially. Since then I have considered a variety of phrases to include here and, I'm sure, later I could pick a different selection. There is no way I would try to compete with or emulate Mark Twain's famous response to such a situation.

I have no idea of just what significant results could come from it. I shall send a copy of this letter with a note to the 8th AFHS and leave the manner in which you note the correction in your hands. (Editor's note: See Clarifications column.)

****

LOUISE (ANTHONY) LAUBY - Prosser, WA.

We really just can't realize that Gen. LeBailly is gone. He was such a delightful man - we lost our dearest friend and we will miss him forever. We always enjoyed his stay here with us on his trips to and from Idaho. He and Margaret were always so hospitable on our visits to their home. We are so thankful for the 10 years of friendship we enjoyed with them and will always cherish the happy memories. We do keep in touch with Margaret and two sons who live in the Seattle area.

****

LILY (HAL) CAROTHERS - Milton, FL.

Just a note to let you know that my beloved Hal suffered a massive heart attack yesterday, March 23, 1992, and died at 6:55 a.m. We had planned on making the Little Rock reunion next year, but that is not to be.

Continued on page 7

Notes From Our Friends

Continued from page 6

CLARA (FRED) SCHOCH - Spokane, WA.

We attended Gen. LeBailly's memorial service at Oak Harbor. The service was held at St. Augustine Catholic Church, a beautiful church which sits on a hill overlooking the town and harbor of Puget Sound. The chapel was decorated with several bouquets of spring flowers. The folded American flag lay on the left corner of the altar. To the right of this was a table which held his jet pilot helmet and folded flying suit. Next to this was a portrait of the general.

His son, Steve, then gave a very nice eulogy. Then Rev. Ashwell gave a fitting tribute and highlights of the past 20 years of Ben's involvement with community and church. The vocalist sang the Air Force Hymn after which the Honor Guard assembled in the courtyard next to the chapel. They rendered the 3-gun salute, followed by the bugler with "Taps". The sergeant in charge then presented the American flag to Mrs. LeBailly.

The service concluded with a reception and buffet in the parish hall. A table in the hall held a display of memorabilia of his past life in the Air Force.

****

JAMES A. Loiselle - Danbury, WI.

We're all getting a little older and the Mendlesham Memories is the greatest - so much news and information. Just wanted you to know I'm still on my toes at 75, looking forward to the next issues.

****

ROBERT WRIGHT - South Bend, IN.

Visited the Ballantyne's in Feb. at Wauchula, FL. Had a great time. We saw all his hunting trophies and took a tour of his orange groves. The weather has been lousy since I got home, but that's April.

L. to r.: Roy & Mildred Ballantyne & Esther and Bob Wright.

OLIVER BOLDUC - Chaplin, CT.

I wish, somehow, I could make some of the reunions but it seems I just get so wrapped up with our boys' businesses which need a hand so often. Also, the church here has so few who will give of their time to help with needs and visits.

I look at the many pictures of those who do attend these reunions and find I don't know many so I wonder where I'll ever fit in. We are eyeing the 1993 Little Rock reunion as the headquarters of Heifer Project International is there and we are supporters. The program supplies food producing animals to needy people and programs worldwide as well as here in the U.S.

****

A.J.Z. FIRESTONE - Hampton, VA.

I can't tell you how excited I was to receive "Mendlesham Memories". For years I have been trying to make contact with some of my buddies and crew of the "Knockout Dropper" of the 4th Sqdn. I'm glad I was found.

Looking through the roster I was saddened to find that my pilot, Jim Sain, had passed away. I did find my co-pilot, Don Stufflebeam, and called him. After 47 years Don and I had a long conversation, with my being brought up to date regarding the other crew members. I am planning to attend the reunion in Las Vegas and am looking forward to sharing some of the old times with the guys.

****

JOHN V. FOWLER - Brooklyn, NY.

I've been out on disability for seven years and I'm still around. Another round of antibiotics which cost me $113.00. Either I make it to heaven or to the poorhouse.

It's now a question of whether I'll make it out to Las Vegas. Two weeks ago, at Madison Square Garden, someone smashed into me and sent me over three rows of seats. I thought the damage was nominal but now I find out I need major surgery on my left knee. The possibility exists I might become a cripple for life.

God bless you and the men who work so tirelessly to put out Mendlesham Memories. It's a job well done. And God bless all, that we may make it to Las Vegas.

****

WILLIAM "PETE" GRAY - Virginia Beach, VA.

Just before the last reunion I was told I had prostate cancer. About 2 weeks later, after some more tests, they found the first diagnosis wrong and I didn't have any cancer at all. And....it's been 7 years since the open heart surgery and, so far, everything looks quite rosy.

The Doc says I just might live to be 100 if I don't get shot in some drunken brawl. Haven't given much thought to the '92 reunion yet. I would like to see Las Vegas but, as of right now, don't know.

****

BETTY (TOM) PATRICK - Terre Haute, IN.

Tom is alive and pretty well. He's a very intellegent and a very kind person. I just have to do all the bill paying, banking and correspondence. Tom is kind of an overseer (not boss), one of those "Lucky Ba.....s".

****

Continued on page 8

Notes From Our Friends

Continued from page 7

MICHAEL DERENGE - Port Charlotte, FL.

A lot of things have gone wrong with us. In June, 1990, I had a quintuplet heart by-pass operation. In September, 1990, I had an aneurism in my stomach area. Between the two operations my wife had a breakdown and was hospitalized for 14 days. I don't have to tell you how the medical bills can drain a person. It seems like every doctor who walked down the hall sent us a bill. Even after insurance and Medicare we are still paying. And, to top it all off, our daughter in Atlanta had a pre-mature baby boy on March 2nd, weight 1 lb. 13 oz. He was due in June. He's doing fine so far. So we have been burning up the road between Port Charlotte and Atlanta and will be doing so until the baby is safe. His name is William Michael Cross, named after my father and son.

****

ARTHUR PODOREFSKY - Teaneck, NJ.

I recently joined the 8th AFHS and came across Ray Summa's name as 34th B.G. contact. I was an engineering clerk in the 18th Bomb Sqdn. and remember a crew chief named Summa. Is it the same individual? If so, he would be the first member of the 34th B.G. that I have run across since my discharge in 1945. (Editor's note: Ray has since been in touch with Arthur.)

Col. Wackwitz with ???

Crew of Toni-7, l. to r.: Highfill, James, Harrison, Muccino, Miller, Grisham & Gill Lane with back to camera.

NEWS FROM HERE AND THERE

We've received an interesting letter recently:

I am a member of the Royal Australian Air Force and am researching the history and role of the units of the 8th A.F. in WW2. I would very much like to obtain information on the 34th B.G.'s activities during the war. Anything at all would be O.K. Also, if possible, I would like to correspond with members of the 34th regarding their war service. My research is purely personal and any information received would remain strictly confidential. Please write to: Mark Wyllie, 1 Lewis Court, Sunshine, Victoria, Australia, 3020.

****

From Al DiNenno we have the information that on December 8, 1991, the people who trained and served at Buckingham and Page Army airfields were honored with the dedication of a memorial in Centennial Park at Ft. Myers, FL. According to Al, we probably have quite a few of our 34th B.G. gunners who trained at Buckingham. About 200 people attended. The monument was unveiled by Virginia Spivey, the wife of Maj. Gen. Delmar T. Spivey who was commanding officer at Buckingham Field.

****

We have been informed that a new book by Ian McLachlan is now available. The title is "Eighth Air Force Bomber Stories". It includes eye-witness accounts from American airmen and British civilians of the perils of war. Also included are previously unpublished photographs. We are told this book is available in all good bookstores for $31.95 or you can order it for $36.45 (incl. p&p) from: Zenith Books, P.O. Box 1, Osceola, WI. 54020.

Continued on page 9

NEWS FROM HERE AND THERE

Continued from page 8

From Mr. Peter D. Woodford of England we have the following:

For the occasion of the 50th anniversary of the U.S. Eighth Air Force, "The Mighty Eighth", Royal Worchester, Ltd. is manufacturing a commemorative plate in finest bone china. The plate will be 8-1¼" in diameter with the 8th A.F. shoulder patch symbol in the center with the American and British flags behind and the words "The Mighty Eighth" below. Five aircraft, the P-38, P-47, P-51, B-17 and the B-24 surround this. The outer edge lists all of the U.S. Eighth Air Force units active in the European theater during WWII. At the very bottom it shows a handshake between Britain and the U.S. with the dates 1942 and 1992 shown. Unfortunately, the information reaches us too late to include their pictorial insert in this issue. However, if interested you may write to:
P.D. Woodford, Sandalwood, The Street, Horham, Eye, Suffolk IP21 5DX.

****

From the 8th A.F. PX we have the following:

A new VCR video tape "START ENGINES...PLUS 50 YEARS" has now been produced and is available for sale. This is the 8th Air Force's Anniversary Commemorative Documentary that you shouldn't miss. It is a 58-½ minute video which will bring back many memories. This video has been welcomed into the Dwight D. Eisenhower Library and the Harry S. Truman Library. Both institutions are planning special events around the episode.

The price is $42.95 ($39.95 plus $2.50 shipping and handling). You can send your check or money order for this video to:

8th A.F. PX
65 Beddington Lane
Strasburg, PA. 17579

(Editor's note: I've seen the video and it's one no WWII 8th Air Force veteran should miss.)

****

CLARIFICATIONS

In the Dec., 1991 issue we printed a photo of John Fowler and ??? on page 7. In the March issue we identified the young lady as Lilla Bell, the Red Cross lady. Now we find that our identification of John Fowler in that photo is incorrect. The young airman is, in fact, Hilary P. Lodermeier. Sorry about that!

****

On page 5 of the September issue we printed a photo of six young men in front of a barracks and asked for identification. We've learned that they were all a part of Lt. Scherkenback's crew. Front, L. to R.: Laulk, Austin and Loiselle. Rear, L. to R.: Lowenthal, Lodermeier and Stoutsenberger. Also, on page 9 of that issue, the ball turret gunner shown is Hilary Lodermeier.

On page 7 of the March issue we printed a photo of John Gronouski with who?? We've received the information from Roy Jones that one of the other two men is Edwin S. Smith. He didn't say which one. We understand Edwin S. Smith put together the original 34th B.G. history book. From Lonnie Crook, we believe he is the one on the right. The other man we still have not identified.

****

On page 14 of the March issue in the "TAPS" section, based upon information received, we included John P. "Jack" Terry's name. As you'll note in the "NOTES FROM OUR FRIENDS" section, he is alive and well and not "Deceased". Sorry, Jack. These things do sometimes happen.

****

From Charles Dulan of Fairfax, VA. we have the information that the young man with Bob Gay on page 8 of the March issue is, in fact, Marty Massaro of the 1446 Ordnance, Supply & Maintenance Company of which Chuck Dulan, himself, was one of nine in the armament section of Base Ordnance.

SPECIAL

HONORED REMEMBRANCE

by Barbara Hartman

In 1984, when my husband Ralph lost his leg due to a blood clot, and while in Sunnyview Rehab Hospital at Schenectady for therapy, he was asked if he would like to participate in the Windham Handicap Ski program. Being determined to stay active and not wallow in self pity, Ralph entered the program. The first winter he learned to ski on one leg with outriggers. Following that Ralph trained to become an instructor of other handicapped people. He also, along with Gwen Allard, director, and Bonnie Seligson, a handicapped skier, lobbied for funds at the state capitol.

In March of 1990 representatives of Norstar Bank, Volunteers of the Handicap Program and Ski Windham organization developed the first handicap ski competition. Ralph was present for the March 10, 1990 competition, dying in April of 1990. The race, named the Hartman Cup in his honor, has continued in '91 and '92. T.V. coverage of this event is sponsored by local channel 10. There are many volunteer instructors along with Gwen Allard, director, who made this and many other handicap events at Ski Windham possible. There are also many new sponsors in 1992. 1992 also saw 78 competitors race in the Hartman Cup.

Then and Now

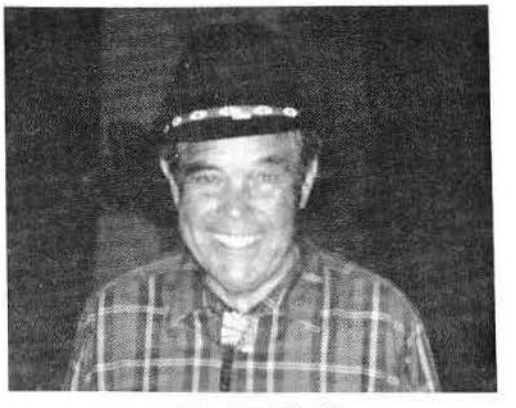
Jenny & Junius Cobb

1944

1991

Eugene B. LeBailly

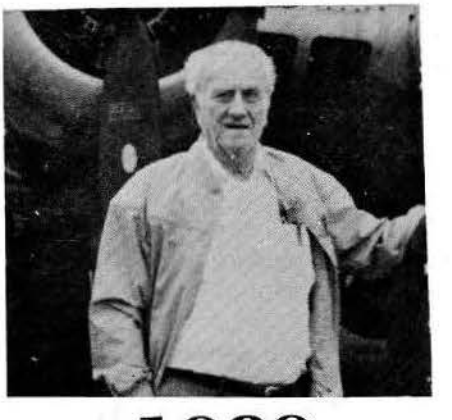
1944



1990

James Miller

1945



1989

ROSE'S CORNER

At this time of the year the robins have returned and seedlings are pushing their way through the ground and we're all looking forward to the daffodils, tulips and the many beauties of spring. We're finished with the difficulties of shoveling snow, driving on icy roads, trying to keep warm while starting up our cars and, the most difficult, getting our Federal Income Tax in the mail by April 15th. A great rule to follow is that it is better to give than to deceive! (This would be a great slogan for the IRS to display.)

I haven't had too much contact since our last issue so I will share my favorite Foolproof Cocoa Pie recipe which you will be proud to serve family and friends.

FOOLPROOF COCOA PIE

1 (9") baked pie shell
½ cup cocoa
⅓ cup cornstarch
1¼ cups sugar
¼ tsp. salt
3 cups milk
3 tbsp. butter
1½ tsp. vanilla

In a saucepan combine cocoa, sugar, salt and cornstarch. Gradually blend milk into dry ingredient mixture. Stir until very smooth.

Cook over medium heat, stirring constantly until filling boils. Add butter and cook one (1) minute.

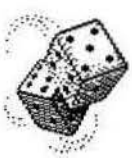
Remove from heat and add vanilla. Stir. Pour into pie shell and allow to cool.

Refrigerate for four (4) hours. When serving, spread with Cool Whip or real whipped cream. Then ENJOY!

Until the next time, may you have enough determination to make each day a better one. See you in Las Vegas, Good Lord willing.

With boundless love,
Rose

REUNION '92
Las Vegas, NV



Sept. 14-17,'92

SPECIAL

PAINTING DONATED TO 8TH A.F. MUSEUM

Submitted by Lonnie Crook

Our B-17 painting is now in place (on loan) in the 8th Air Force Museum at Barksdale AFB and looks great. I'll review the actions that have taken place here since the project started. Cleveland Romero brought the painting home with him from the reunion. On the 26th of December I visited Lafayette and picked it up. Buck Rigg and I looked over the brochure of frames provided by Carl Nichols and selected one. We told him our choice and, in due time, he sent the frame to me (knocked down in 4 pieces). Buck arranged to have the frame assembled and the painting mounted by a pro. It was then hung in a prominent place in the museum where many people have viewed it and marveled at the detail and the beauty of the painting.

The April 10, 1992 Observer, the Barksdale weekly newspaper, highlighted the presentation of the painting. I'm sure the membership of the 34th B.G. would be very proud if they could see it and the museum is very happy to have it.

Carl Nichols deserves a lot of recognition for this. I understand he obtained the painting from the artist, Michael Rasmussen. He presented the idea to the membership and provided and shipped to us, postpaid, the beautiful frame. In short, he was the Daddy of the entire project.

For those wishing to visit the museum, it is closed on Monday and Tuesday. It is open Wednesday through Sunday from 10:00 a.m. to 4:00 p.m. Along with the museum there is a static display of aircraft.

This has been a fun activity for me. When passing through Shreveport, give us a call. My phone is (318) 861-6065.

34th B.G. representative, Lonnie Crook, presents the full color painting of 34th B.G. B-17's flying into combat.

ADDRESS CHANGES

(As of 4/23/92))

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
COLES	IRA S. JR.	7	P.O. BOX 515020	ST. LOUIS,	MO.	63151
DOOLEY	LAWTON ED	391(LM)	8715 FLINT FALLS DR.	DALLAS,	TX.	75243
GARDNER	MARVIN	18 (LM)	1200 LAKEWAY DR. #5A	AUSTIN,	TX.	78734
HEASTY	CLARENCE N.	391	RT. 2, BOX 72	SPARTA,	WI.	54656
HILDEBRAND	THOMAS H.	4	1000 LIVE OAK DR., S.W.	ORANGEBURG,	SC.	29115
JONES	DAVID P.	391	8200 KERN AVE. #C-206	GILROY,	CA.	95020
LAUB	JOSEPH		2267 DEBLIN DR.	CINCINNATI,	OH.	45239
LeBAILLY	MRS. MARGARET	GRP (A)	P. O. BOX 1467	OAK HARBOR,	WA.	98277
MAY	OTTO	391	11130 THORNBERRY DRIVE	SPRING HILL,	FL.	34608
METYK	ZENON	7	1358 WINSTON RD.	SO. EUCLID,	OH.	44121
RATHBUN	EDGAR H.	7	1358 WINSTON ROAD	SOUTH EUCLID,	OH.	44121
ROBINSON	RUSSELL E.	18 (LM)	838 SILVER OAK AVE.	LADY LAKE,	FL.	32159
SALEK	LA VERN	4	703 S.W. 2ND AVE.	ALEDO,	IL.	61231
SMITH	CHARLES	7	3854 YORK ST.	ROCHESTER HILLS,	MI.	48309
SMITH	OREN E.	391	10115 DREW TERRACE	ST. LOUIS,	MO.	63126
SPRINGER	ROBERT H.	18	5711 W. AVENUE M #244	LANCASTER,	CA.	93536
ULAM	KENNETH	7 (LM)	2515 W. LINCOLN AVE. #37	ANAHEIM,	CA.	92801
WILLIAMS	PAT	18	P.O.BOX 480	MATADOR,	TX.	79244
WRIGHT	WILLIAM L.	4	P. O. BOX 906	NEW SMYRNA BEACH,	FL.	32070

NEW LIFE MEMBERS

(Total 224 as of 4/23/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ALBERT	EUGENE J.	391	BOX 145	ROLLINS,	MT.	59931
CAMPBELL	THOMAS J.	4	3421 80TH STREET	JACKSON HEIGHTS,	NY.	11372
CLARKSON	JOHN G.	391	459 MALL BLVD. #25	SAVANNAH,	GA.	31406
DOPPELT	SIDNEY	7	6909 NORTH LAKE DRIVE	MILWAUKEE,	WI.	53217
GROSS	ROBERT H.	7	34 IRONWOOD ROAD	WEST HARTFORD,	CT.	06117
HACKLER	ROLAND J.	475SD	3616 SO. 82ND AVENUE EAST	TULSA,	OK.	74145
HALL	HERBERT B.	7	P. O. BOX 96	SCOTTSVILLE,	MI.	49454
HEMINGWAY	ROBERT D.	18	55 WEST CENTER	ALPINE,	UT.	84003
HOWARD	PAL	18	P.O. BOX 199	BENTON,	KY.	42025
HYMAN	NORMAN H.	18	6040 NORTH LAKE DRIVE	WHITEFISH BAY,	WI.	53217
JENNINGS	WILLIAM O.	4	4419 NORTH 19TH DRIVE	PHOENIX,	AZ.	85015
JETTON	RAY L.	18	3514 EAST ADMIRAL COURT	TULSA,	OK.	7A4115
LODERMEIER	HILARY P.	18	3323 ELKHORN BLVD.	NORTH HIGHLANDS,	CA.	95660
MEREDITH	HAROLD L.	4	421 GRANT STREET	SATELLITE BEACH,	FL.	32937
REID	ROY L.	18	7020 E. 2ND. STREET	TULSA,	OK.	74145

TAPS

(As of 4/23/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
CAROTHERS	HAROLD	18	5724 SUNFLOWER AVE.	MILTON,	FL.	32570
DREHER	WILMER J.	4	195 NO. 11TH STREET	BREESE,	IL.	62230
GRAHAM	ALAN A.	18	11456 BENTON STREET	LOMA LINDA,	CA.	92354
HALLGREN	KENNETH R.	18	26338 KILTARTON ST.	FARMINGTON HILLS,	MI.	48334
KING	EDWIN L.	7	22514 DABNEY MANOR	KATY,	TX.	77449
MILLER	JAS MELVIN	7	PO BOX 6 206 S CENTRAL ST	ALEXANDER CITY,	AL.	35010
MUELLER	RAYMOND	391	647 NO. JEFFERSON ST.	RICHLAND CENTER,	WI.	53581
OLSON	EDGAR G.	GRP.	RTE.1, BOX 46, COTTAGE B	MULBERRY,	IN.	46058
SAMPSON	FRED F.	18	35 ALLMAN PLACE	NEW HARTFORD,	NH.	13413
TYSON	ROBERT W.	391	824 9TH AVENUE	WILMINGTON,	DE.	19808

NEWLY FOUND

(As of 4/23/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ATKIN	WILLARD S.	391	P.O.BOX 184	FRAZIER PARK	CA.	93225
DALEY	MIKE P.		2305 WHISPERING CT.	FORT WORTH,	TX.	76133
FIRESTONE	A.J.Z.	4	5 TEMPLEWOOD DR.	HAMPTON,	VA.	23366
GOLDEN	LEONARD W. JR.	4	10957 OAK STREET	POSTAGE,	OH.	43451
HOFF	HENRY		R.R. 1, BOX 94	ARLINGTON,	SD.	57212
JANSKY	ROBERT J.	18	221 WEST ROYAL LANE	BLOOMINGDALE,	IL.	60108
MEEDER	PAUL R.		R.R. 2, BOX 902	CHICORA,	PA.	16025
PAULNOCK	RUSSELL		13151 CUMBRA VISTA	LOS ALTO HILLS,	CA.	94022
PODOREFSKY	ARTHUR	18	1205 EMERSON AVE.	TEANECK,	NJ.	07666
PRENTICE	GEORGE R.		517 QUAIL RUN ROAD	SANGER,	TX.	76266
RHODES	KENNETH J.		2830 BELLVUE AVENUE	BETTENDORF,	IA.	52722
WILSON	HOMER P.		R.#2, BOX 15	POPLAR BLUFF,	MO.	63901

LOST SOULS - MOVED? - STRAYED?

(Mail returned when sent to these addresses - Need new addresses)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BURKE	GERALD		508 SNEAD ROAD	FAIRFIELD GLADE,	TN.	38555
DAYE	PHILIP J.	7	60 E. 52ND PLACE	HIALEAH,	FL.	33013
FLORIE	DAVID	4	4331 CANTERBURY DRIVE	LA MESA,	CA.	92041
GOLDBERG	SID		BEACH DRIVE	MIAMI,	FL.	33141
GREEN	GERALD		1505 POWERS ST.	LEWISTON,	ID.	83501
HENSON	HAROLD	18	5614 SANTA MONICA DR.	TAMPA,	FL.	33615
HILLIS	LAYMAN M.	4	715 WOODTUP ROAD	WILMINGTON,	DE.	19804
KIESCHNICK	CLARENCE A.	391	P. O. BOX 407	THORNDIKE,	TX.	78752
LAURIE	CYRIL		3029 WHEATON WAY	BREMERTON,	WA.	98310
MILLER	CORDELL		P.O.BOX 606	ELECTRIC CITY,	WA.	99123
SCHAFANTI	DANTE		9810 ZELZAH #121	NORTHRIDGE,	CA.	91325
SWARTHOUT	ROBERT K.		1313 NICOLET PLACE	DETROIT,	MI.	48207

OBITUARY

EUGENE B. LeBAILLY

Eugene B. LeBailly died Feb. 17, 1992 at his home in Oak Harbor, WA. of a heart attack. He was born Jan. 29, 1915, in Shoshone, ID. to Thomas and Jean LeBailly. He graduated high school in 1932, attended Idaho State U. and graduated from U. of Calif. at Berkely in 1939 with a BS degree. That same year he attended US Army Air Corps. flight training schools at Randolph and Kelly Fields. He earned his pilot's wings and a commission as 2nd Lt. in March, 1940. He married Margaret Blair in May of 1940.

He served with the 1st B.G. at Trinidad when WWII began and transferred to Ecuador and Peru where he flew heavy bombers on sea-search missions. In Feb., 1943 he was made commander of the 7th B.G. and in early 1944 went with the 34th B.G. to England for combat duty with the 8th A.F. He later became group commander.

After WWII Gen. LeBailly commanded bases at Boise, ID. and Walla Walla, WA. and a Reserve Trng. Ctr. at Offutt Field, Neb. He graduated from Air Command and Staff School in June, 1948 and was assigned to Hdqtrs., U.S.A.F. and, later, to the Office of the Secretary of Defense, Washington, DC.

In 1952 Gen LeBailly flew 50 combat missions in Korea in B-26 Night Intruder bombers as commander of the 3rd Bomb. Wing. In 1953 he moved into the Far East A.F. Hdqtrs, in Japan and was in charge of American-Japanese Planning Group. He eventually became Chief of the A.F. Section of the Military Assistance Advisory Goup in Japan. In 1955 he became Chief of Information Service for Hdqtrs. Tactical Air Command at Langley AF Base, VA. After three years he became Deputy Director of the Office of Information under the Office of the Secretary of the Air Force in Washington.

From Aug. 1961 to Jan. 1964 Gen. LeBailly was commander of both the U.S. Forces Azores and the 1605th Air Base Wing in Portugal, then became Director of Information for the U.S. Air Force until 1964 when he was chosen as commander of the 16th A.F. in Spain. In 1970 he assumed duties as chairman of the Inter-American Defense Board in Washington, D.C., which is affiliated with the O.A.S.

Gen. LeBailly retired from the A.F. in 1973 with 34 years and 3 months of service. He is survived by his wife, Margaret, two sons, three grandchildren and one sister.

Memories

WAS IT YESTERDAY?

by Mrs. Jean Root

In 1944 my name was Jean Saunders, I was 15 years old and I lived in Debenham. I left school and started to work on D-Day, 6th of June. Was I grown up at last? No! According to my parents I was still too young to go to the Base dances and meet all those glamorous American servicemen, or so my diary notes bluntly on June 22nd. However, most of them pedalled laconically into Debenham streets and, so, inevitably, my girl friends and I were "chatted up" by these cycling Romeos. But, at 15, we all had to be home very early and, as I remember it, a group of inanely giggling girls on the roadside with a possibly bored group of young men was as far as it got.

On Sunday, July 2nd, I was walking alone and I met another lone figure. His name was Junius Cobb. He had bright red hair and was known as "Red". My mother and father obviously thought I was safer at home or out with him than loose on Debenham's wild streets. After all, he called them "Sir" and M-am" which impressed them greatly. They were, indeed, soon fond of him and he had long discussions on the state of the war with my father.

Red and I were good friends and, beside visiting, we went out for the restricted entertainments of the day. We went to the Fair and he won a collection of small prizes at the shooting gallery. I was very impressed with his skills. The fact that he had already lost two fingers in a prewar hunting accident coloured my view not one jot. We ate fish and chips, walked around Framlingham Castle and went to a cafe but they had run out of food. He took me to the 'drome' and we got caught, alone, inside a Liberator during a prolonged thunderstorm! We went to the cinema and to Stowmarket swimming pool, even though I couldn't swim. We both played Hawaiian guitar (probably badly). I had tea at the Aero Club and, once, even had ice cream and pineapple chunks, (probably my first since 1939).

He finally rang on the 1st of August, 1945, to say he

Continued on page 15

Two 391st Sqdn. men with knife-throwing act.
Anybody recognize them?

Memories

Continued from page 14

was returning to the States and we parted, as we had always been, the best of friends. We wrote intermittently for 11 years, both marrying, and we exchanged photos of our first children. My first marriage failed and I remarried and, as I know now, his did also and he remarried to Jenny.

My life was full with family, with catching up on war-lost education and , eventually, training for teaching. My children left home, my husband died, and, 3 years ago, I retired. I have always been a hoarder, I throw little away. I opened a box and there was his last letter dated 1957. I said to myself, "I wonder what has happened to him?" Spontaneously I wrote him a note. On the envelope I wrote "Mr. American Postman - this was the address in 1957. Help". The letter found him and we have written ever since.

On September 2nd, 1991, I landed at Richmond airport to be met by Jenny and Junie. I would like to report that, as in old black and white films, we ran through the sunset into each other's arms. But it ws not so. I strode purposefully from the plane straight through the luggage carousel and, then, waited at the exit while he was checking with the authorities to see if I had actually been on board. We did eventually find each other.

It took his lovely, generous wife, Jenny, and I at least 5 minutes to decide we liked each other and that we both had the same stupid sense of humor. And Junie seemed so familiar that the phone call could have been last week, not 46 years ago.

I had a lovely, lovely time. Jenny and I screeched with laughter because of our similar sense of humor while Junie watched us both with a tolerant dry smile. Junie remains for me my interesting and knowledgeable friend, amusing companion, and attractive man. Nothing more - nothing less. It was never a romance in the true sense of the word, but our fondness has stood the test of time...it is called true friendship.

Back row standing: Charles F. Norton, Billie D. Ezell, Albert J. Migliorelli, Philip F. Sheridan. Front row kneeling: Frankie L. Champion, Guatemazie Garcia, Eugene J. Toth, Richard H. McCauley, Warren E. Thrum.

REMINISCENCES

by Vince Doran

ANYONE FOR BISCUITS?

A fiendish German mind designed the British military mattress. Visualize the American GI mattress cut into thirds. That was the British mattress; the segments were called biscuits. Each man was issued three of them. You lay them on the bunk springs and make up the bed normally with sheets and blankets. It looks just fine. You ease into bed slowly and carefully so as not to separate the biscuits.

It might work if, after you get into bed, you had someone push the biscuits together again and you did not move a muscle all night. The problem with that plan is that your sleeping body moves as it will. As it moves, while you are sleeping, so do the biscuits. They separate and your body develops two cold zones; one under your knees and the other under the middle of your back.

You awaken, wiggle the biscuits together, and go back to sleep. The biscuits separate and you awaken again. This can go on all night long and you do not waken refreshed in the morning. The British must have figured a way to keep them together, otherwise they would have lost the war right there. You can't fight if you can't get a good night's sleep once in a while.

I did not sleep on British bases long enough to learn the trick of keeping them together, but when I got back to Mendlesham I never bitched about our own thin mattresses again.

OH, THE PAIN!

Part way through the bombing missions someone told me that I should always be wearing the back pack parachute. In the event of an explosion all I would have to do is dive out a hole, pull the ripcord and all would be well. Whereas, if I were wearing a harness I would have to hunt around for my chute, snap it on, then dive. But where would I be if the chute had gone out with the explosion? That seemed to be good reasoning so I began wearing the back pack. Our plane never blew up so I did not get to test the theory. I did get to test the back pack and I want to say it was the invention of the Devil. I don't mean I jumped with it; I'm talking about how uncomfortable it was to wear eight hours at a time. It was so hard and unbending my back had to conform to the chute's flat shape. My back stiffened up to where I had to be helped into the plane and into my seat on the last few missions.

When I could not straighten up anymore I went to the squadron first aid station for a massage. It seemed to do some good for the moment. After the third successive night of massaging the first aid man got tired of it, went into the next room and quietly called the hospital to send an ambulance. I had keen hearing in those days and, before he could hang up, I had grabbed my clothes and was gone into the winter night, never to return. Since he did not have my name there was no way of finding me.

It would not have done any good to put me in the hospital anyway. Our crew would have dragged me out so we could continue flying together. Not that they loved me so much, but, rather, if we stayed together we could finish at 33 missions rather than the regular tour of 35.

IGNORANCE?

I had to be the most ignorant airman in the 8th AF. It was all the fault of that intelligence officer who briefed us shortly after arriving in England. He said that German

Continued on page 16

Address Correction Requested

HDQ.

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34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 15

intelligence had almost all the information we had, and that it was stored in air intelligence headquarters at Nuremburg. Even the records of most U.S. airmen. He said if you were captured you would be brought to Nuremburg for interrogation and for checking against their records. He said if they suspected you had information they wanted, and you had it, they had ways to get it out of you. He said the best thing was not to know anymore than what was absolutely necessary to do your job. I believed every word he said.

1. I went out of my way to learn nothing new.
2. I avoided learning names of group officers on our base.
3. I avoided learning names of nearly all personnel everywhere.
4. I knew nothing but the most elementary radio communication.
5. I did not know the locations of other groups.
6. I knew nothing about our Wing or Division organizations.
7. I did not visit any other military installations except when we were diverted by bad weather.

One time we flew near Wing Headquarters. Someone was going to point out the building to me. I said, "Don't show me. I don't want to know." He didn't. I also never tried to identify any military installation in England from the air.

We had a secret war library on the base in a Quonset hut. Only airmen were allowed in. I went once and stood in the doorway to see what I could see from there. There were the usual pictures of German fighter planes and German uniforms on the walls. There were a lot of books, maps, etc. on the tables and shelves. They probably held all the information in the world about the German military and about the 8th AF. I figured there was nothing in there that would help me drive a B-17. I didn't go in and I never went back.

Today, when I talk to an old 8th AF man, since I can recall so little, I suspect he thinks I was never there.

AN EXPERIENCE

by H. Arnold Prillaman

The mission to Dresden on Mar. 2nd, 1945 was my 20th and stands out in my memory for several reasons. It was the longest to date - 9 hrs. & 50 minutes. It was the first time we had been attacked in strength by enemy fighters. A good friend of mine, John Frey on Capt. Richardson's crew, was killed.

I was in the left waist position on Lt. Eugene James' crew. Our tail gunner is John Funk. Our 7th Sqdn. was flying the low position. Lt. Sheesley's plane was on our left. We were about an hour from target when John Funk came over the intercom, "unfriendly fighters back here!" Sheesley's ball turret gunner started firing to the rear but I couldn't see his target. Some of our gunners started firing. The spent brass from the planes above started raining down on us. I thought they were enemy hits until I realized we couldn't still be flying with that many hits. Bill Crook, our radio operator, comes back, takes the right waist gun and fires about a hundred rounds. I stand there and sweat because I can't see a damned thing.

Then, all of a sudden, there he is...not over 200 yds. out, an ME-109 in a vertical dive, his back to me. Those black crosses on top of his wings were unmistakeable. I started to swing the gun around. Then I notice why his nose is pointed to the ground and not at us. A P-51 is right on his tail. The P-51 fires, the 109 rolls and I see no hits. The P-51 duplicates the 109's maneuver and fires two more bursts as they descend. The German maneuvers and the P-51 duplicates but I see no hits. They disappear into the undercast.

That was the last P-51 I saw for 15 or 20 minutes but the Germans stayed and continued the attack, but none at my position. We bombed the target and came back to England. Today it is all just memories, some pleasant, mostly unpleasant. Others on our crew not already mentioned were Bill Burnell, Gordon Spilker, Fred Schoch, Tom Wright and John Ashburn. We completed our tour of duty with a mission to Hamburg on March 20th, 1945.

★★★★★★★★★★★★★★★★★★★

VOLUME XVI NUMBER 3 SEPTEMBER 1992

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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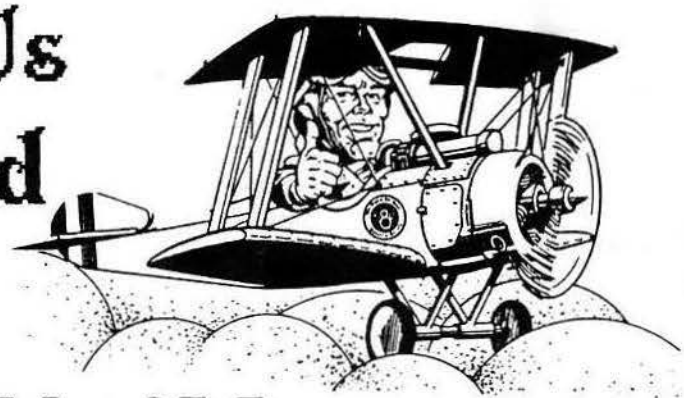


REUNION '92

Las Vegas, NV

Sept.14-17, '92

OBSERVATIONS

Phew!! This past year has passed by so rapidly I just don't know where it went. It seems only yesterday I was putting out the last reunion's reports and here we are, going to another one. Not that I'm complaining, mind you. We always do enjoy the reunions. It's just that the old adage about time slipping away faster the older you get is certainly coming true with every year.

I mentioned in one of my recent "Observations" that, maybe, it's time to find a replacement for me on this job. Unfortunately, I've had a bad back for many years and, as time goes by, it's getting worse. The problem is the handling of generally over 1,000 copies of the newsletter from the printer to my home and, then, taking anywhere from 8 to 12 large mail sacks to the post office for mailing. However, to date we've had no volunteers to take over this job. Consequently, I'm going to the next board of directors meeting with a solution which requires some expense of money in order for me to continue putting out the Mendlesham Memories.

Most of you should receive this issue before our reunion dates of Sept. 14th to 17th. If you haven't already made plans to join us, do so now. I'm sure you'll be able to find hotel space somewhere and the reunion committee always has contigency plans to add late-comers to the list of attendees.

This issue includes the 1992 Roster of all our known comrades as well as those who've passed on. Please, check your address listing and, if there is an error, notify us as soon as possible. We still get far too many returns because of incorrect addresses or participants moving without notifying us. Please be advised that our bulk-mailing permit does not include any forwarding postage so, if the address is wrong or you have moved, there is little chance that you will receive your copy of the newsletter.

Rose and I are looking forward to this reunion. We've been to Las Vegas several times and have enjoyed it without exception. There is so much to do with your free time. If you are not a gambler there are tours to Hoover Dam, Lake Mead, etc., as well as many items of interest on the strip. Most of the larger casinos have stage shows of all types to suit all tastes. Others have many activities other than gambling, right inside their compounds. There is no need for anyone to be bored with whatever free time there is alloted.

We're looking forward to seeing each and every one of you in Las Vegas. Try not to disappoint us. Better yet, don't disappoint yourselves by not attending.

Eli Baldea
Editor

SCHOLARSHIPS!

We have been informed, as we go to press, by Cleveland Romero that the winners of the 34th Bomb Group scholarships were:

1st Place - $1000.00 goes to Christopher Fandry of Goodhue, MN. sponsored by Marvin A. Syverson

2nd Place - $500.00 goes to Richard Bullis of Verdi, NV. sponsored by Darrell Bullis.

May they put them to good use!!!

PRESIDENT'S MESSAGE

Fellow members of the 34th Bomb Group:

This June 1st our U.S. Air Force reorganized two commands. The following were activated: Air Combat Command, Langley AFB, and Air Mobility Command, Scott AFB. The Air Force Chief of Staff, General Merrill A. McPeak, ordered the official activation. This change in command structure brings about a new look and mission for our Air Force. Our history for the "Air Service", "Air Corps.", and, finally, "Air Force" will see major changes in missions. Our time has passed with our duty to a great cause and, finally, the "Valor to Victory". My thoughts regarding this bit of information is for our members to be informed about this major change in our Air Force. This information can be found in the Air Force Magazine's July, '92 issue. The title of this article is "Unfurling The New Flags".

As we read this issue of Mendlesham Memories, we will be progressing towards our annual reunion. There will be serious times for our business meetings. We will be making decisions for the betterment of our Association.

I hope we can all look forward to an enjoyable time. Please remember that we all are members of the greatest Bomb Group to have carried the colors of our country. Let us support our "Scholarship Program" and submit applications to our chairman, Cleveland Romero. Our grandchildren and young people need our support. They are our future for this country. Let us all be found in Las Vegas this September.

Regards
Fred Schoch

Bill Sherman, Ollie Weedon & Max Benjamin

Ray Summa...

Hello from Indiana:

Our spring and summer weather has been unusual. Had the furnace on for a few days in June and now it is in the 90's here in Anderson with the air conditioner going full blast. With my health problems we have not been traveling very much this year.

Sure hope many of you are planning to attend the reunion at Las Vegas. We sent in our reservations as soon as we received the newsletter. Hope a lot of you guys did the same.

I've received several letters from men from different countries and sent them on to Eli for the newsletter. I hope some of you might like to answer some of them.

We've received several newspaper clippings from Mollie and Jesse Gardner telling about the reunion back at Mendlesham. Thanks a lot, Mollie. I do appreciate them very much and have read and re-read them. I wish I could have been there. From the report I received from Ian Hawkins, the 34th had a wonderful time while they were there at Mendlesham.

I would like to thank all of you who sent me clippings about the death of Gen. LeBailly, especially Tony Lauby and Henry Jurgens. Tony called Henry as soon as he heard of Ben's death and Henry immediately called me and I was able to follow up and notify a lot of people. Lauby sent me a record of LeBailly's life and it was very interesting. He led a colorful life when in the U.S.A.F. and he will be missed.

Have you noticed the "TAPS" list is getting longer and longer each time? If you know of anyone who has passed on and is not on the "TAPS" list, please send us the name. Thankfully, we are still getting a few "NEWLY FOUNDS".

We'll see you all at Las Vegas, I hope!

RAY L. SUMMA
Unit Contact

REUNION '92

Sept. 13 - 17, 1992

Las Vegas, NV.

HEAR YE! HEAR YE!

Time is again closing in on registration time. Be sure you get your reservation in at the Gold Coast soon, as the cut-off date is 13 August. Bob Wright is also waiting to get you on the list.

The registrations are coming in at a slower pace than normal. Let us have a good turnout. It's great to meet our friends again and it keeps our happy family intact.

SEE YOU IN LAS VEGAS!!

The Reunion Committee
Gerald Pine, Chairman

TREASURER'S REPORT

As of July 15, 1992

CASH IN BANK ACCOUNTS:	
Money Market Account	$9,361.96
Checking Account	$17.74
Life Memb. Savings Acct.	$614.41
Brit. Mem. Acct. (Aug. 14, 1991)	$1,284.52
CD Life Memb. 77213 - 6.2% 1/1/94	$1,500.00
CD Life Memb 206425 6.25% 4/9/97	$19,748.93
CD Gen. Fund 206426 6.25% 4/9/97	$10,000.00
TOTAL	$42,527.56
FUNDS:	
Scholarship Fund	$3,309.42
Memorial Fund	$2,926.89
Life Membership Fund	$21,863.34
TOTAL	$28,099.65
ANTICIPATED EXPENSES FOR THE REMAINDER OF THE YEAR:	
August, 1992 - Scholarships	$1,500.00
September Mendlesham Memories	$2,000.00
December Mendlesham Memories	$2,500.00
General Expense, Postage, Etc.	$800.00
TOTAL	$6,800.00

Hal Province, Treasurer

James Bartels?? with bunny

1992 REUNION IN ENGLAND

Members of the 34th B.G. rendezvoused at Heathrow Airport on May 14th, boarded our bus and headed for the Holiday Inn at Cambridge, our base of operations for five days. Our tour guide was Tina D'Amato, quite a looker and, besides, she didn't smoke cigars. Peter and Sylvia Gaskin, F.O.T.E., and Bill Browne joined us for our tour. We had dinner, followed by our briefing with Ron Blake and Ian Hawkins, both of F.O.T.E., and Dina. We then introduced ourselves as some of our group were on their first England reunion tour. We also found out that we had four ball turret gunners with us.

Friday, May 15th, was an open day to recuperate from the effects of our air and bus travels. It didn't take long for the group to become acclimated. Some walked and some used the bus, but all held up well from the effects of "Sticker Shock". That evening we had dinner with the group that takes care of our Memorial. Those in attendance were Ron and Jean Blake, Margaret and Russell Brundish, Mrs Gladys Capon, Mrs. Vera Peters, Rosemary Peters, Mrs. Doreen Scruby with son, Michael, and Mr. Len Smith. Gerald and Lorraine Stedman were unable to attend and we were sad to hear that Mrs. Joan Stedman had passed away. We did meet the Stedmans at the Memorial Service. We met with Violet Abbott, Mrs. Beaumont and Mrs. Matilda Webb Sunday at church and lunch. We had a social hour before dinner and it helped us to get to know our friends better. Gifts of the 1992 American Silver Eagles were presented.

Saturday, May 16th, was another busy day with services at the 34th Memorial in Mendlesham. When we arrived at the memorial we found a tag hanging on one of the wreath supports from Carroll and Sylvia Forister. They were there on May 14th and were on their way to Sylvia's mother's funeral. The memorial service was conducted by Canon David G. Woodwards and wreaths were laid by Marvin Jalving and Bob Lampey. We also had a fly past of WWII trainers. Some of the hardier persons climbed into the restored WWII Army vehicles and traveled to the squadron areas. The rest of us boarded the bus and visited the old main hanger and then traveled the perimeter. We were pleasantly surprised to meet Sheila Jackson-Linsley, who served with the Red Cross at Mendlesham in 1944. She was on duty the night of June 7, 1944, the night that the ME-410 came back in our formation. My only regret was that we did not have a recorder to get her stories about the base. We invited Shelia to join us for our bus tour around Mendlesham and we did enjoy her company. We had lunch at the FLEECE and boarded the bus for Wetheringsett. We were met by Mrs. Elizabeth Aldred, Chairman of the Parish Council, and townspeople, and joined them in coffee, tea and cookies. We toured the area by bus, walked down some of the lanes and saw peacocks running loose in the area. We bid Wetheringsett adieu and headed for the 390th Control Tower Museum. The tower has had the exterior refinished and two quonset huts have been added for a PX and exhibits - also a refreshments counter with tables and chairs. We made it back to the hotel in time for a 7:00 p.m. dinner - We didn't want to miss a meal. We were joined by Bob DesJardins and sons, Robert and Danny, who were in England for a few days.

Sunday, May 17th, was another busy day. We attended church services at St. Mary The Virgin Church in Mendlesham. Many from the 34th used to attend services there and we have continued to do so at our reunions. The church dates back to 1075 A.D. Fr. Philip Gray conducted services and remembered our departed brothers in prayers. Fr. Gray gave us permission to visit the Armoury over the North Porch. The Armoury was established in 1593 to store armour for the defense of the church against the attacks of Philip II of Spain, and is the most complete of any church in England. We decided, from the size of the armour, that they would make good ball turret gunners, and they could have worn chutes. We were shown the "Book Of Remembrance" that is used for prayers on the anniversaries of airmen of the 34th who lost their lives. The "Book Of Remembrance" has to be seen to be appreciated, because my description wouldn't do it justice. The book is bound in red Morocco leather, gold-tooled - the inside is lined Moire Silk - the sheets are goatskin parchment and the names are shown in Baskerville Capitol Letters in black ink. The only problem is that not all the names are listed in the book. YOU CAN SUPPLY THE NAMES AND DATES - SEND THEM TO RAY SUMMA OR MYSELF AND WE WILL FORWARD THEM. Pictures of the book will be shown at our reunion in Las Vegas.

We then traveled to the Mendlesham Community Centre where we had a buffet lunch with 125 people in attendance. We were met by Mr. Ray Fenning of the Mendlesham Parish Council. Also present was a member of Parliament, Michael Lord with his wife, Jenny. It was

Continued on page 5

Walter Fleming, Robert Filip, Anthony Ryerson, Albert Gervais, Charles Burnett, J.J. Gallagher, M.M. Terrell, Herb Nash, Sy Tull & James Spencer

1992 REUNION IN ENGLAND

Continued from page 4

called a lunch but we all came away "stuffed". We had to break away as we had a scheduled arrival time at the Madingly Cemetery. The ceremonies were very impressive and included a flyover with the "Missing Man Formation" by the 48th Fighter Wing, RAF, Lakenheath. Claude Conklin presented the floral decoration for the 34th at the "Presentation of Floral Decorations". There were 86 presentations made. The afternoon ended with a flyover by a B-17 from Duxford and a return to our hotel for another great dinner.

Monday, May 18th, was our tour of Duxford where many photos were taken. Our guide, Peter Gaskin, had the B-17, Mary Alice, open for us. Two of our ball turret gunners managed to get into the ball turret - Jalving and Lampey. We visited all types of aircraft, exhibits, etc. and walked a lot of miles. We were glad to sit down and wait for departure time. We took one last trip around Madingly and Cambridge. Some of our group rode the "Double Decker" bus around Cambridge topside while the rest rode downstairs. Our five days in Cambridge was just about over. The Holiday Inn hotel rooms and food were great. The personnel were exceptional. THIS WAS THE BEST HOTEL WE HAD IN FIVE TRIPS BACK TO ENGLAND.

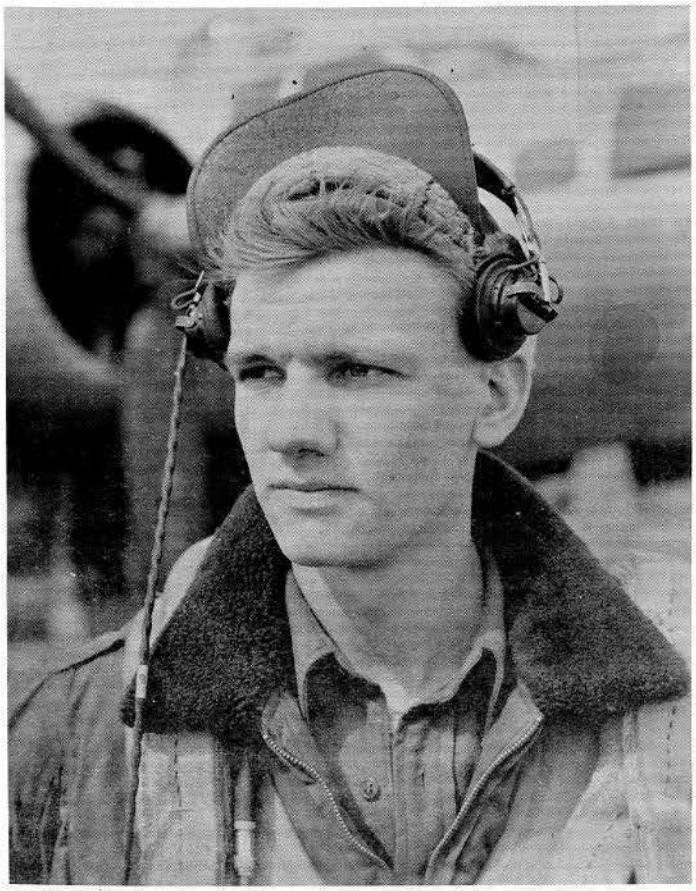
Tuesday, May 19th, after our usual full English breakfast, we left for London, stopping on the way at R.A.F. Hendon. Peter Gaskin was our guide and was able to point out the features of the various aircraft. Then Peter and Sylvia left us and said they would try to see us in London. The rest of that day and the next two days we went our seperate ways after our half-day tour of London. Some of the sights that we heard about: The Chelsea Flower Show; a visit to the Cricket Club; a visit with R.A.F. personnel at their Club; traveling on the "Underground"; visiting theatres and many other famous places; and shopping at Harrods. There was also a "rumor" that some tried to locate places in Picadilly.

On Thursday evening, May 21st, we had one final get-together. It started in the lobby of the TARA Hotel and ended in the Benedicts Wine Bar. Peter and Sylvia Gaskin and Sheila joined us. Our English friends had to leave us as they had a long trip back to their homes. We had to sleep fast as most of us had to leave the hotel by 8:00 a.m. for our trip home. The Hansens and the Holcombs, being adventurous souls, stayed another week to ride the rails and visit castles, etc.

OUR THANKS TO ALL who helped to make our reunion enjoyable and successful - TAMARAC TRAVEL - Ron Blake - Ian Hawkins - Peter and Sylvia Gaskin - Sheila Linsley - the people of Mendlesham and Wetheringsett - the people who take care of our Memorial - John Conroy and his staff at the Holiday Inn - and the members of the 34th B.G. that attended the reunion.

Harold C. Rutka

Standing L. to R.: Abe Firestone, James Sain, Hugh Goerner, Don Stufflebeam, Tony Scimeca. Kneeling L. to R.: Lloyd Shilkett, Edward Durban, Floyd Richmond & Harry Hoffman.



Willard S. Atkin with "Goombah" in background

ODE TO THE 34TH BOMB GROUP, U.S. 8TH A.F.

by Sheila Jackson-Linsley

Can it be nearly 50 years ago
That you came on this Suffolk scene
To help us in our hour of need
To stop Adolf Hitler's dream?

I watched you arrive in '44
So young, so fresh and keen
I watched you leave in '45,
So changed after all you had seen.

Will we ever 'meet again'
Like it says in the words of the song?
Well, if we do, one thing's for sure,
I'll try to come along -

To listen again to your tales of back home
Of the girls that you left over there -
To look at your pictures or make you a loan
When you find that your wallets are bare!

Meanwhile I'll ask you to raise your glass
and drink a toast with me -
To all the boys who didn't come back
But live in our memory.

"To the Valour to Victory Boys of the 34th Bomb Group"
God Bless 'em all!!

RETURN TO ENGLAND, 1992

from article in East Anglican Daily Times sent in by Mollie Gardner

Mendlesham airfield, which was home to the 34th Heavy Bombardment Group from April, 1944 until June, 1945, flying more than 170 missions, is now an industrial estate surrounded by fields of corn, but the area still evoked many memories for the returning veterans.

At Mendlesham on Saturday morning 28 members of the 34th toured their old airfield and saw a display of 2nd World War military vehicles. The veterans also met with residents from local villages, including members of the Stedman family, on whose land a memorial to the B17 bomber crews stands.

A service of remembrance conducted by rector of Wetheringsett, Canon David Woodwards, was held at the memorial and two 2nd WW Steerman training aircraft flew low over the area in salute. Wreaths were laid by two of the veterans, Marvin Jalving and Bob Lampey. On Saturday afternoon they visited Wetheringsett for tea at the village hall.

Sunday they attended the morning service at Mendlesham Parish Church where a leather-bound book of remembrance, made by Maldwyn Williams of Mendlesham, and containing the names of Americans who failed to return to the airfield from bombing missions, was dedicated. Afterwards the Americans were entertained for lunch at the community centre.

The visit to Mendlesham was organized by former Staff Sgt. Harold Rutka as part of the celebrations to mark the arrival of American airmen in England 50 years ago. Mr. Rutka said that, although the area has changed considerably since 1945, it held many memories and he particularly thanked the ladies who regularly placed flowers at the memorial to the group on the edge of the airfield.

John Krebs & Jerry Mueller
1239 QMC

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

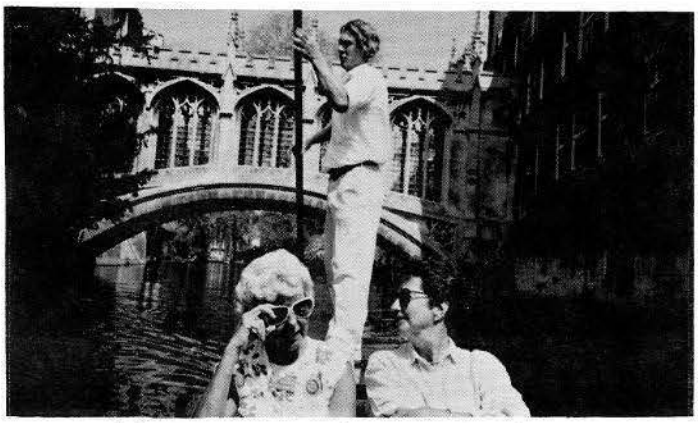
1992 REUNION IN ENGLAND

Group sightseeing at 390th Control Tower Museum

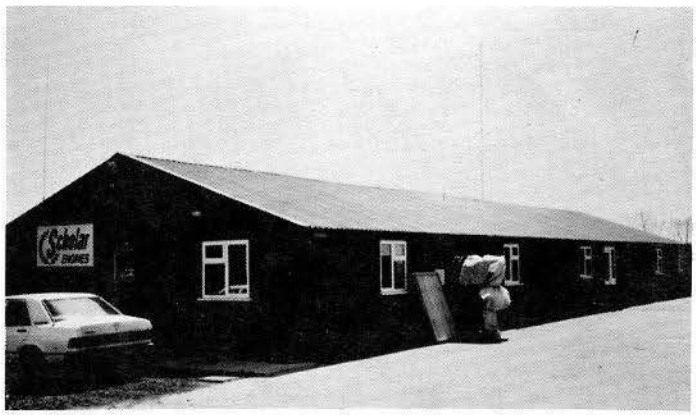
Group boarding bus for trip to Madingly

Double Decker Tour in Cambridge

Lunch at Mendlesham



Shirley Martin & Lois Jalving punting on the CAM



7th Sqdn. Day Room today

Bill Brown, Shirley Martin & Peter Gaskin in Cambridge

Alfred Bernardo & Sheila Linsley (Red Cross Girl)

1992 REUNION IN ENGLAND

Bob Lampey and Marvin Jalving at Wreath Presentation - 34th Memorial

Marv Jalving, Bob Desjardins & Randy Martin, Crew of "01' Buddy"

Marvin Jalving in ball turret and Bob Lampey

Jet flyover at Madingly

Alfred & Doris Bernardo

View of Madingly Cemetery

Gen & Harold Rutka

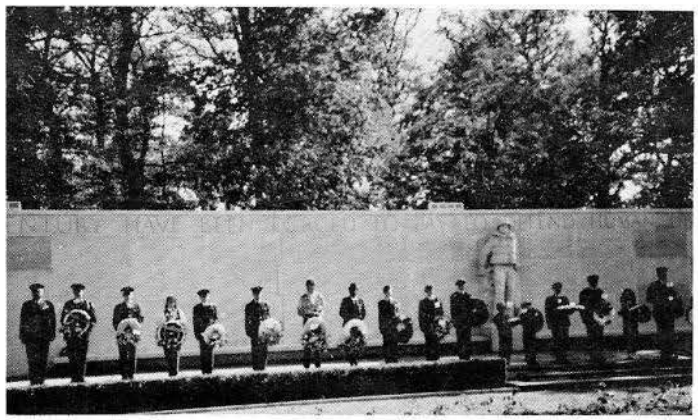
Ron & Jean Blake of F.O.T.E.

1992 REUNION IN ENGLAND

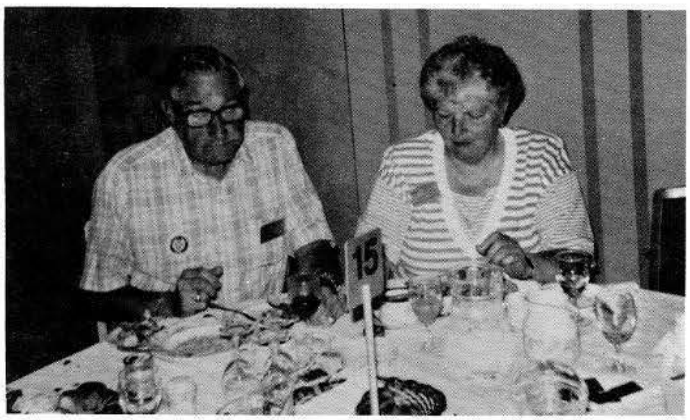
Bill Browne, Gerald Stedmand & Harold Rutka

Verbal & Betty Holcomb in Cambridge

Gen Rutka, Sheila Linsley, Jean Hanson & Sylvia Gaskin



Wreath layers at Madingly Cemetery



Harris & Edith Nesbitt

Ianthia and Eddie Jones

Randy & Shirley Martin holding wreath at American Cemetery at Madingly

Michael & Doreen Scruby

1992 REUNION IN ENGLAND

Russell & Margaret Brundish

One of the English ladies with Peter & Sylvia Gaskin

Betty Holcomb & Ambers Hanson in Cambridge

Doreen & Millicent Scruby at Mendlesham Memorial

Wall art in 7th Sqdn. Day Room

Jean Blake with Ianthia Jones

Shirley Martin, Betty Lampey & Edith Nesbitt

Kay Henry, Gen. & Claude Conklin & Alfred Bernardo at airport on way home.

VIRGILINE (JAMES) SPENCER - Carsonville, MI.

Really enjoy your "Memories". But just have not taken the time to send in our dues. Not your fault, you are all doing a good job. Know it takes money to keep going so am sending in our life membership. My husband is nicknamed "Chip".

****

WILLIAM SHERMAN - Miami, FL.

I've always had an interest in the 34th Bomb Group, although I was not really a part of it. I was in the 1239 QM attached to the group. They asked me if I would like to join the bomb group as a mechanic. I refused saying, since I did not finish school, it did not seem proper to work on planes. I should have taken them up on it, I suspect. The QM was filled with old timers and no rank was available. I made corporal after so many got in trouble with V.D.

****

VERNON ATWATER - Cottonwood, AZ.

A note today with the information that Merle Hartman, one of the crew of "Bambi", has passed on May 6th after a long illness. I wanted this to get to you just in case Mrs. Hartman overlooks the fact at this time in her grief.

****

WILLARD S. ATKIN - Frazier Park, CA.

I would like to take this opportunity to thank you and commend you for an excellent piece of work. I am enclosing 3 photos you may or may not be able to use in our publication.

****

ALFRED BERNARDO - New Cumberland, PA.

Doris and I really enjoyed our trip to England. The people there treated us as though we were really someone special. The memorial ceremony at Cambridge was very emotional. After the services they had a B-17 fly over to salute us.

We met a lady who said she worked with the Red Cross at our base. She told me she would love to hear from anyone who flew on the plane "Untamed Shrew", which was so-called in her honor. Her address is Sheila M. Linsley, 10 Gunters Mead, Esher, Surrey. KT10 9HJ, England. I don't know what her maiden name was.

****

WILLIAM "PETE" GRAY - Virginia Beach, VA.

Really enjoyed the June issue of "MM", especially the very touching article about Jean Root concerning her relationship with Junius Cobb. This was an unusual story as it had no relation with the big 34th B.G. nor the conflict going on at that time. Yet, most of us who were in England during that time can relate to it.

Haven't as yet decided on making the reunion at Las Vegas. I'll have to wait and see what kind of physical shape I'm in at that time. I walk several miles each day and enjoy the wonderful scenery around my neighborhood. All the young gals are wearing shorts now, and since my eyesight is still very good, I don't miss much. Have to be careful, though. If I look at them too intently there is a chance I may stumble and fall down again. As my doctor told me - at my age girl-watching can be hazardous to my health!

****

IRVING LEVY - Phoenix, AZ.

It has been a while since I contacted anyone from the 34th. Losing your mate and friend after 46 years has taken some time to overcome even though it doesn't show every day.

I keep busy working part-time two or three times a week which keeps me out of the house and gives me a chance to dress up and shave. My two children and four grandchildren live in Tucson and I see them quite often. I do plan to attend the Las Vegas reunion.

****

GORDON BREEDING - Alpen, MI.

I had a 1963 Artic CAT snowmobile given to me this last winter. Now I am in the process of taking it apart and restoring this machine. I belong to the Antique Snowmobile Club of America. A lot of people have never seen a machine like this. I've been told that only about 4 of them were built in 1963.

Continued on page 12

Notes From Our Friends

Continued from page 11

MOLLIE (JESSE) GARDNER - Bagley, IA.

We have enjoyed all the stories and news items in the MM. We've attended only two reunions - and wondered why we never attended more. Believe me, no one is a stranger going to the 34th B.G. Reunions. All one has to say is " Hi " to the first one they meet.

Due to Jesse's health we can't make this year's reunion, but know those who do go, and get a little wild (Ha-Ha), will enjoy it.

****

ROBERT ALVES - North Olmstead, OH.

I continue to receive my copies of M.M. which are always interesting to me. I was so sorry to learn, in this last issue, about the death of Eugene B. LeBailly. In my opinion he was the nicest officer I came into contact with during my three years in the service. I remember so well he obtained the use of a British Mosquito bomber. He loved the performance of this plane so much he had a difficult time returning it to the hangar. My heart felt sympathy goes out to his wife and family.

****

A.J.Z. FIRESTONE - Hampton, VA.

I can't tell you how excited I was to receive my first issue of "Mendlesham Memories". For years I have been trying to make contact with some of my buddies and the crew of the "Knockout Dropper" of the 4th Squadron.

Looking through the roster I was saddened to find that my pilot, Jim Sain, had passed away. I did, however, find my co-pilot, Don Stufflebeam, and called him. Forty-seven years had passed and I never thought that I would see or talk to any of my old buddies again. I am planning to attend the convention in Las Vegas and look forward to sharing some of the old times with the guys.

****

MARY (CHARLES) WITWER - Tallmadge, OH.

I'm sorry to inform you that Charles died of cancer on June 24th, 1992. We had visited the base in England in the summer of 1990. Charles was so happy visiting there.

****

L. to R.: Wilmer Shinn, Roy Thompson, Tony Artuso, Paul Buss and Eugene Coombs

Standing L. to R.: Joseph Schaus, Paul Baber, John Blair, Robert Mason. Kneeling L. to R.: Willard Atkin, Frank Besnier, Malcolm Corum & Charles Lux

GLORIA (RALPH) MURPHY - Port Richey, FL.

I'm writing to let you know that Ralph passed away on Palm Sunday, April 12th. He had been coughing a lot all winter and had failed a stress test. He was scheduled for a catherization the following Thursday. We had been to church, sang in the choir as usual, and had eaten our meal. He got up from the table and said that he didn't feel right, and died in that instant. We are so glad that he didn't have to suffer, but we were not ready to give him up willingly.

He spent most of his time doing for our church. He was chairman of the finance committee, served on the Day Care Board, and was a Trustee, along with singing in the choir. He was always proud of his Air Force experiences and enjoyed the reunions when we could make them. We had been together since I was 15 and he was 18. We had a lot of good years together.

We had been to visit the Florida National Cemetery a couple of times with friends and decided that we would be buried there. It is a beautiful place. As the service was completing an unplanned fly-by was overhead from McDill AFB.

****

WALLACE BRAUKS - Afton, MO.

Several months ago Doris and I had an enjoyable visit with Wallace and Jean Schildman at their home in Jacksonville, IL., which is 80 miles from our home. We had a fine dinner and they showed us around the town. Wallace and I had a long overdue conversation. He is the "Champion" model airplane maker. Last year, at our reunion in Louisville, KY., he donated a number of hand-carved model airplanes that were sold in the P.X. The proceeds were donated to the 34th B.G. Wallace and I were both members of the 7th Sqdn., both P.O.W.'s in the same camp in Germany, and both of us survived the 89 day forced march towards the end of the war. We had a lot to talk about and a lot of catching up to do. We believe that 34th B.G. veterans should get together whenever possible.

NEWS FROM HERE AND THERE

From Mr. Eric Smith of England we have the following:

"JUST FOR YOU!" - Recall memories of your service in England with this specially commissioned poem, "THE RETURN OF THE G.I.", personally written in fine calligraphy in color - no prints - on good quality paper. The finished size makes it ideal for framing. If interested contact: Eric Smith, Hillcroft, 5 High Road, Epping, Essex, England.

****

From Wally Brauks we have the following:

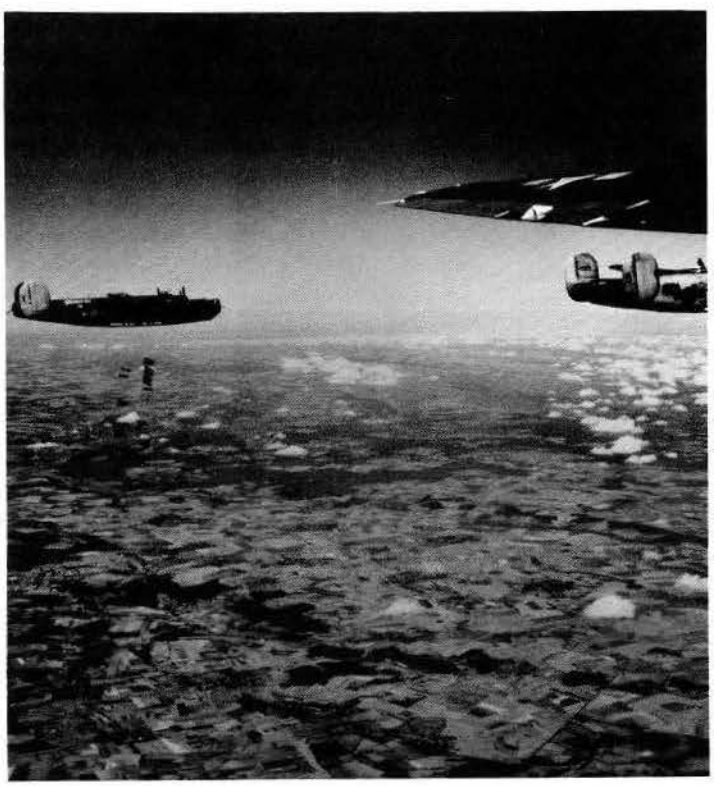
While going through some papers I came across SPECIAL ORDER 54 of 22 March '44 at Blythe, California. This order listed 113 enlisted men of the 7th Bomb Sqdn. to be put on aerial status. I noticed that there are quite a number of names on the list who are members of the 34th B.G. Assn. I will bring copies of this order to Las Vegas for those who want one.

****

From William Shove we have the following:

The Eighth Air Force Historical Society is planning their 20th annual reunion in San Diego, CA. in 1994. It is planned for the resort hotel, The Town and Country Hotel, from Tuesday, 4th October to Sunday, 9th October, 1994. Although it is still only 1992, it's not too early to began planning attending this reunion.

Editor's note: We're informed that information packages are forthcoming to this desk for reporting in the December issue.



"Bombs Away" at St. Genevieve Lesgasny

ROSE'S CORNER

GRITS??

Because I hadn't tasted grits before, I wasn't too sure about this article and recipe sent to me last year by Pete Gray. Lately I've tried grits mixed with cheese and a little butter and I loved it! I do believe that you will consider making the dish once you've had it this way. Simple - unflavored grits are very non-descript and bland - so this recipe, using butterscotch-flavored chips will make it very interesting. I'm willing to try it - how about you? If you have some wild recipes for me, bring them along to Las Vegas and we will discuss them. Otherwise, please send them to me. Here's Pete article:

In case you missed it, the World Grits Festival concluded last week in St George, S.C. The festival featured contests for grits eating, grits rolling (participants rolled in a tub full of grits) and grits grinding. As usual grits recipes were concocted. One of the more unusual was the creation of Nicole Bulley of Columbia, S.C., for creamy butterscotch grits. This is the recipe:

CREAMY BUTTERSCOTCH GRITS

4 cups water
1 cup non-fat dry milk
1 cup Martha White Jim Dandy Quick Grits
1 teaspoon salt (optional)
¾ cup butterscotch-flavored chips

Combine water and non-fat dry milk in large saucepan. Blend well. Bring to a boil. Stir in grits, salt and butterscotch-flavored chips. Return to boil. Cover and reduce heat to low. Cook 5 minutes, stirring occasionally. Serve warm. Makes 6 to 8 servings.

We are looking forward to meeting all of you again and it will be soon because time is flying - at least that's the way I feel.

With love and wishing you a safe and fun-filled trip!

Rose

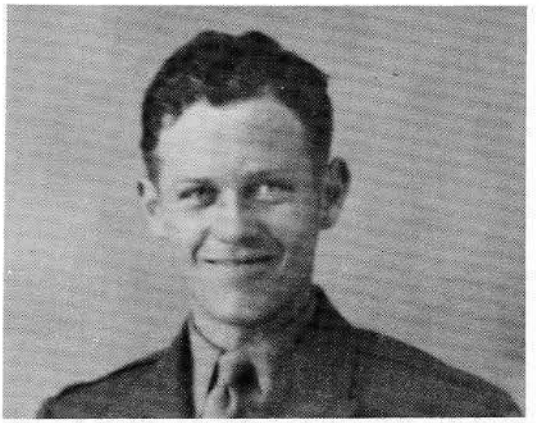
****

MOVING?????

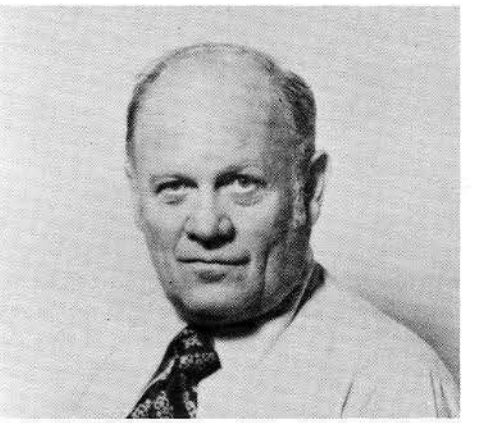
Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

Then and Now

JOHN V. FOWLER

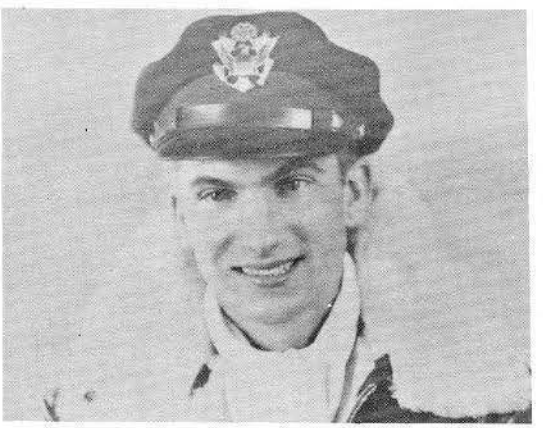


1946

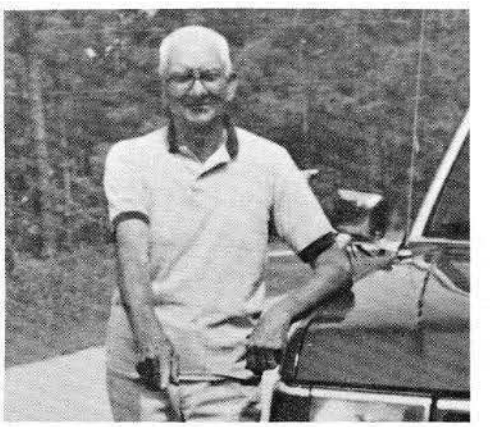


1985

BILL GOMBOS



1944



1990

CREW OF NEAR SIGHTED ROBIN

1944

1991

Memories

REFLECTIONS

By Walt Sturdivan

While on a recent trip to southern California I stopped by Blythe Field. At the airport office I met a nice young lady who was very interested in the history of the air base. Following directions from her we looked around.

The perimeter track still exists, although it is in a sad state of disrepair due to time and lack of attention. There is one large hanger still in use and another deserted building which was probably the dispensary. There are a lot of foundations left which formerly supported buildings around the headquarters area.

We were able to locate the swimming pool over on the southwest corner of the field. There is now a large truck stop nearby. The large pool, partially filled with dirt and debris, with sides lined with graffiti, once offered its cool, clear water to sun-parched young airmen and support troops who were preparing to carry the war to Hitler and his ilk.

I sat for awhile at the south end of the runway and looked toward the craggy mountains far to the north. Even yet it is easy to remember that on March 30, 1944, Capt. Russell "Swede" Lindstrom swung a new B-24 onto that runway for the last time and pushed the throttles forward. He was heading for Mendlesham. As radio operator, sitting behind the co-pilot, I watched the landing gear extend as the strong Davis wing lifted the "Liberator" upward. Just as the wheels cleared the runway and started to fold inside the wings a friendly voice from the control tower spoke into our headsets with a message for Capt. Lindstrom: "Give 'em hell, Swede!".

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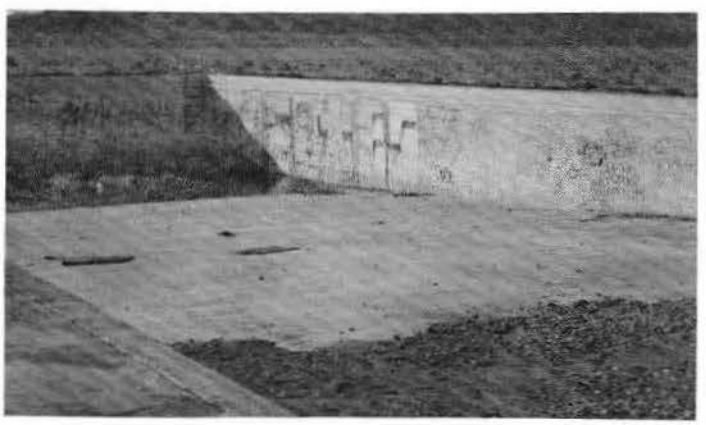

Blythe A.F.B. swimming pool in 1992

Blythe A.F.B. Hangar still in use

THEY ALSO SERVE WHO WATCH AND WAIT

Borrowed from the Capitol Region 8th A.F. Veterans Group newsletter

With heads turned eastward to scan the skies and ears attuned and straining to hear the drone of distant engines, the coverall-clad mechanics, armorers, supply specialists, cooks, medics and entire station support personnel loiter anxiously to learn the fate of their very own combat crew and Flying Fortress.

"Here they come!" sounds the cry as tiny specks begin to appear against the lowering sky. 1,2,3,4,5....13,14,15...."My God, is that all?" Six out of twenty-one ships missing. Low squadron begins to peel off for landing, with the third ship firing Red-Red flares, indicating the presence of wounded aboard. The meat wagon shifts into high gear, tracking the ship down the runway onto the taxi perimeter where the medics quickly attend to the wounded being carefully handed down by the remaining combat crew.

From the desolate moping of several ground crews it becomes quite obvious as to what ships failed to return. However, in some cases, waiting pays off. Failure to return doesn't always mean that the ship is completely lost. It is our intention here to describe the major part played by the ground personnel in the aerial war against Germany. Charles Kiley, staff writer for the Stars and Stripes, published on Dec. 23, 1943 the following:

To most people the U.S. Army Air Force means dashing, carefree fliers with Congressional Medals of Honor, Silver Stars, DFC's, and Air Medals; handsome heroes in silk mufflers with a way with women; young, nerveless Frank Merriwells who take part in spectacular air battles, fight through hordes of enemy fighters that "came in at nine o'clock and blew up after I gave him a burst at 500 yards."

True, that may be part of an exaggerated picture. But the Air Force also means something else. To fliers, whose chances to safely complete an operational mission depends as much as anything on the men who service their ships, the Air Force means their unspectacular ground crews whose contributions to successful aerial combat are as unsung as an unwritten tune.

Still, it took another war to make even the fliers reopen their eyes to the fact that able ground crews go hand in glove with able airmen. Pick out a combat crew with a crack record and behind it you usually find a highly capable and efficient ground crew.

Peace-time condescension of the flier to the "paddle-foot" on the ground has disappeared because in war time fliers soon learn how much the grease-monkeys mean to them.

There is little reward for ground crews. Their tour of operations is for the duration plus like most of the American Sad Sacks. There is no glory in their work. Nobody hands out medals for guarding bombers by night and grooming them by day. When their ships take off they don't even know where they are going. But they can tell how long the trip will be from the amount of gas in the tanks.

From the time the ground crews are alerted, sometimes as much as 16 to 17 hours before takeoff, the groundlings are with the ship getting everything in perfect order...changing spark plugs, checking superchargers, servicing hydraulic systems, carefully testing 225 feet of oxygen lines with soap and water for leaks, preflighting

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Memories

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engines...a hundred and one other things.

They line the runway during takeoff, staying to the last to be certain their "queens" got a flying start on their mission. Then, bereft, they turn towards their huts for a few hours until the ships are due back.

You have to be part of a ground crew to know what it is to lose a ship. To some it merely means a different plane and a new crew - "too bad, they were nice guys." But to many the loss is greater than that. They may have worked on the bomber for months, since it came off the assembly line. It's reasonable to believe that men can become attached to planes as well as to dogs and women.

The work done by ground crews doesn't always stop with servicing of planes according to the book. They are responsible for numerous improvements made on combat planes. It may only be a modified gun mount, but it will help the gunners do better shooting, and is a small but valuable contribution to the progress of their Air Force.

Ground crews may not be so handsome with complexions dry and red from long, cold, sleepless hours spent grooming planes. They may not be glamorous without wings on their greasy coveralls but they are as much a part of the Air Force entrusted with tremendously important jobs, as any flier in combat.

A faulty mechanism carelessly overlooked on the ground can send a Fortress, Liberator, Marauder, Thunderbolt, or Lightning to its doom over enemy territory as surely as a battery of flak guns or 20mm shells from Nazi fighters. Ask one who flies.

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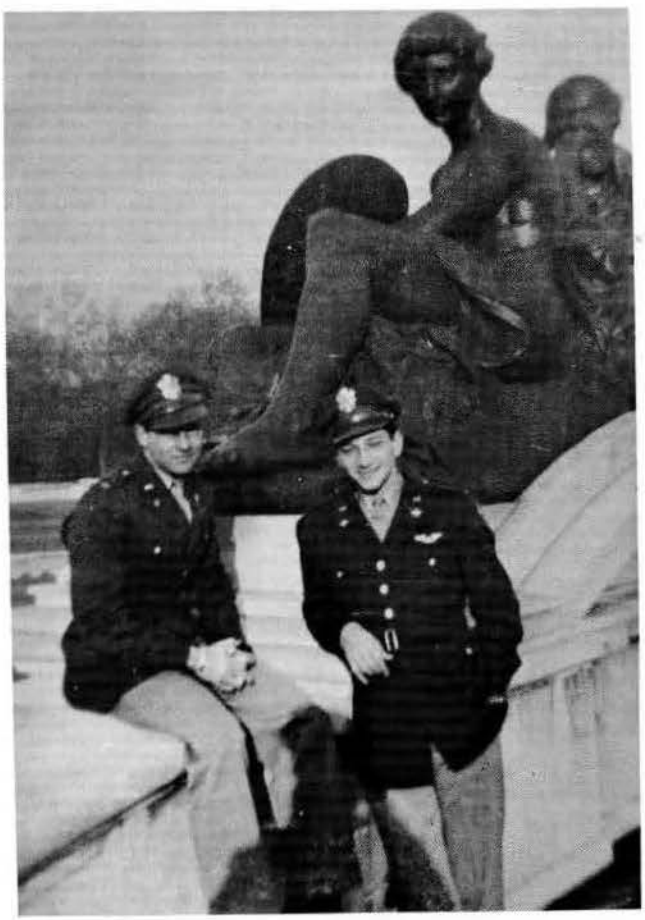

John L. Jones and Gilbert Friedlander in front of Buckingham Palace

THE PRICE HAS BEEN PAID

borrowed from Georgia Chapter, 8AFHS

Shortly after Pearl Harbor, the highest level of United States and British governments and their military advisors determined that the major US effort to save Europe would be through heavy bombardment of the German hearland. With that mission in mind the Eighth Air Force was formed and began operations in 1942. The Eighth became the largest air force in the history of aviation and was locked in the most dangerous air battle in aviation history. This event will never be replicated. The cost in casualties of the brave young men who were never turned back by enemy action was awesome. Of an estimated 200,000 combat crew people, 26,000 were killed; 28,000 became POW's; and 9,000 bombers were shot down by enemy fire. With the inclusion of the ground crews, 350,000 Americans served with the eighth during WWII.

No other United States military component has such a high percentage of losses. The 8th A.F. lost 7.42% of its personnel to combat deaths. The Eighth's losses far overshadow the losses of 2.94% for the Marines, .88% for the Navy and 2.08% for the Army. This is not intended to minimize the loss of any service man but only to underscore the risk taken by flying daylight missions over occupied Europe. The Eighth is still an active part of the United States military establishment as it has been since January 28, 1942. Over a million men and women have served with the Eighth since its formation.

The cost of lives in combat, the involvement in four major wars, and 39 years on alert during the Cold War deserve special recognition. That recognition can be no less than a home for the Mighty Eighth in the United States of America. More than 10 million blood relatives reside in the United States with the knowledge that the price has already been paid for such an institution. The price was the life of their son, husband, brother, or father. The cost of construction pales in comparison to the price that has already been paid.

The Heritage Center will be a memorial and monument to the men who did not return from war and the survivors that continued to make their contribution in both the public and private sectors of our country. No greater legacy can they leave than a Heritage Center with the specific mission of nurturing and educating the youth of America. Youth education programs begun at an early age would help to guide and lead them to become productive citizens whereby their individual strength will add to the strength of our nation.

JUST A REGULAR GUY

by William "Pete" Gray

I was quite sorry to hear of the passing of Gen. LeBailly. He and I arrived at Blythe at about the same time - early spring of 1943. He was a captain at that time and I was just a PFC, if I remember rightly. But my best recollection of him was probably at the 34th's reunion in St. Paul, Minnesota, back about 1981, I believe.

On the last morning of the reunion (Sunday) about 7 or 8 of us from the 7th Sqdn. met in the lobby of the hotel. We had made plans to eat breakfast together. As we entered the dining room we found ourselves right in line behind LeBailly who happened to be alone. We invited him to eat with us and he graciously consented.

After we were seated he was quite surprised to find

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MEMORIES

Continued from page 16

out we were all airplane mechanics from the 7th Sqdn. He commented on what a fine job we had done during our stay at Mendlesham and wished he could do something to show his appreciation. Then, looking around the room, he saw that none of us had our coffee as yet and he immediately got up and took a large coffee pot from the waitress and went around the table pouring each of us a cupful. We all got quite a kick out of that - a 3-Star general waiting on a bunch of sergeants. He said it was quite an honor for him as well.

I don't think you would find such a thing happening in any other branch of the services. Only the Air Force has such a spirit of good will and camaraderie among its members.

INFORMATION, PLEASE!

(We urge anyone who can help to write to these correspondents)

DOROTHY CARTER, 224 South 12th, Salina, KS. 67401

I am looking for information regarding the 7th Sqdn., 34th B.G., to which my brother was assigned. He was a pilot of a B-17 Flying Fortress and was shot down over Kiel, Germany on January 14, 1945. I thought somewhere there would be someone who knew him and his activities, as well as those of the 34th Bomb Group.

****

MISS P. HOWELL, "Brackley", 15 Flr. Park, Ashill, Nr. Thetford, Norfolk, England, IP257DF

In January, 1945 I met F/O John J. Ciagne of the 18th Bomb Sqdn. stationed at Mendlesham. We had a brief, loving and happy few weeks before he was shot down and sadly killed on March 4th, 1945. His home was in Flint, Michigan. I would like to hear from anyone who might have a photo of him or his squadron. I have tried to obtain one from several sources but have had no luck.

****

ROGER L. RAGAN, 10 Edgewood Dr., Medina, NY 14103

My father was Glen T. Ragan, a crewmember on the B-17 "RIDIN HI" in the 7th Sqdn. of the 34th B.G. He passed away several years ago and I am attempting to find out as much as I can about his service while in the 8th A.F. He rarely talked to me about it and I have only limited information. I hope someone can help me in my efforts.

****

THEA D.W. CHILDS, 210 Lowery Avenue, Lehigh Acres, FL. 33936

I am writing a book on my husband's experiences in the 8th A.F., initially with the 445th B.G. and then with the 34th B.G. from July, 1944 thru October, 1944. Even though this was a very short time, I still hope to find some contacts in the 4th Sqdn. who could give me some background on that period. My husband's name was Richard D. Childs.

He left the 34th after finishing his 30 missions and went to the Ferry Command, serving in the C.B.I. theater. Again, if anyone served with him in that area I would be most grateful for any information.

****

ANTOINE BLACHON, 56 Rue De La Roquette, 75011, Paris, France.

I am a 20 yr. old French student and a warbirds fan. I'm especially interested in learning more of the 8th A.F. story and about the men who flew over occupied Europe 50 years ago, in a sky where many lost their lives. Seen from the French side of history, the air war over occupied Europe contributed also in the liberation of our country, our people and, of course, a part of my family.

I am looking to make contact with anyone who had a link with the 8th A.F. Being that 1992 is a special year for all of the actors of that period, for me it's a great opportunity to get in touch with these men and, unfortunately, I know that time is catching up so the emotion is even larger.

****

TED LEHMANN, P.O. Box 1435, Ft. Walton Beach, FL. 32549-1435

A friend of mine, Hal Carothers from Milton, FL., passed away a couple of months ago. I'm putting together a display of his W.W. II service. Mr. Carothers was a tailgunner in the 18th Sqdn. I am trying to get information on the missions of his service and would like to hear stories of missions he flew on.

I know he received the Soldier's Medal for events that took place on Jan. 16, 1945, but I would like to know how he received the DSC and the Silver Star earlier. I am also looking for an original patch from the 18th Sqdn. and for an original crest of the 34th B.G. "Valor to Victory", also any photos in which he appeared. I need these items for the display.

****

MANANET ARNAUD, 24 Place Saint Saens, 95400 Villiers-Le-Bel, France

I'm a 22 yr. old French man who would like to correspond with veterans of World War II. I would like details about your personal war story. For example, the unit you were assigned to, your plane's name, when you entered service, where, which branch, your grade, your campaigns, missions, etc. I'm especially fond of little anecdotes, little true stories, sometimes funny, sometimes sad, that happened to you. I'd also be very grateful for a picture of you in uniform (with your plane in the background or with your A-2 flying jacket).

The reason I have decided to devote my spare time and energy to this fascinating period is that I don't want the sacrifice of all those brave men to be in vain. I have the deepest respect for those who freed my country some forty-seven years ago. They must never be forgotten. They must live forever in our memories.

****

VERBAL HOLCOMB-1145 East 37th Street, San Bernardino, CA 92404

How about it? Does anyone remember one of our group named Jim Begay who used to visit with the Thorps for Sunday tea in Mendlesham? They would like to re-establish communications with him. Please write to me and I'll handle it.

****

ADDRESS CHANGES

(As of 7/28/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ACKERMAN	HARRY	HDQ (LM)	3114 STONE CREEK LANE	GRAPEVINE,	TX.	76051
BUCKLEY	BEN	7	2511 14TH STREET SOUTH	WISCONSIN RAPIDS,	WI.	54494
CAMDEN	WILLIAM	4	RT. 5, BOX 126	AMHERST,	VA.	24521
CROOM	ED H.	18	ZIP CODE SHOULD BE			38305
DE ROCCO	CLEM	7	MOVED - NO FORWARDING ADDRESS			
FOX	ROBERT C.	18	3944 CONSTANT VIEW, APT. 5	DECATUR,	IL.	62526
GALLOWAY	JOHN H.	4	P. O. BOX 924	CRAWFORDSVILLE,	IN.	47933
GIBSON	JAMES L.	7	1442 WICKLOW DRIVE	PALM HARBOR,	FL.	34684
HANSEN	DEAN F.	391	MOVED - NO FORWARDING ADDRESS			
INGRAM	WILLIAM	7	1053 DUTTON AVE. #2	SANTA ROSA,	CA.	95407
MOORE	GEORGE W.	391	5124 SIERRA MADRE DRIVE	SAN ANTONIO,	TX.	78233
PRITZ	JOHN	18	8732 STURBRIDGE DRIVE	CINCINNATI,	OH.	45236
RATHBUN	EDGAR H.	7	190 HERITAGE ROAD	WINDSOR,	CT.	06095
REED	JAS RUSSELL JR.	4	1331 HIGHLAND AVE. APT. 214	DUARTE,	CA.	91010
ROSEQUIST	JOHN G.	391	P. O. BOX 98	MASCOUTAH,	IL.	62258
SCHROEDER	ROBERT	391	2442 HIGHWAY 39	AMERICAN FALLS,	ID.	83211
SMALL	JAMES C.	391	ZIP CODE SHOULD BE			71913
STARR	JOHN J.	391	444 BURROUGHS DRIVE	SNYDER,	NY.	14226
STRAWDER	EARL C.	7	690 - 26TH AVE. SE.	MOULTRIE,	GA.	31768
TEARE	PAUL N.	7	R.R.1, BOX 105-S	GREENWOOD,	DE.	19950
THOMPSON	CLIFFORD	391	8649 S.W. KLAMATH	WILSONVILLE,	OR.	97070
VAUGHN	ROBERT E.	4	106 COUNTRY CLUB DR.	PICAYUNE,	MS.	39466
VENNE	DERRICK J.	7	345 S.58TH ST., BROADWAY ESTATES	MESA,	AZ.	85206
VRONZ	JOHN M.	7	610 NO. SPRING STREET	LIBERTY,	MO.	64068
WEBB	FLOYD	391	12 FOX CREEK DRIVE	WAUKEE,	IA.	50263

NEWLY FOUND

(As of 7/28/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ALLING	GORDON C.		8655 BROWN SUMMIT RD.	RICHMOND,	VA.	23235
BUCKLEY	ROBERT J.		STAR RTE. BOX 182	SQUAW LAKE,	MN.	56681
CAMDEN	JACK	4	RT. 5, BOX 126	AMHURST,	VA.	24521
CARTER	DOROTHY	7 (A)	224 SOUTH 12TH STREET	SALINA,	KS.	67401
ERLANDSON	JACK S.		P. O. BOX 240	CLE ELUM,	WA.	98922
FIELDER	MORTON I.	18	8095 BURLINGTON COURT	LAKE WORTH,	FL.	33467
FIRESTONE	A.H.Z. (ABE)		5 TEMPLEWOOD DR.	HAMPTON,	VA.	23666
FOUST	FRANK R.	HDQ.	7740 INDIAN OAKS DRIVE C-319	VERO BEACH,	FL.	32966
FOX	ROBERT		4539 GAMBLE COURT	INDIANAPOLIS,	IN.	46241
FRANK	DALE	7	702 WEST COURT AVENUE	WINTERSET,	IA.	59273
FRIEDMAN	MAX J.	391	6133 BEDFORD AVE.	LOS ANGELES,	CA.	90056
GALLARDO	FRANK A.	391	3440 FULTON AVE.SP. 3	SACRAMENTO,	CA.	95821
HUHTA	ROBERT G.	7A	362 WEST 9TH ATREET	ERIE,	PA.	16502
LEE	WALLACE B.		23747 7TH PLACE WEST	BOTHELL,	WA.	98021
MAY	ALLEN L.	391	755 E. BAY FRONT LANE	OAK HARBOR,	WA.	98277
RAGAN	ROGER	7 (A)	10 EDGEWOOD DRIVE	MEDINA,	NY.	14103
RUSSELL	WILLIAM V.		138 CHAMBERLIN DRIVE	WEST SENECA,	NY.	14210

NEW LIFE MEMBERS

(As of 7/28/92 - Total Now 230)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BROWN	WILLIAM A.	4	13122 TAMARISK DRIVE	SANTA ANA,	CA.	92705
CARTER	DOROTHY	7 A	224 SOUTH 12TH STREET	SALINA,	KS.	67401
CLEMINS	JAMES A.	391	3213 17TH STREET	RACINE,	WI.	53405
KRAMSCHUSTER	EUGENE G.	391	472 LAKEWOOD DRIVE	MONDOVI,	WI.	54755
ROY	HERBERT	391	0 MARYHILL DRIVE	ST. LOUIS,	MO.	63124
SPENCER	JAMES L.	391	3577 HYDE PARK ROAD	CARSONVILLE,	MI.	48419

TAPS

(As of 7/28/92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
CHILDS	RICHARD			LEHIGH ACRES,	FL.		
GULLI	FRANK	7	41 SANTA MONICA WAY	SAN FRANCISCO,	CA.	94127	
HAFERKAMP	BERNARD C.	18	3501 CLOVERLEAF DRIVE	WACO,	TX.	76706	
HARTMAN	MERLE	4	30 KINZUA AVENUE	KANE,	PA.	16735	5/6/92
KUPTIZ	LEWIS	7		MILWAUKEE,	WI.		
LONG	ERNEST	4	5512 SEAGRAPE DRIVE	FORT PIERCE,	FL.	33450	
MURPHY	RALPH P.	7	7421 MAYFIELD DRIVE	PORT RICHEY,	FL.	34668	
RAGAN	GLEN T.	7		CARPENTER,	OH.		1985
SANDERS	FRED			NAPLES,	FL.		
SMIT	JOHN		DRAWER C	PANACEA,	FL.	32346	11/83
WITWER	CHARLES	391	261 N. MUNROE ROAD	TALLMADGE,	OH.	44278	6-24-92

LOST SOULS - MOVED? - STRAYED?

(Mail returned when sent to these addresses - Need new addresses)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
DAYE	PHILIP J.	7	60 E. 52ND PLACE	HIALEAH,	FL.	33013
DE ROCCO	CLEM	7	10042 MEREDITH DRIVE	HUNTINGTON BEACH,	CA.	92646
HANSEN	DEAN F.	391	3573 SUDBURY LANE S.W.	BONITA SPRINGS,	FL.	33923
HILLIS	LAYMAN M.	4	715 WOODTOP ROAD	WILMINGTON,	DE.	19804

Address Correction Requested

HDQ.
18 391
4 7
34th Bomb. Group
Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
U.S. POSTAGE
PAID
Crown Point, IN
Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

BATTLE HYMN OF THE AGING

submitted by George H. Kline

We reach the age of 65, our golden years are here.
They tell us that the age begins a happy new career,
For now our Uncle Sam becomes our permanent cashier,
As we go marching on.

(Chorus)
Glory, Glory, Hallelujah, Glory, Glory, Hallelujah,
Glory, Glory, Hallelujay, As we go marching on!

Our Social Security from Baltimore is sent.
We buy a little bit of food and maybe pay the rent.
And after that we're stony broke and left without a cent,
But we go bravely on.

(Chorus)

As for the checks from Medicare, will someone tell us how
They always find some doctor's bills they sadly disallow?
And dental costs, as we well know, they wholly dis-avow,
But we go bravely on.

(Chorus)

We don't know how we make it as we live from day to day,
With income fixed and prices up there's always more to pay.
So mind our arthritis, let's get on our knees and pray,
That we'll go bravely on.

(Chorus)

And, first of all, let's thank the Lord that we are still alive.
The dreams we have may still come true when we are ninety-five.
So please, dear Lord, give us the strength our troubles to survive,
As we go bravely on...

(Chorus)

Two GI's with British friends in front of the "FLEECE" Pub at Mendlesham - Anybody recognize them?

John Fowler??

VOLUME XVI NUMBER 4 DECEMBER, 1992

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

OFFICERS

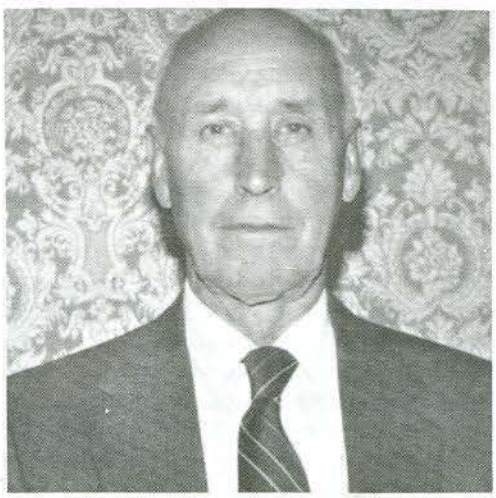
President: Bruce Sothern	(612) 789-2225
1st Vice Pres.: Sam Wolstencroft	(401) 322-7758
2nd Vice Pres.: Eli Baldea	(219) 988-4607
Recording Secr.: Paul Anderson	(206) 337-4747
Treasurer: Harold Province	(601) 798-2059
Archivist: L. Douglas Underwood	(205) 281-1498
Past Pres.: Fred Schoch	(509) 327-5746
Corresponding Secr.: Ray Summa	(317) 644-6027
Editor: Eli Baldea	(219) 988-4607

BOARD OF DIRECTORS

Earl Maciel (93)	(319) 444-2503
Verbal Holcomb (93)	(816) 542-3450
H. Arnold Prillaman (94)	(401) 737-6231
Robert Wright (94)	(219) 232-4287
Willis Griffis (95)	(312) 816-7728
Ambers Hanson (95)	(205) 821-8412
Gerald Pine (Reunion Chmn.)	(608) 836-3939
Cleveland Romero (Scholarship)	(318) 232-0774
Harold Rutka (Reunion)	(218) 724-1667
Sam Baglio (Chaplain)	(717) 654-0205

Changing Of The Guard

Past President
Fred Schoch



New President
Bruce Sothern

Happy Holidays!

OBSERVATIONS

Well, another reunion has come and gone and I believe most of us had a good time. There was a small problem for those of us who went on the tour to Nellis AFB. First of all, the bus was an hour late in picking us up at the hotel to start the tour which caused us to have to rush our lunch at Nellis and to miss the last half-hour of the tour. Then we found that our bus had some problems and another bus line was contacted to pick us up at Nellis for return to the hotel.

Our tour of Nellis was extremely interesting. After all, it is the home base of the Air Force Thunderbirds, that crack maneuvering outfit which many of us have seen at air shows, etc. I have included some tour photographs in our reunion photo section. I believe you'll find them interesting.

Now to the business at hand. First of all, I must apologize to most of you for bringing this up but I was shocked recently to receive some material, forwarded to me by Ray Summa or Hal Province, from people writing to me but "DON'T KNOW ELI'S ADDRESS". I don't know how much clearer it can be if these people read the Mendlesham Memories. My address is plainly printed in the address block on the back of each issue. All anyone need do is look for it.

Secondly, I'm happy to report that the board of directors has approved my having others handle the mailings. I've made mention in past issues about my bad back and the mailing chore was becoming unmanageable because of it. Now I can continue as your editor.

I must also bring up, at this point, the fact that we had no official photographer for pictures at the banquet. I announced that anyone taking pictures at their table can identify those depicted and send them to me for inclusion in Mendlesham Memories. Many of you did that and, for that, I say "Thank You!". However, in comparing the pictures with our reunion attendance list, I find quite a few attendees for which I have no photos. I'm sorry about that but, in this case, there's nothing I can do about it. I've tried the best I can with what I have at my disposal. You can't print what you don't have. Please be advised that Cleveland Romero has made arrangements for a photographer for our 1993 reunion in Little Rock. This same problem should not exist next year.

All of us should start planning for our 1993 reunion at Little Rock, Arkansas next September. That's part of the country Rose and I had never visited so we're really looking forward to it. If you've never attended before start planning for this one. All newcomers will be identified as such so we old timers can try to make you feel welcome and at home.

Also, I must make mention that, by the time some of you are reading this, Rose and I will be on our way to our winter residence down south. I bring this up in order that all should know that any material, pictures, stories, etc. for the March issue will have to be mailed to me there. I'll make the address very clear so you'll all know where to reach me. It is:

Mendlesham Memories
c/o Eli Baldea
1107 W. Riviera Blvd.
Oviedo, FL. 32765

Our March issue goes to the printers on January 22nd, 1993, so please have any material in to me before then.

Rose and I want to wish each of you health, wealth and happiness during the coming holiday season. HAPPY HOLIDAYS!

PRESIDENT'S MESSAGE

Greetings!!

Another reunion has come and gone. Now it's time to do a bit of evaluating. Conclusion: Las Vegas is a good place to visit, play Keno, see some shows, play Bingo, sight see, play the slots, swim-exercise, visit black jack tables, eat good food (cheap), play poker and try to visit with old friends.

We were handicapped by not having a hospitality room which would have taken us from the gaming rooms. It was good to see so many in attendance and extremely gratifying to see so many first-timers.

Thank you all for the vote of confidence in selecting me president of this great organization. With all engines of the 34th tuned and in synchronization, my tenure (term) should be a real smooth flight.

By the time you read this the World Series will be history and the presidential election over. However, it's not too soon to start planning for Little Rock and an opportunity to live a little of your past with a few "old" friends.

Merry Christmas and a Happy New Year to all of you.

Bruce Sothern
President

****

PAST-PRESIDENT'S MESSAGE

To my fellow comrades:

This past year has been a wonderful experience and I have made many close friends. It seems the good times go by all too quickly. I hope this year's reunion was a memorable one for those who attended.

The Gold Coast hotel did their best and came through on schedule. The Golf chairman, Ed Lonergan, did a super job with help from Gen. Creer and Arnold Prillaman. Thanks to all.

The board chairmen, with their reports, were complete and accurate. I believe we have some of the most talented people in these key positions. They have a big "Thank You" from all of us.

To our incoming president, Bruce Sothern, I wish him well and hope he enjoys his year. We will all give him our utmost support.

I was pleased to hear that our P.X. had outstanding sales for the few days at Las Vegas. Paul Shull informed me that the total sales were approximately $3,100.00 The purchase I made was the VCR tape "Start Engines Plus Fifty Years". This should be viewed by all of us. It is a portrayal, in the first person, of the men who participated in all phases of the missions of the Eighth Air Force. One of our own members, Paul Shull, has an important part to contribute to this epic picture.

I wish to thank my wife, Clara, and daughter, Pamela, for the help in selecting the napkins and lettering the place cards for the head table. Paula also lettered the label for the "Last Man's Toast" bottle.

Clara and I wish to express our appreciation and thanks for the gifts presented to us at the banquet. I have also received the official "Past President" cap from our corresponding secretary, Ray Summa. Thanks to you, Ray.

Finally, to the Board of Directors, thank you for your support and suggestions.

Lastly, Clara and I want to wish everyone a Joyful Holiday Season.

Fred Schoch
Past President

Ray Summa...

Fellow members of the 34th B.G. Assn.;

First, Hannah and I want to wish each of you a very Merry Christmas and a Happy New Year, for by the time this reaches you it will be the Holiday season.

We were very disappointed in missing the reunion in Las Vegas. Hannah had been saving her quarters for over a year - now she says she will be going Xmas shopping.

I do want to express my thanks for all the cards, letters and phone calls that I received while I was on the sick list. I do appreciate each one very much. I am feeling better now and am back at the typewriter answering letters from the members of the 34th. I also want to thank Don Shee for the VCR tape of the reunion which he sent me. As I watched it on the TV, it seemed as if I was there with you. Thanks, Don. You did an excellent job for an amateur photographer.

I am told you had a very large turnout at the reunion and that there were many first-timers there. Hopefully we will have the same amount or more at the 1993 reunion in Little Rock. I have just finished reading the minutes of the BOD and business meetings and it seemed as if everything went well. The report from Sec. Paul Anderson was good and explained everything.

I still have nine (9) "Lucky Bastard" pins left to sell. The cost is $5. If you were one of those who completed 25 or more missions you should have one of these pins. They were designed by General Creer. The pins are in the shape of a gold horseshoe with a blue center and in this center are the initials "LB" representing the words "Lucky Bastard". Send your order to me and I will mail one as soon as I get your letter.

Crew of "BAMBI".

REUNION '92 LAS VEGAS REUNION COMMITTEE REPORT TO THE 34TH BOMB GROUP MEMBERSHIP

As chairman of the reunion committee it is part of my duties to present a report to the membership on what makes one of these reunions "tick" and "why".

To take care of the "tick" end of our last reunion in Las Vegas, there were several people that made things go. First of all, a whole bunch of thanks to Gen. Bill Creer for his legwork on arranging the Nellis AFB tour and for his space on the golf course. Then, to Ed Lonergan for putting together a very successful golf outing. Bob Wright deserves our thanks for his ever-efficient registration system. Harold Rutka, also, is always there to provide that little necessary helping hand. Esther, Gen. and Wanda, the three ladies at the registration desk, deserve a special applause for a job well done. How could we "tick" without their endless hours of devotion to the group. Thanks, again, to Eli Baldea for getting our registration forms out in time and for his coverage of our year's work. Also, let's give a standing ovation to Ray Summa for his back-breaking efforts to provide enough membership to warrant a reunion. Lastly, to the Board of Directors and Officers for placing faith in their various committees and to the general membership for attending.

This was a partial list of what makes things "TICK".

Now for the "WHY" end of things. Ain't it just great to get the family together again?

Gerald Pine
Reunion Committee Chairman

THANK YOU LETTER

TO NELLIS AIR FORCE BASE

To: Major General Thomas R. Griffith
Commander
USAF Weapons and Tactics Center
Nellis AFB, Nevada 89191

Subject: 34th Bomb Group tour of Nellis AFB, 9-15-92

This letter is to express appreciation from the members of the 34th BG who had the opportunity to visit Nellis AFB during our recent reunion in Las Vegas.

The Nellis Public Affairs office was efficient and patient in setting up the Luncheon at the NCO Club, the T-bird briefing, the Flight Line tour and the Red/Green Flag briefings. Lynda Johnson was our primary contact and took time to accompany us on the tour. James L. Wagner and Mrs. Martine Ramos gave much assistance.

The transportation from Las Vegas was faulted, thus complicating execution of the timely schedule set up by the Public Affairs office.

We are grateful for the Nellis contribution to the success of our Reunion and send our thanks.

Sincerely,
William E. Creer
MGEN USAF (Ret)
WWII Cmdr. 34th B.G.

REUNION ATTENDEES

Abraham, Frances
Adams, Bailey & Ruth
Akers, Kenas
Allen, Don & Laraine
Ames, Vernon & Millie
Anderson, Milton & Nowie
Anderson, Paul & Beryl
Antanovich, Alex & Betty
Armstrong, Denton & Eileen
Ashburn, Jack
Atkin, Willard & Jean
Atwater, Vernon
Autry, Elwin
Susan Bryant
Babcock, Lawrence & Lucille
Baer, Robert & Rose
Baglio, Sam & Lee
Baldea, Eli & Rose
Ballantyne, Roy & Millie
Baron, Arnold & Wanda
Baughman, Cleo & Freddie
Belleau, Tom & Madeline
Berglund, Fred
Bess, Leonard & Helen
Bloczynski, John & Marge
Boreen, Lloyd & Bobbie
Brauks, Wally & Doris
Brown, Bill & Lenore
Bruning, Mike & Pat
Burnell, Bill & Margo
Busse, Art & Kathy
Campbell, Robert & Liz
Casey, Ralph & Dot
Casler, Dudley & Mary
Clarkson, Jack & Dorothy
Clemins, James & Lois
Cole, Bob & Ginny
Conklin, Claude & Genevieve
Coutros, Anthony & Mary
Creer, Bill & Vivienne
Day, George & Marguerite
Dees, Robert & Edith
Des Lauriers, Robert & Shirley
Donahue, Herb & Eunice
Dooley, Lawton & Joan
Doran, Vince & Jean
Doronsky, John
Beverly Stearns
Dwyer, Harold & Darlene
Erlandson, Jack & Maxine
Ezell, Dale & Theda
Fager, Willard & Roxie
Farley, John & Bernadette
Fiedler, Morton & Sheri
Fillman, Don & Betty
Finley, Dale & Margie
Firestone, Abe & Ernestine
Forister, Carroll & Sylvia
Frank, Dale & Esther
Frank, Earl & Mary
Freeman, Edmund & Gil
Friedlander, Gilbert & Frances
Galloway, Robert & Beth
Gay, Bob & Phyllis
Gibbs, Claude & Audrey
Gombert, Dirk & Dorothy
Gombos, Bill & Marjorie
Gradin, Bob & Ginny
Griffis, Willis
Gronkowski, Edward & Thomasine
Habiger, Tony & Joan
Haggins, Elmer & Gloria
Hall, Herbert
Hanchar, Joseph
Hanrihan, James & Joy
Hanson, Ambers & Jean
Hendrickson, Leonard
Herget, Charles & Eileen
Hetherington, William & Lula Mae
Holcomb, Verbal & Betty
Hood, Jack
Bonnie Lasseigne &
Scott Middleton
Howarter, Wayne & Laverne
Inman, Lloyd & Marla
Isaacs, Seymour & Claudia
Israelsen, Allen & Agnes
Jacobbauski, Mike & Margie
Jakel, Max & Eila
James, Eugene & Helen
Jetton, Ray & Jean
Jones, John & Doris
Jones, Roy
Jones, Seamans
Jordan, Dexter & Beulah
Kantorak, John & Jeff
Kenny, James & Mary
Klier, Herb & Rita
Knudson, Harold
Krystof, Joseph & Fran
Lampey, Robert & Betty Lou
Larson, Lowell & Marian
Leath, John & Ethel
Lee, Wallace & Wilma
Lewis, Bill & Eula
Lewis, Ken & Martha
Lindia, Joseph & Dotti
Lonergan, Ed & Birgit
Luhrsen, August & Kitty
Lundeen, Ralph
Marks, Joe & Kay
Martin, Jim & Betty
Mayer, Norman & Schatzie
McAllister, Walter & Ruby
Meeder, Paul & Twyla
Mollica, John & Mary
Mongeon, George
Eloise Rolling
Moore, Alex & Minette
Moreno, John
Muellerschoen, George & Betty
Muente, Fred & Ginny
Nendel, Robert & Dorothy
Newton, Tom & Mildred
Nichols, Carl & Kate
Noe, John & Elizabeth
Noehren, Robert & Letha
Orton, William & Naoma
Pancake, Charles & Louise
Paxton, Ken & Kathleen
Perez, Juan & Mattie
Perry, Harry & Willie
Pine, Gerald & Wanda
Podorefsky, Arthur & Beatrice
Poole, Walter & Joan
Prillaman, Arnold & Georgia
Province, Harold & Jan
Reed, Russell & Martha
Reid, Roy & Sybil
Richmond, Floyd & Miriam
Thelma Warfield
Robinson, Leroy & Doris
Romero, Cleveland & Henrietta
Rose, Everett
Roy, Herb & Dorothy
Rutka, Harold & Genevieve
Salveson, Leon & Jeane
Sauermilch, Fred & Alene
Saxen, Robert
Lawrence Saxen
Scherr, Fred & Libbie
Schifferer, John & Barbara
Schoch, Fred & Clara
Schroeder, Robert & Jennie
Schrupp, Dana & June
Shee, Don & Bonnie
Sheesley, Byron & Mary
Shull, Paul & Pauline
Sigourney, David
Simpson, Ronald & Martha
Sivret, Frank & Alda
Sligh, Frank & Patsy
Smith, James & Jane Ann
Smith, John & Sloyne
Joseph & Susan Smith
Sothern, Bruce & Muggs
Spilker, Gordon
Springer, Robert & Beverly
Sproul, Cransford & Beatrice
Stivender, James & Stella
Stufflebeam, Don & Evelyn
Sturdivan, Walter & Lois
Swanson, Sam
Swenson, Elbert
Syverson, Marvin & Avis
Tavasti, Roy & Kate
Terry, John
Thomas, James & Eleanor
Thompson, Clifford & Louise
Thompson, Roy & Valerie
Thurner, Charles & Frances
Trapani, Joseph & Joan
Tuttle, Don
Ron Tuttle
Vaughn, Robert E. & Helen
Veon, Elly
Vincens, Hilton & Vicky
Waarvick, Tilvern & Pat
Waltz, Fred & Rachel
Wessel, Jerome & Dorothy
Elmer & Mary Wessel
Willis, Clyde
Wingo, Truman & Lea
Witham, Harold & Lea
Wilstencroft, Sam & Arlene
Wright, Burch & Mary
Wright, Robert & Esther
Yockey, Charles & Virginia
Zeldes, Ben & Edith
Zesch, Ed & Dolores

BOARD MEETING
34TH BOMB GROUP ASS'N
SEPT. 14, 1992
GOLD COAST HOTEL
LAS VEGAS, NEVADA

The meeting was called to order at 10 a.m. by Pres. F. Schoch. H. Rutka led us in the Pledge of Allegiance. Chaplain S. Baglio gave the invocation.

Pres. F. Schoch called for a roll call of the Officers and Board members. Those present were: Pres. F. Schoch, 1st V.P. B. Sothern, 2nd V.P.S. Wolstencroft, P. Anderson, H. Province, E. Baldea, C. Conklin, C. Willis, V. Holcomb, H. Prillaman, R. Wright, G. Pine, C. Romero, H. Rutka and S. Baglio.

The Board Meeting minutes of 1991 were read and accepted.

Pres. F. Schoch appointed the following committees:

Audit Committee - C. Conklin, V. Holcomb, C. Willis

Nominating Committee - V. Ames, J. Martin, W. McAllister

Communications - none reported.

Treasurer's Report - H. Province distributed copies of his report and explained each item. A summary of the funds are as follows:

	1991	1992
General Fund	$13,253.87	$13,963.83
Scholarship Fund	*	1,809.42
Memorial Fund	5,830.86	2,934.39
Life Membership Fund	19,814.35	22,113.93
Total	$39,450.69	$40,821.57

*Memorial Fund to be split: $2,915.43 to Scholarship, and $2,915.43 to Memorial Fund.

Reunion Fund - R. Wright reported the Reunion Fund started the year with $2,500.00. Sept. 8, 1992 balance is $18,962.46. The 1992 reunion expenses not as yet taken out of this balance.

P.X. P. Shull reported he needs a room in which to set up the P.X. G. Pine temporarily left the meeting to talk to the hotel sales office about procuring a room. P. Shull gave the following financial accounting:

Beginning Balance Sept. 1, 1991	$ 554.86
Income - Mdse. sold at Louisville	3,388.95
Mdse. sold by mail	1,610.88
Expenses for Mdse. & supplies	4,868.95
Ending balance Aug. 31, 1992	$ 685.74

P. Shull explained the problem of the very high cost of ordering squadron patches and pins unless very large quantities are ordered.

Scholarship - C. Romero expressed gratification at the increased number of applications received this year. The 1992 34th Bomb Group Ass'n. $1000 scholarship award winner is Christopher Fandry, grandson of M. Syverson. The $500 award goes to Richard Bullis, son of D. Bullis. C. Romero commented on the very high quality of the applications received this year.

Pres. F. Schoch told of the availability of some certificate forms that could be adapted to give to the scholarship winners, and to those made honorary members of the 34th B.G. Ass'n. H. Province agreed to investigate the procurement and use of these certificates.

H. Rutka told of an interesting conversation he had with Shelia Jackson Lindsy on his recent trip to England. She was a Red Cross Lady at the Mendlesham base for over a year, and was on duty the night of the intruder attack. H. Rutka moved that Shelia Jackson Lindsy be made an honorary member of the 34th B.G. Ass'n. Motion seconded, and carried. H. Rutka also stated she gave him a picture of the B24 "Shadrack", and he would give it to the first member of that plane's crew to ask for it.

Mendlesham Memories - E. Baldea distributed copies listing several points he wished to discuss. Discussion followed on these items:

1. The Dec. 1991 issue of the Mendlesham memories was the largest ever. The per copy mailing cost was $2.49. He questioned if it was time to raise our dues.

2. E. Baldea has been making two copies of pictures taken at the reunion, and mailing a rememberance to all participants. The cost of film, developing, envelopes, postage, etc. runs into some money. This cost for the 1991 reunion was $163.05, not including the amount paid to the photographer. He questioned if he has the authorization to continue this practice.

3. The hiring of a photographer for the reunion banquets has become a problem. It is very difficult to find one whose asking price is not far too much. He asks if we want to continue having pictures taken at the banquet, and if so can the reunion committee help in finding a photographer.

4. E. Baldea states his bad back is making it increasingly difficult for him to handle the boxes of Mendlesham Memories from the printer, and the sacks to the Post Office. The printer will handle this for a fee of approximately 8.3 cents per copy mailed. He asks if we want to handle the mailing in this manner. If not he states he will have to resign as M.M. editor.

H. Rutka moved that E. Baldea be authorized to pay 8.3 cents per copy to have the printer mail the M.M. Motion seconded by B. Sothern, and carried.

B. Sothern moved that E. Baldea be authorized to arrange for the taking of reunion pictures as he deems appropriate, and be reimbursed from the General Fund. Motion seconded by C. Romero, and carried.

5. E. Baldea told of a magnificent book that Fred & Margaret Maundrell commissioned Maldwyn Williams to produce. It is a memorial book devoted to the 34th Bomb Group personnel who failed to return from missions. The Maundrells also financed the creation of a glass case in which the book will be displayed in the Mendlesham church. E. Baldea moved that Fred & Margaret Maundrell, and Maldwyn Williams be sent a letter of thanks by the 34th B.G. Ass'n. secretary, and that Fred Maundrell be made an honorary member of the 34th B.G. Ass'n. Motion seconded by H. Rutka, and carried.

H. Rutka gave some details of the recent 34th B.G. Ass'n. trip to England. He stated that an examination of the 34th B.G. Memorial at Mendlesham shows it to be in very good condition. The ladies who maintain the memorial were invited to one of the 34th B.G. dinners at Cambridge, and given medallions.

G. Pine reported there will be a room for the P.X., Sept. 15 & 16, Tuesday and Wednesday. P. Shull told of the availability in the P.X. of an excellent VCR tape on the 8th Air Force, "Start Engines Plus 50 Years".

G. Pine reported 1993 reunion dates to be Sept. 23, 24, 25 and 26, at the Excelsior Hotel in Little Rock, Arkansas. The 1994 reunion dates will be Sept. 6 through Sept. 11 at the Radison Hotel in St. Paul, Minn.

H. Prillaman suggested reunion dates be set so that those flying to reunions on airline senior citizen coupon books could attend two reunions before the one year expiration of a coupon book. The reunion committee explained the difficulty of getting such specific dates.

A discussion followed on the advisability of having a hospitality room. The majority favored having one.

G. Pine brought up the question of financial help for our Chaplain, S. Baglio, in sending cards to the family of deceased

Continued on page 6

BOARD MEETING
34TH BOMB GROUP ASS'N

Continued from page 5)

members. After some discussion, E. Baldea moved that our Chaplain be authorized and reimbursed for the purchase of custom made 34th B.G. cards to be sent to families of deceased members, and the necessary postage. Motion seconded by W. Brauks, and carried.

B. Sothern asked if the Recording Secretary received any financial help in the performance of his duties. The answer was no. R. Wright moved that the Recording Secretary be reimbursed for his postage and reproduction expenses. Motion seconded by C. Conklin, and carried.

B. Sothern brought up a point the group should be thinking about, i.e. the problem of dwindling money in the Scholarship Fund as fewer and fewer people in the future attend the reunions due to the aging of the group.

S. Wolstencroft discussed a letter received from P. Gray concerning the financial affairs of the 34th B.G. Ass'n. B. Sothern said he would answer the letter.

H. Province told of Confederate Air Force oral historian, Col. Don Norton, present in the hotel, and wanting to interview 34th B.G. members.

H. Province told of a flyer in the Military Reunion News concerning a company that would send notices about our reunions to over 2000 papers for $69.50. After some discussion, he moved that the 34th B.G. Ass'n. sign up for this news release service. Motion seconded, and carried.

H. Province told of a Compact Disc and Reader that work through a computer. The CD contains 80 percent of all the telephone numbers in the United States. The unit would be of great assistance to our Corresponding Secretary/Unit Contact. Motion to procure the CD and Reader made by E. Baldea, seconded by B. Sothern, and carried.

H. Rutka proposed the possibility of signing spouses as associate members. Considerable discussion followed. No action taken at this time.

Pres. F. Schoch asked the audit and nominating committees to report at the Annual meeting on Wed.

Motion to adjourn made, seconded, and carried.

Pres. F. Schoch adjourned the meeting at 12:10 p.m.

Respectfully submitted by
Paul Anderson, Secretary

ANNUAL MEETING
34TH BOMB GROUP ASS'N.
SEPT. 16, 1992
GOLD COAST HOTEL,
LAS VEGAS, NEVADA

Annual Meeting of the 34th Bomb Group Ass'n. called to order by Pres. F. Schoch at 9:10 a.m. Chaplain S. Baglio led us in prayer. H. Rutka led us in the Pledge of Allegiance

Treasurer's Report - H. Province gave a detailed report of the General, Scholarship, Memorial, and Life Membership Funds. Sept. 8, 1992 balancs are as follows:

General Fund	$13,963.83
Scholarship Fund	1,809.42
Memorial Fund	2,934.39
Life Membership Fund	22,113.93
Total	$40,821.57

Anticipated expenses for the rest of 1992 are $5,300.00. He also reported the paid membership is now 692, plus 233 Life Members, for a total of 925.

Mendlesham Memories - E. Baldea reported the December issue of M.M. will go to the printers October 22, 1992. Any items to be included in that issue must reach him before that date.

Reunion Committee - G. Pine apologized for the poor treatment the people received on the Nellis AFB tour. The tour operator has promised the 34th B.G. Ass'n. a 50 percent rebate. G. Pine gave the 1993 reunion dates as Thurs., Sept. 23 through Sun., Sept. 26, at the Excelsior Hotel in Little Rock, Arkansas. The 1994 reunion is to be in St. Paul, Mn. The reunion committee is looking for an east coast site for 1995.

Reunion Fund - R. Wright reported a Sept. 1991 balance of $21,312.73. After the 1991 reunion expenses were paid, the balance was $4,156.12. A check for $1,656.12 (the overage of the $2500 allowable Reunion Fund) was sent to the association treasurer. As of Sept. 1992 the Reunion Fund balance was $18,962.46. The Reunion Committee expects there will be some overage after the 1992 reunion expenses are paid.

Scholarship Committee - C. Romero reported applicants increased from the 8 or 9 of previous years, to over 30 this year. This years first place $1000 winner is Christopher Fandry, of Goodhue, Mn., sponsored by Marvin A. Syverson. The second place $500 winner is Richard Bullis, of Verdi, Nv., sponsored by Darrel Bullis. C. Romero commented on the very high quality of the applications received this year. He noted that application blanks for next year's awards will appear in the Mendlesham Memories.

P.X. - P. Shull commented on the VCR tape "Start Engines plus 50 Years" which is now available in the P.X. He reported the following balances:

Sept. 1, 1991 beginning balance	$ 554.86
Income from merchandise sold	4,999.83
Expenses for merchandise purchased	4,868.95
August 31, 1992 ending balance	$ 685.74

P. Shull commented that his granddaughter, last years scholarship winner, is attending Washington University in St. Louis, Mo., and may get a chance to study in England.

Mendlesham Memories - E. Baldea explained that they were unable to get a photographer at an affordable price to take pictures at the evening gala banquet. He asked people with cameras to take pictures of their table, and send them to him if they wished them published in the Mendlesham Memories.

Audit Committee - C. Conklin reported the 34th B.G. Ass'n. books were audited, found to be satisfactory, and signed off.

Nominating Committee - V. Ames presented the following slate of nominees:

President - B. Sothern
1st Vice Pres. - S. Solstencroft
2nd Vice Pres. - E. Baldea
Recording Secr. - P. Anderson
Treasurer - H. Province
Corresponding Secr./Unit Contact - R. Summa
Board of Directors - W. Griffis & A. Hanson

The floor was opened for additional nominations. None were heard. A motion was made to close nominations and accept the presented slate. Motion seconded and carried.

The two outgoing Board of Directors members, C. Conklin and C. Willis, were thanked for their efforts.

Pres. F. Schoch told of his discussion with the family of General Le Bailly, and suggested our Scholarship Fund be renamed in honor of him. After discussion, a motion was made and seconded to rename the Scholarship Fund "34th B.G. Scholarship Memorial Fund To General Le Bailly". The motion failed to carry.

J. Clarkson spoke on the 8th Air Force Heritage Center. He

Continued on page 7

ANNUAL MEETING
34TH BOMB GROUP ASS'N.

Continued from page 6

noted they now have a new chairman, Lt. Gen. P. G. Schuller, who commanded the 8th A.F. during Operation Desert Storm. He read a Sept. 17, 1992 news release telling of the aims of the 8th A.F. Heritage Center.

New Business - H. Rutka spoke of a 1994 reunion in England, and emphasized that planning must start now if we wish to have one. B. Sothern asked H. Rutka if he would lead another tour to England. Rutka said he would if enough people showed interest. Several members spoke of the satisfactory service offered by Tamarac Travel on previous trips. It was agreed that H. Rutka would contact Tamarac Travel to start work on a 1994 England Reunion.

M. Syverson thanked the group for his grandson's scholarship award.

W. Brauks explained the working details of the third annual memorial ceremony to take place during the evening banquet. He also told of an experience he had at Gen. LeBailly's office in 1970.

Pres. F. Schoch told of receiving a call from Rosemary Davis of Manchester, Conn. She is seeking information on a Lt. Albert J. Nagy, who was a Bombardier in the 34th B.G., 18th Sqdn.

Pres. F. Schoch recognized those attending for the first time, the crew with the most members present (seven members of the Joe Hammersly crew), and thanked the officers, Board, and committee members for their work. He suggested that each squadron assemble in a different corner of the room after the meeting adjorns.

Pres. F. Schoch asked General Creer to say a few words to the group. General Creer complied with some very kind words for the 34th B.G.

Motion to adjorn made by J. Perez, seconded by H. Rutka, and carried.

Pres. F. Schoch adjorned the meeting at 11:20 a.m.

Respectfully submitted by
Paul Anderson, Secretary

Lewie H. Miller, Jr.

REUNION CRITIQUE
by Harold Province

Well, it's over for another year and I think all enjoyed their stay in Las Vegas. There were several pluses that must be acknowledged! 1) The number of first-timers was great and to have the guys stand and identify themselves was extra icing on the cake. 2) Room rates were GREAT! No one can gripe about the cost of the rooms. 3) The banquet we enjoyed was exceptional. The steak and service could not have been better. 4) The entertainment was superb. It would be hard to beat!

In spite of the above, I believe there could have been more consideration given to the needs of the 34th BGA and those who wanted to socialize rather than spending all of the time gambling. In this regard there are several negatives that must be considered. 1) The lack of a HOSPITALITY ROOM was quite evident. Several sat in the hall outside the room where we were served breakfast and held their meetings on Monday night because of the lack of a room where we might have otherwise gathered. 2) The failure to provide a room where our PX could display their wares was a definite minus. This has been a need ever since we started the 34th BGA meetings at Nashville. The last minute efforts by the reunion committee wouldn't have been required if they had anticipated our needs. 3) The costs of the breakfast was a "RIP-OFF". I was quite amazed to receive coupons for free breakfast and lunch when I checked in at the hotel.

While some of the above may only apply to a meeting at Las Vegas, I feel that the reunion committee should consider our future needs. I've begun to think that a job description needs to be written for the Reunion Committee along with a change in the committee. We need some new faces with fresh ideas.

****

8TH AFHS REUNION

LOUISVILLE, KY.

Report by Harold Rutka

We had ten (10) representing the 34th Bomb Group (not all registered) and six (6) for the "Gala Banquet".

Dale and Marge Finley were at the Memorial Service and fly by.

Charles and Beverly Culbertson, (new members), stayed until the "Unit Banquet" on Friday evening.

Bob and Jo Jansky, (new members), stayed until the final breakfast, and we were fortunate to be seated together at the "Gala Banquet" so we could visit.

Marion Billman Denton (Bob Billman's daughter) attended with husband, Bob Denton. She would like to have any information from anybody regarding her father. Unfortunately, we were not able to arrange seating with them.

Hubert Childress of the 7th Photo Group, Gabby Gabreski of the 56th Fighter Group and Jim Hower of the 447th Bomb Group were elected to the Board of Directors.

I made contact with Dick D'Amato of TAMARAC TRAVEL AGENCY about the return of the 34th Bomb Group to ENGLAND in 1994. He will start to put together plans for the reunion. It has been suggested that we spend four days in the Mendlesham area, two days around Stratford Upon Avon and two days in London. Maybe a couple of days in Scotland. DO YOU HAVE ANY SUGGESTIONS ABOUT WHERE YOU WANT TO GO AND WHAT YOU WANT TO SEE?

Harold C. Rutka

NOTICE

As explained earlier, we had no official photographer for the reunion banquet. It was announced that each table was to try to get their own photos taken to be mailed to us for printing in this issue. Many followed the instructions and sent in their pictures. However, at our going to press date of October 23rd we had quite a few of our reunion attendees for which we had received no photos. We assume some of these will be arriving too late to be included in this issue. The late-comers will be reserved for printing in our March '93 issue. Those not yet received were:

Bailey & Ruth Ann Adams
Don & Laraine Allen
Vernon & Millie Ames
Alex & Betty Antanovich
Elwin Autry & Susan Bryant
Lawrence & Lucille Babcock
Robert & Rose Baer
Cleo & Freddie Baughman
Fred Berglund
Leonard & Helen Bess
Lloyd & Bobie Boreen
Bill & Lenore Brown
Mike & Pat Bruning
Bill & Margo Burnell
Art & Kathy Busse
Ralph & Dot Casey
James & Lois Clemins
Bob & Ginny Cole
Vince & Jean Doran
Dale & Theda Ezell
Willard & Roxie Fager
Morton & Sheri Fiedler
Don & Betty Fillman
Carroll & Sylvia Forister
Dale & Esther Frank
Earl & Mary Frank
Gilbert & Frances Friedlander
Dirk & Dorothy Gombert
Bill & Marjorie Gombos
Edward & Thomasine Gronkowski
Tony & Joan Habiger
Joseph Hanchar
James & Joy Hanrihan
Lloyd & Marla Inman
Seymour & Claudia Isaacs
Mike & Margie Jacobbauski
Max & Eila Jakel
Eugene & Helen James
Ray & Jean Jetton
Roy Jones
Seamans Jones
James & Mary Kenny
Herb & Rita Klier
Joseph & Fran Krystof
Wallace & Wilma Lee
Bill & Eula Lewis
John & Mary Mollica
George & Betty Muellerschoen
Robert & Dorothy Nendel
Tom & Mildred Newton
Robert & Letha Noehren
Ken & Kathleen Paxton
Juan & Mattie Perez
Harry & Willie Perry
Arthur & Beatrice Podorefsky
Roy & Sybil Reid
Leory & Doris Robinson
Leon & Jeane Salveson
Robert Saxen
John & Barbara Schifferer
Don & Bonnie Shee
Ronald & Martha Simpson
Frank & Patsy Sligh
John-Sloyne Smith with
Joseph & Susan Smith
Cransford & Beatrice Sproul
Clifford & Louise Thompson
Roy & Valerie Thompson
Joseph & Joan Trapani
Robert E. & Helen Vaughn
Tilvern & Pat Waarvick
Clyde Willis
Burch & Mary Wright

REUNION '92 - "THE GOLFERS"

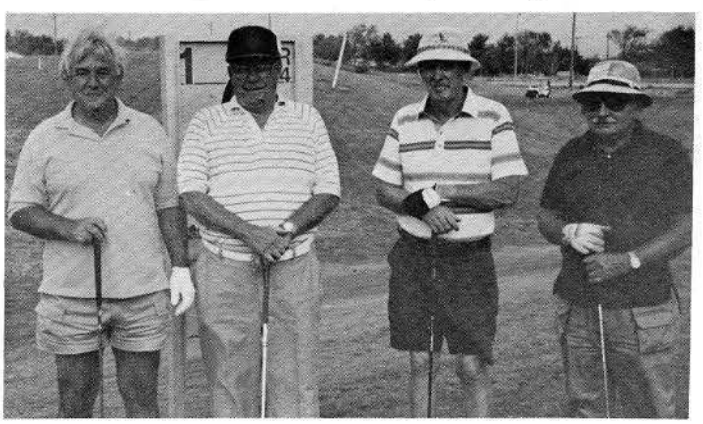
26 Happy golfers. We really had 27 but "B" Lonergan took the picture

Bob Cole, Bob Wright, Roy Ballantyne & Jim Clemins

Jack & Maxine Erlandson and Elmer & Mary Wessel

Hilton Vincens, Lowell Larson, Herb Roy and "Hap" Prillaman

Paul Shull with Eloise & George Mongeon



John Moreno, Bill Orton, Harold Knudson & Leroy Robinson

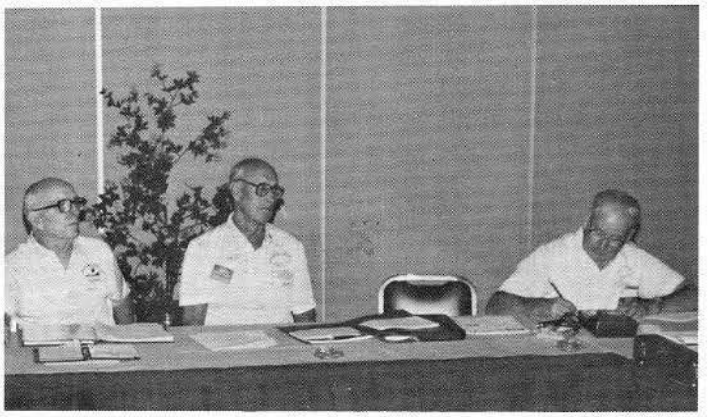
Ed & Birgit Lonergan and June & Dana Schrupp

Golf Champion with an 82 and nearest to hole #12 Willard Atkin

Ralph Peterson, Mort Fiedler, Jean & Will Atkin

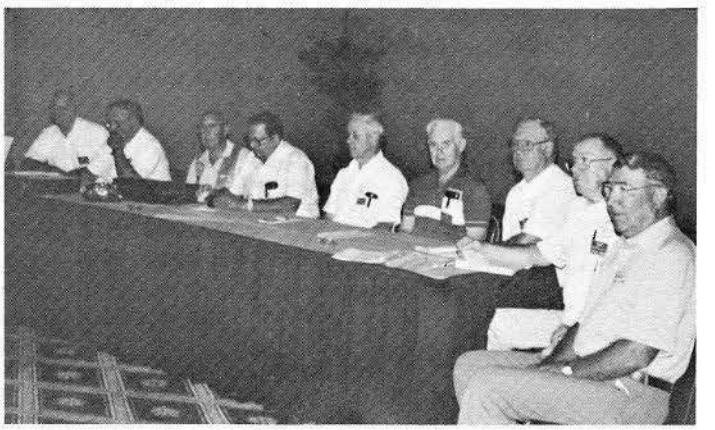
REUNION '92 - "GETTING DOWN TO BUSINESS"

Secr. Paul Anderson reading minutes of the last meeting

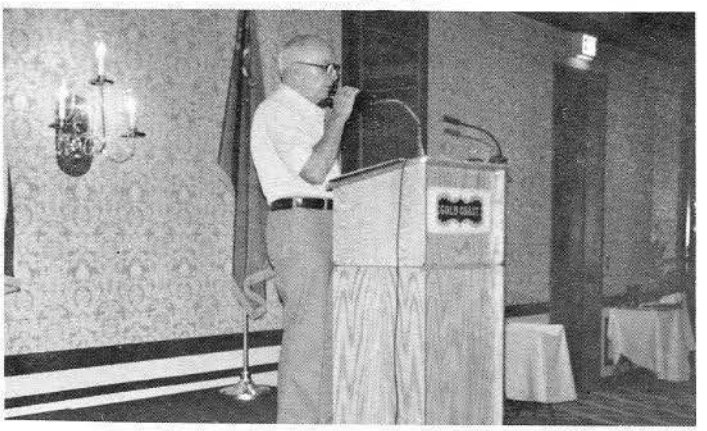


Head table at the Board Meeting

General meeting in progress



At the Board Meeting



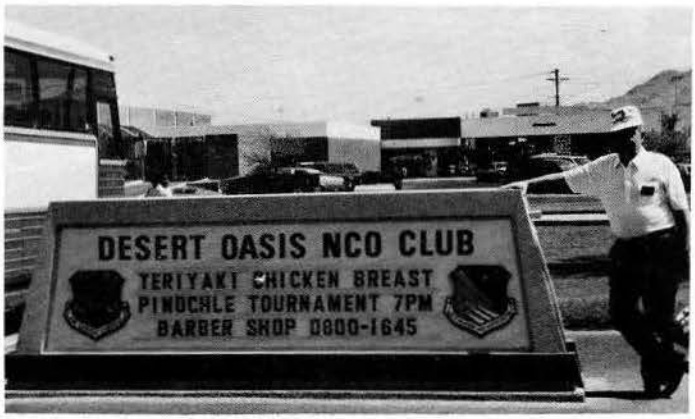
Pres. Fred Schoch calling the general meeting to order

At the Board Meeting

Welcome 34th Bomb Group

Our registration crew - Esther Wright, Wanda Pine and Genevieve Rutka

REUNION '92 - "NELLIS TOUR"



Nellis AFB NCO Club

View at Nellis AFB

On the Nellis tour bus

Group waiting for tour bus

Ginny Gradin in cafeteria

Rose Baldea & others in cafeteria line at Nellis AFB

Henrietta Romero and others in cafeteria line

Chowing down at Nellis AFB

REUNION '92 - "NELLIS TOUR"

Thunderbird logo on hangar floor

Chowing down at Nellis AFB

Thunderbird F-16's on the line at Nellis AFB

Chowing down at Nellis AFB

Exterior of the "Thunderbirds" building

Chowing down at Nellis AFB

F-16 head-on view

Chowing down at Nellis AFB

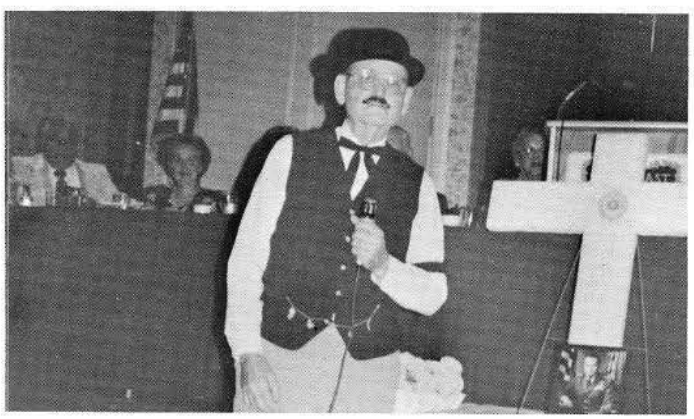
REUNION '92 - FESTIVITIES

Fred Schoch passing the gavel to Bruce Sothern

"Chorus of Sweet Adeline" entertaining the crowd

Reunion chairman Gerry Pine addressing the group

Inserting flowers on our memorial cross



Vince Doran recites "The Shooting of Dan McGrew"

Memorial cross with remembrance flowers

Dana Schrupp properly decorated by the "Chorus"

Pres. Fred Schoch addressing the group from the podium

REUNION '92 - FESTIVITIES

Verbal & Betty Holcomb and Jean & Ambers Hanson

Clockwise - Harold Knudson, Wally & Jean Poole, Betty & Bob Lampey, Shirley & Bob Des Lauriers and Nonie & Milton Anderson

Carroll Forester with Wanda Pine

L. to R.: Scott Middleton, Jack Hood, Bonnie Lasseigne and John & Jeff Kantorak

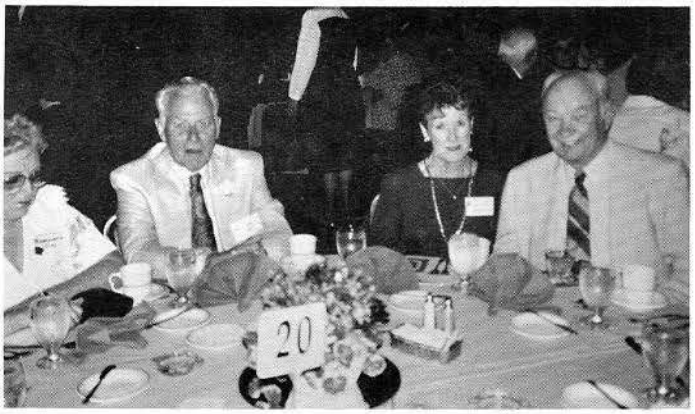
Dana & June Schrupp and Rose & Eli Baldea

L. to R.: Gene Atwater, Schatzie Mayer, Willis Griffis, Gloria & Elmer Haggins and Arnold & Wanda Baron

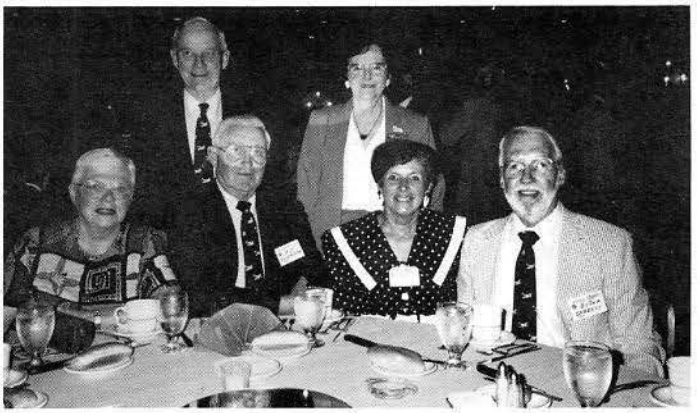
L. to R.: Claude & Audrey Gibbs, Doris Brauks and Margie & Dale Finley

L. to R.: Bill & Viv Creer, Roy & Kate Tavasti, Bob & Phyllis Gay, and Gil & Buck Freeman

REUNION '92 - FESTIVITIES



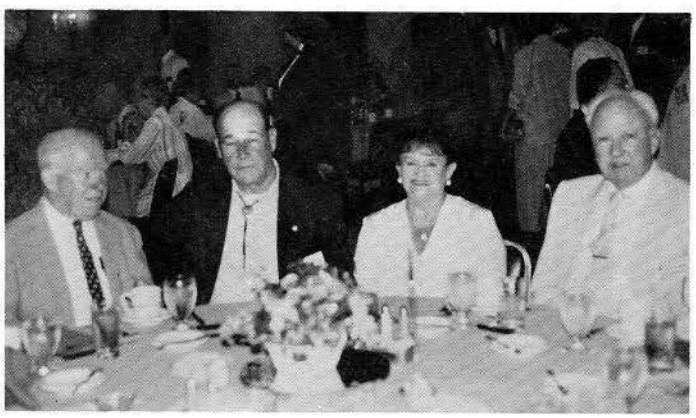
L. to R.: Barbara & George Day and Kathryn & Carl Nichols



Standing: Claude & Gen Conklin; Seated L. to R.: Birgit & Ed Lonergan and Mary & Byron Sheesley

Kate & Carl Nichols and Verbal & Betty Holcomb

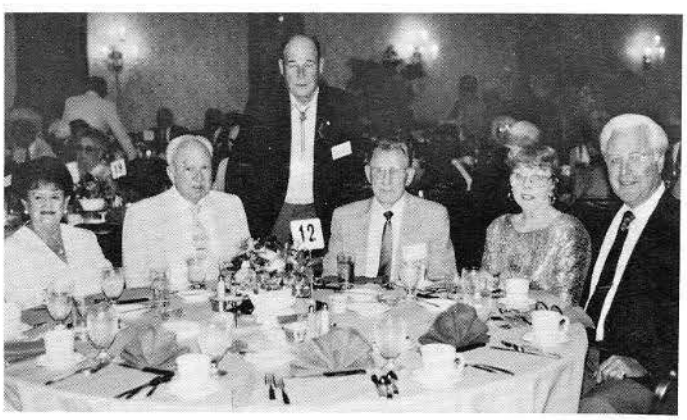
Members of Jim Glass' crew, Chuck Herget, Ben Zeldes, Bob Yockey, Bill Hetherington, Herb Roy and Don Shee



Willis Griffis, Gene Atwater & Gloria & Elmer Haggins

John Doronsky, Beverly Stearns and Mary & Anthony Coutros

Clockwise: Deb Steward, Toots & Charles Thurner, Louise & Charles Pancake, Jim & Stella Stivender and Bob & Jennie Schroeder



Gloria & Elmer Haggins, Gene Atwater, Ralph Lundeen and Schatzie & Norman Mayer

★★★

FESTIVITIES ★★★

REUNION '92 - FESTIVITIES

Center: Eleanor & James Thomas

Eunice Donahue, Avis Syverson and Bev & Bob Springer

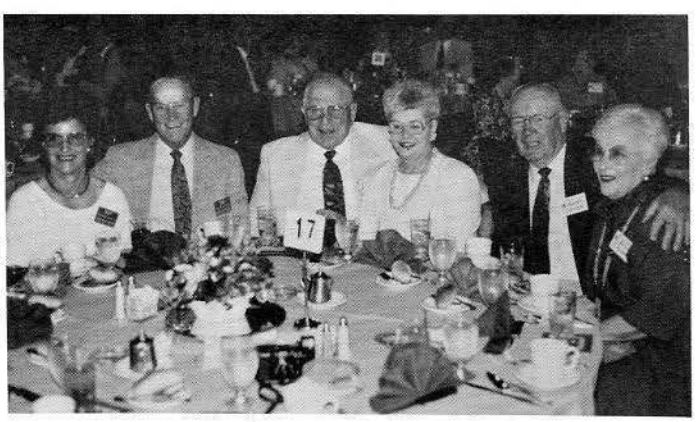
L. to R.: Robert Dees, Edith Dees

Bettie & Jim Martin and Dana Schrupp

Jan & Hal Province and Cleveland & Henrietta Romero

June Wuertz & Elly Veon

Lowell Larson, Herb Donahue, Marv Syverson & Marian Larson



Darlene & Harold Dwyer, Jack & Liz Noe, and Bob & Beth Galloway
Leo Hendrickson, William Orton & Kenas Akers

REUNION '92 - FESTIVITIES

L. to R.: Dave Sigourney, Carol Roch

Sam Swanson, Elbert Swenson and John Moreno

L. to R.: Esther Wright, Bob Wright

Martha & Russell Reed and August & Kitty Luhrsen

Jack Jones and Agnes & Allen Israelsen

Joe & Kay Marks, Jeanie Abraham and Jack Jones

Standing: Lea & Truman Wingo; Seated L. to R.: Harold & Lea Witham and Lois & Walter Sturdivan

L. to R.: Dotti & Joe Lindia and Dudley & Mary Ellen Casler

REUNION '92 - FESTIVITIES

L. to R.: Mary & Anthony Coutros, Bernie & Jack Farley

Standing L. to R.: Frank Sivret, Everett Rose and Fred Sauermilch
Seated, L. to R.: Alda Sivret and Alene Sauermilch

Ruby & Walt McAllister and Betty & Jim Martin

L. to R.: Edith Dees, Earl Zesch, Dolores Zesch

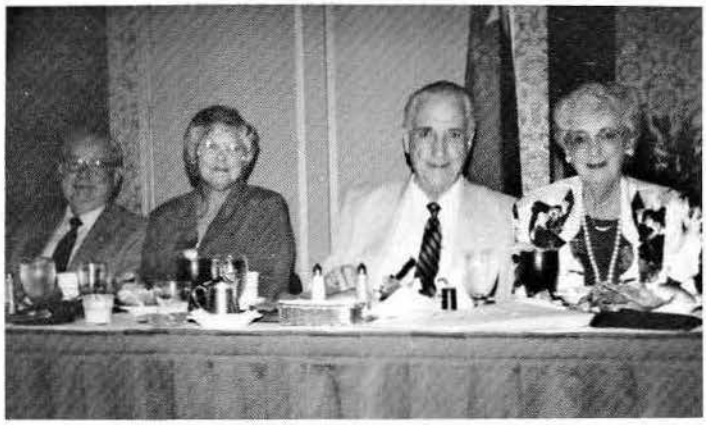
Sam & Lee Baglio and Arlene & Sam Wolstencroft

L. to R.: Cleveland & Henrietta Romero, John Doronsky & Beverly Stearns

Leo Hendrickson, William Orton & Kenas Akers

Clockwise: Ken & Martha Lewis, Madeline & Tom Belleau, Minette & Alex Moore, Libbie & Fred Scherr, and Liz & Bob Campbell

REUNION '92 - FESTIVITIES



Paul & Beryl Anderson and Wally & Doris Brauks

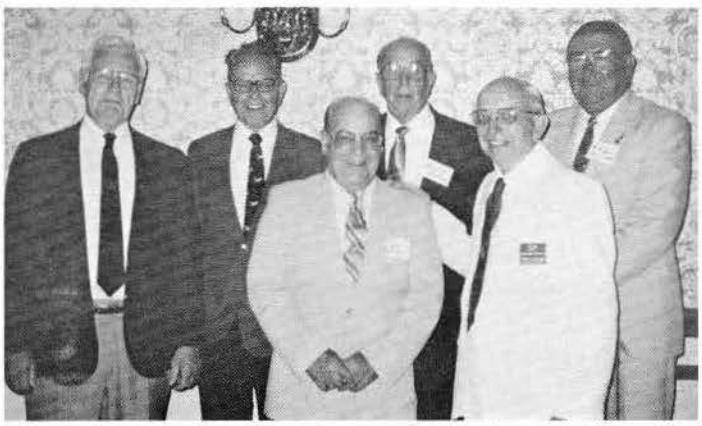
L. to R.: Edward Lonergan, Mary & Byron Sheesly

Jack Terry, Don Tuttle & Ron Tuttle (father & son)

Fred & Ginny Muente and Herb Hall & J.C. Smith

Dexter & Beulah Jordan and Twyla & Paul Meeder

L. to R.: Paul & Pauline Shull, Harold & Genevieve Rutka and Wayne & Laverne Howarter



L. to R.: Gordon Spilker, Gene James, Bill Burnell, Jack Ashburn, Fred Schoch, and Arnold Prillaman

Joan & Ed Dooley and Donald Allen

REUNION '92 - "THE FAREWELL BREAKFAST"

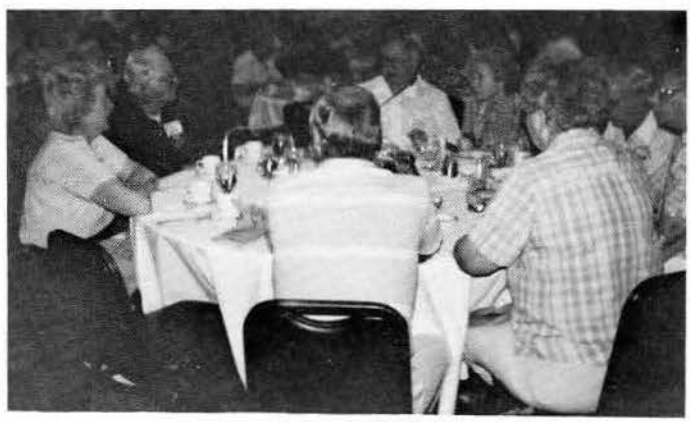
The farewell breakfast

The farewell breakfast

The farewell breakfast

The farewell breakfast

The farewell breakfast



The farewell breakfast

The farewell breakfast

The farewell breakfast

Notes From Our Friends

WILLIAM LEWIS - Alexandria, LA.

I have certainly enjoyed Mendlesham Memories. I regret tht I did not learn about the 34th Association a long time ago. I just received a copy of "The 34th Bomb Group History" published by Turner Publishing Co. It was good - as far as it went. There's so much more that needs to be written. Maybe revisions and updates will be forthcoming. I hope so.

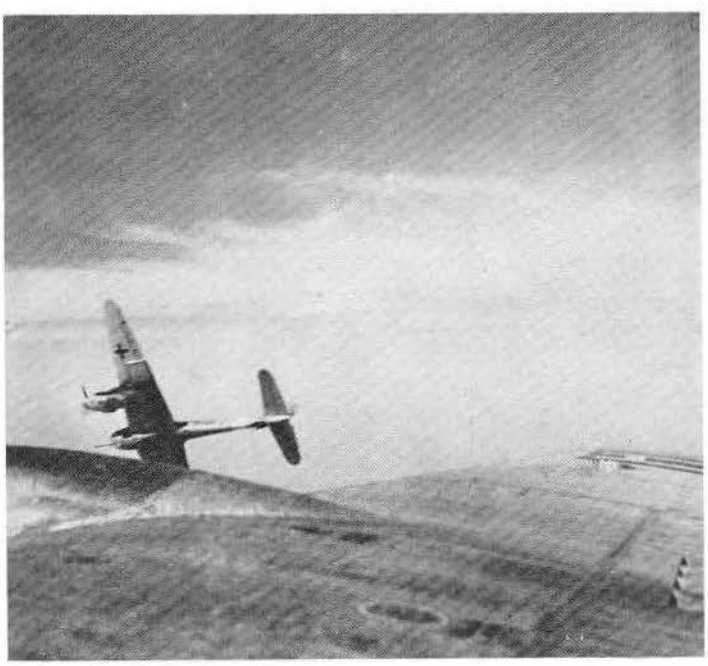
I was a pilot in the 4th Sqdn, in the original bunch that formed in Blythe, Cal. Seven of our crew are still alive, and we're hoping to get together in Las Vegas. We hope to meet many in Las Vegas. This will be our first 34th reunion, I regret to say, but not our last, I hope.

****

WAYNE F. WRIGHT - Jackson, TN.

I frequently look at reunions listed in the NARKE publication. Needless to say I was glad to see the 34th listed. I don't think I can attend this year but I'd like to know who of the 7th Sqdn. are attending.

I joined the 34th as a mechanic (747) at Blythe, CA. and went to England in the spring of 1944. I was there when the change was made from B-24's to B-17's - there for D-Day and at the end. I was discharged in 1945. I worked as a civilian for the Air Force from 1962-1979. I would appreciate any reply.



Germany fighter off our right wing.

RALPH A. BUSH - Springfield, IL.

The past nine months have been tough ones for both myself and Marge. Early last winter my annual physical disclosed a prostate problem which resulted in many tests, hospitalization and thirty-five radiation treatments. Apparently the cancer has been eliminated.

However, I had a massive heart attack early in June and was in intensive care for several days. I've had two angioplasty procedures and am now doing pretty well, but will not try to get to Las Vegas. Hopefully, next year we will be able to join you again.

Best of luck for the reunion and my regards to all of the 34th.

****

WILLIAM SHERMAN - Miami, FL.

You are, no doubt, aware of Hurricane Andrew hitting Miami. We were lucky - only a few trees down. However, one neighbor, only a few miles south, lost everything. We are still without power and the heat is dreadful. So I am afraid the Las Vegas trip is out.

****

AUDREY (CLAUDE) GIBBS - Catawissa, MO.

We enjoyed our time in Vegas. Was great seeing a large number of first-timers. We visited relatives in San Diego and Alamagordo. It's good to be back home after eighteen days on the road. We appreciate the time and effort you put into M.M.

****

RUSS WEIDNER - Culbertson, NE.
(President of the McCook NE. Army Air Base Society)

I just finished reading the Sept. issue of MM - a fine job. You mentioned that the listing of "Taps" is getting longer - sad but true. Because of that I was hoping that you might tell your members to start writing down their memories or recording on audio or video tapes. Anything to save their memories for future generations. Time is not on our side on this.

After they have completed their stories make some copies and give them to a library, a museum and to their grandchildren or whoever will accept them and take care of them. Now is the time to share your experiences.

(Of course, the McCook Army Air Base Society would appreciate and display any materials also!)

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THEA D.W. (RICHARD) CHILDS - Lehigh Acres, FL.

My late husband, Richard D. Childs, was a navigator with the 445th B.G. for almost all his time in England. He was only with the 34th from July through September, 1944. He mentioned a Sgt. Radford and that he shared a room with a pilot named Hogan from Cincinnati in his journals.

He was with the 34th while he finished up his missions and then came home and was with the ATC. I have written to the Locator service in St. Louis and am getting microfilm from Maxwell Field, including one on the 34th, so we'll see what I find.

****

VINCE DORAN (Anchorage, AK.)

It was so nice to see everyone again at the Reunion in Las Vegas. Wished there could have been more opportunity to get together, but the hotel was so full of people it was hard to get a corner to visit in.

Mendlesham Memories is an outstanding publication. Through it we are able to keep in touch with so many old and new friends and spouses. I'm enclosing a copy of "THE SHOOTING OF DAN McGREW". It's a great story of the Klondike gold rush of 1898. I was privileged to be invited to recite it to our group. It was the highlight of the reunion for me.

(Editor's note: We'll print this in the March issue because the December issue already has more pages than usual.)

Continued on page 24

NOTES FROM OUR FRIENDS

Continued from page 23.

DOROTHY (LESLIE) CARTER - Salina, KS.

I picture the 34th B.G. as a very caring family, for each other. The article in MM did not give my brother's name but I did receive two telephone calls and one letter.

Cleveland Romero called. He was the only survivor from Leslie's plane. Cleveland had lost track of Leslie's wife and I gave him her address. I received a letter from Robert Huhta whose brother's plane did not return on the same date as Leslie's, Jan. 14, 1945. He's also looking for information and is offering to share any information he gets regarding Leslie while looking for his brother. William (Pete) Gray called. He was crew chief for Leslie's plane which went on 19 missions. The boy's 20th and last mission was not on their own plane.

I have paid for the missing crew report and am still waiting for it. The four crew members buried together in Zachary Taylor National Cemetery at Louisville, Ky. are not listed on your TAPS list and I will be looking for their addresses to send to you.

****

JAMES STUTHERS - Venice, Fl.

Our crew was in the same huts with the crew shown on page 5 of the June, 1992 issue. Bill Oravec and Richard Kashishian were my "buddies" and the ones to whom I said "Goodbye" on the day I finished my tour of duty. I've also enclosed a picture or our "Butler Bums" crew. While some of our crew are lost or unaccounted for now-a-days, I am in constant touch with Richard Scully who lives nearby in Sarasota.

We're trying to arrange to be in Las Vegas for the reunion. Kay and I enjoyed ourselves at Louisville last year.

Standing l. to r.: Roy Reynolds, Dick Scully & Bob Butler. Kneeling l. to r.: Ed Renowden, Jim Stuthers, Martin Kallinen & Joe Remy

ROBERT B. ELSENER - Bellevue, Ky.

I served with the 34th from Sept., 1942 to cessation of hostilities in Sept., 1945. I was with the 7th squadron until May of 1943 and with the 4th squadron until the end. A grand experience and a lot of fond memories of a lot of good buddies.

****

PAUL ANDERSON - Everett, WA.

Beryl and I enjoyed the reunion, though a little better facilities for the PX and Hospitality rooms would have been nice. It was great to see so many new people attend this year. We hope they enjoyed it as much as we did.

ROY THOMPSON - Bolton, CT.

We had a great time in Las Vegas. I thought we would need a Brinks truck to bring home my mother-in-law's (who was our guest) loot. We're looking forward to '93.

****

LEONARD HENDRICKSON - El Centro, CA.

It was a thrill and quite an honor to be able to attend the reunion in Las Vegas. All the people were super. Those persons responsible for all the arrangments did a super job.

****

RAY SUMMA - Anderson, IN.

I go to the hospital for an operation on the prostate on Oct. 17th. I'm supposed to be there only 3 days if everything is O.K. No cancer was found but the bladder was enlarged due to the prostate. It shouldn't be a very rough operation but a little painful for awhile.

****

EDWARD LONERGAN - Fort Myers, FL.

I want you and the reunion committee to know how much Birgit and I enjoyed the meeting in Las Vegas. We had forgotten the size of the Las Vegas Complex since our last visit there in 1979. Now it is huge but, under the circumstances, we feel the committee did a great job and we had a great time.

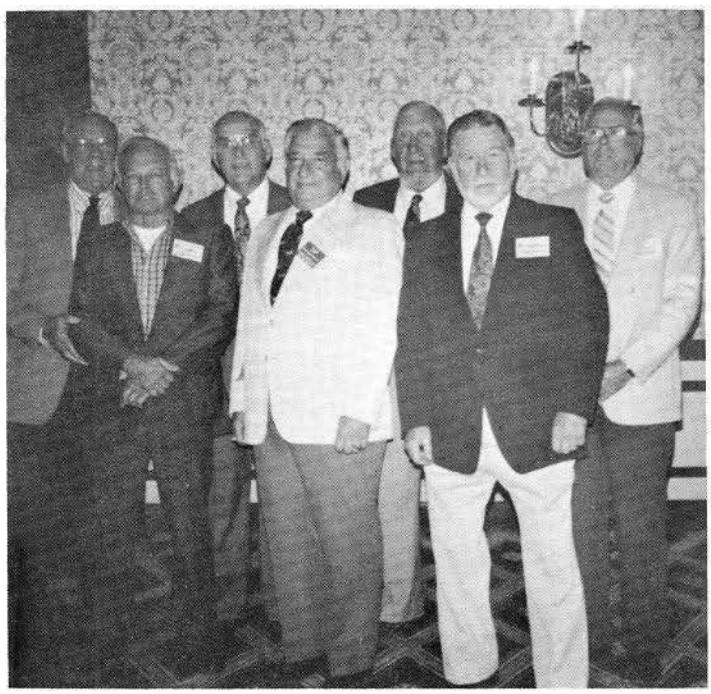
As appointed volunteer chairman of the Golf Committee I would like to thank Gen. Creer and Arnold Prillaman for their assistance and encouragement in a successful and enjoyable outing. Bob Wright deserves special thanks for managing the finances and records of the golfers who sent money to play in advance.

At the moment arrangements for the 1993 Golf Outing in Little Rock are incomplete. However, keep watching your Mendlesham Memories for the announcement of a bigger and better outing next year with everybody a winner.

****

JAMES STIVENDER - Gadsden, AL.

Our crew, together with our wives, really enjoyed the 34th B.G. reunion in Las Vegas. Having seven of our crew members, together with their spouses, in attendance was wonderful.



Largest crew attendance - the "Butch" - Rear l. to r.: Pancake, Stivender, Schroeder & Adams. Front l. to r.: Inman, Baglio & Turner

NEWS FROM HERE AND THERE

Greetings, Veterans! I WANT YOUR UNIT! I am gathering reminiscenses and photographs from all units involved in the D-Day invasion for inclusion in a 50th anniversary pictorial salute. The history will be interspersed with stories from both ground personnel and aircrew perspective. Photographs of all types are desired. I do all of my own darkroom work in my home and can make copy negatives, enlargements, etc. I would like to have squadron aircraft in invasion marking if at all possible. All negatives, photos or slides will be copied and returned to you in a timely manner. Please send all to: MSG Mark D. Bacon, 24364 Pansy Ct., Apt. D, Elmendorf AFB, AK. 99506.

****

From a Mr. Wallace R. Forman we have the following:

I have a collection of 2,000 nose art pictures of B-24s and 1,100 of B-17s. An index list of either the B-17 or B-24 lists can be had for $6.00 or both for $10.00. Along with the list will be a coupon which may be returned to me for a copy-machine copy of the nose art of your choice. Ground crewmen may find these as interesting as air crews.

In addition, if available, you can send me a picture of nose art for inclusion in the list. These will be copied and returned to you by next-day mail.

My address is: Wallace R. Forman, 2161 W. County Road B., St. Paul, MN. 55113. My phone number is (612) 633-7670 and the Fax number is (612) 786-0814.

****

The American Legion has established a WWII 50th Anniversary National Media Data Bank. They are looking for stories of experiences from WWII veterans for inclusion in this commemoration of that war. You need not be a member of the American Legion to participate. If you are interested in sharing your story write to: D. Mark Katz, Media Relations Manager, 1608 K. St. N.W., Washington, D.C. 20036 and request one of their questionaires.

****

We have a missive from Bombardiers, Inc. looking for all bombardiers. "We need to know of them and their location and fate!" If you have any information please contact: BOMBARDIERS, INC., 500 Jackson St. #1407, Daphne, AL. 36526-7035

****

From William Dorrance we have received a book review of the book "50 MINUTE CRUSH" written by Lt. Col. Donald R. Currier. Bill's remarks are as follows:

"This is a well-written story of a B-24 squadron that flew from a God-forsaken base in Italy. I'm an ex-B-17 pilot who survived 33 missions but I take my hat off to the author and his (few) fellow survivors. Read the book - it's quite a gripping story."

The book contains 171 pages with a cost of $24.95. It is published by Burd Street Press, ISBN: 0-942597-35-4. I'm sorry but that's the only address we were given. I'm sure this book is available in book stores.

****

A2 JACKETS! For those of you looking for a replacement A2 jacket, we have a new source with a good price: S-M-L-XL $154.00, TALL M-L-XL $170.00, and BIG 2X-3X $185.00. MILITARY ART CO. of 207 TATE ST., PICAYUNE, MS. 39466 can also refurbish or repaint your old A2 jacket (if it still fits!), or will paint you a new jacket. Bob Vaughn of Picayune says the prices are very reasonable, too. He's had two jackets painted. (One was displayed in our PX at Las Vegas.) The telephone of MILITARY ART is (601) 798-1209 or the fax is (601) 799-1440 should you wish to contact them by such means.

First place winner - Chris Fandrey with sponsor, Marvin Syverson.

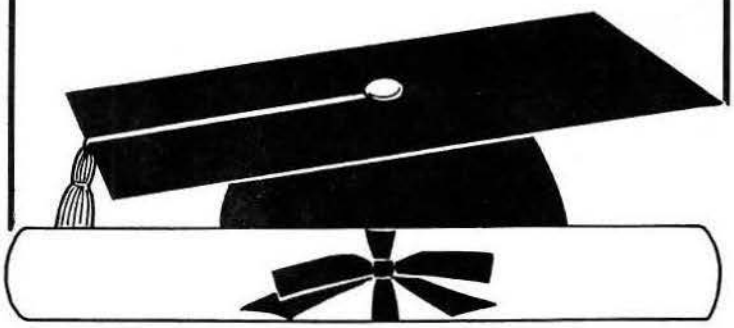
OUR SCHOLARSHIP WINNER

1ST PLACE - CHRIS FANDREY

Dear 34th B.G. and Scholarship Committee;

I would sincerely like to thank you for awarding me first place in the 1992 34th B.G. Scholarship. The money and book are very much appreciated. It will go a long way in helping me to pay for college. Best of luck and thanks again.

Chris Fandrey



MOVING?????

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

INFORMATION, PLEASE!

(We urge anyone who can help to write to these correspondents)

Can anyone identify the captain on the right side of this photo, with his left food on the bumper of the jeep? Please write me at: William C. Alston Jr., 3722 E. 46th Place, Tulsa, OK. 74135-1901. I will appreciate it.

Can anyone identify the captain on the right?

During WWII I was a radio operator in England flying with the 351st B.G. After completing my missions, awaiting transfer home, I discovered that there was another young man from our home town flying missions. I never knew which group he was in but I had wished to have been able to visit with him. His name was Elmer Louis Reitman. His obituary says that he was last seen leaving LUDHAM tower in intense fog on Jan. 2, 1945.

On our recent trip to England I saw his name at Cambridge Cemetery listed as being in the 4th B.S. of the 34th B.G. All these passing years I've wanted to write to someone who might have known him. His parents died years ago and most of his relatives have also, but he is remembered by many. I would appreciate hearing from anyone who knew him with any information you can give. Contact me at: Elmer F. Ruschman, Mary Ingles Hwy., Melbourne, KY. 41059.

****

From Leonard Hendrickson, one of our associate members, we have the following:

I was named after my mother's brother, Leonard S. Ray. He was killed on July 19, 1944 over Saarbrucken, Germany. I've been researching for some time now and have learned a lot but have a long way to go. I plan to write a novel centered on this information when I retire in a couple of years. My uncle was co-pilot on the plane piloted by Donald DeMatio. The crew names were Walter Vachon, Garfield Morehouse, Cecil Tankersly, Carlo Asti, Harold Williams, Harvey Morehead, Jesse Schulman and John McCarthy. I am looking for anyone who can provide any information, suggestions or ideas concerning my project. I would especially like to contact someone from the ground crew of the plane who could provide information concerning the number of missions made by the crew. (All members of the crew were lost.) Please write to me at: Leonard Hendrickson, 2130 Elm Avenue, El Centro, CA. 92243. It would be greatly appreciated.

****

Mrs. Roseanne Davis is looking for information on her cousin, Lt. Albert J. Nagy, of the 18th Sqdn. Lt. Nagy, a bombardier, was reported missing in action in November of 1944. She believes her cousin was with the 34th from Blythe to Mendlesham. Any information would be appreciated. Please write to: Mrs. Roseanne Davis, 198 Esquire Drive, Manchester, CT. 06040. Her phone no. is (203) 646-6576.

ROSE'S CORNER

REFLECTIONS ON LAS VEGAS

It was wonderful to see so many of you in Las Vegas and we're so sorry not to have met all of you who made this one your first reunion. It was difficult to meet everyone without a meeting room but we have been promised a hospitality room in Little Rock, Ark. where I promise to make an all-out effort to say "Hello" to every one of you newcomers.

Las Vegas was hot, fun, noisy, a source to make money, more of a place to lose it, and a city that never sleeps! We know where our money is so, someday, we may go back to redeem it!?? I'm wondering as to how many of you agree with that statement? I'm sorry that I didn't have my camera to capture the expressions on some of you gals' faces, sitting by the slot machines, especially when the bells started ringing and you knew what it felt like to be a winner! Henrietta Romero was one of our winners, that is, while we were watching. Nice going, Henrietta!

My favorite part of the reunion was the banquet on Wednesday evening where you men looked so handsome and your ladies had that gorgeous look which makes a very pretty picture. The meal was secondary to the rest of the evening. I can't wait to receive our 7th Group picture. The singers, "The Chorus of Sweet Adeline" were super! The speeches were short and easy to listen to and, of course, the very touching ceremony of placing flowers on the memorial cross and announcing the names of your "downed" buddies, brought many tears around the room.

Let's all get together again to enjoy our "family" reunion in Little Rock next year and make it even better than this one. May you have enough faith to banish any depression and may God bless you abundantly.

With Love, Rose

P.S. Watch for a nifty recipe from Audrey Gibbs in our next issue.

ADDRESS CHANGES

(As of 10-23-92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BALDEA	DAVID E.	7 (A)	304 BURLINGTON BEACH ROAD	VALPARAISO,	IN.	46383
BAMBAER	GELBERT R.	392ND B.G.	P.O.BOX 2817	PINETOP,	AZ.	85935
BOULDIN	JAMES E.	18 LM	1129 S.E. ASTORWOOD	STUART,	FL.	34994
ELLIS	CHARLES W.	7	2100 CIRCLE DR., APT. 233	SCOTTSBLUFF,	NE.	69361
GALLOWAY	JOHN H.	4	P. O. BOX 1021	BURNSVILLE,	NC.	28714
GRAVES	HARRY W.	18	E 14410 10TH AVENUE	VERADALE,	WA.	99037
HOPKINS	JAMES C.	7	1104 ARBOR LANE	MARBLE FALLS,	TX.	78654
HUBERT	DOUGLAS	A	MOVED - NO FORWARDING ADDRESS			
HYLER	ROBERT D.	4 LM	330 JOHN ROSS ROAD	BELMONT,	MO.	64012
JALVING	MARVIN	7 (LM)	RT. 1, BOX 203	MEARS,	MI.	49436
JONES	WYATT S.	18	5997 WINTERGREEN ROAD	NORCROSS,	GA.	30093
MOLLICA	JOHN V.	391	4345 EDEN STREET S.E.	SALEM,	OR.	97301
PAULNOCK	RUSSELL S.	18	P. O. BOX 2582	SANTA BARBARA,	CA.	93120
PETERMAN	ARDYCE	A	626 LANDING DRIVE	AIKEN,	SC.	29801
SCHMIDT	JOSEPH J.	4 LM	2921 S. SIDNEY CT.	DENVER,	CO.	80231
SEAMONS	RICHARD L.	4	7245 S.W. 13TH AVENUE	PORTLAND,	OR.	97219
SMITH	CARRIE (MRS. CHAS.)		2854 YORK STREET	ROCHESTER HILLS,	MI.	48309
THOMPSON	CLIFFORD A.		P.O. BOX 310	LIVINGSTON,	TX.	77351
WOOTEN	JOHN RAYMOND	4	P. O. BOX 2174	RIALTO,	CA.	92377
WRAGA	WALTER W.	18	7535 CHESAPEAKE AVE.	BALTIMORE,	MD.	21219
YOUNG	JAMES G.	7A	P. O. BOX 89	BRIDGEVILLE,	PA.	15017

NEWLY FOUND

(As of 10-23-92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BRUNING	MERLIN		512 WASHINGTON STREET	CARROLL,	IA.	51401
DEL BIANCO	ANTON	18	116 LINCOLN CIRCLE	KOHLER,	WI.	53044
GUERTIN	DONALD J.	18	6200 NICOLET ROAD	RICHMOND,	VA.	23225
HAEFELEIN	GEORGE	4 (LM)	70 BRITTIN STREET	MADISON,	NJ.	07940
WIENER	SIDNEY	4	5609 EDGEMERE DRIVE	TORRANCE,	CA.	90503

NEW LIFE MEMBERS

(As of 10-23-92 - Total Now 230)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BAUCUS	JOHN J.	7	528 POWER STREET	HELENA,	MT.	59601
HAEFELEIN	GEORGE W.	4 (LM)	70 BRITTIN STREET	MADISON,	NJ.	07940
KANTORAK	JOHN	7	1642 WOODWARD AVENUE	LAKEWOOD,	OH.	44107
MOLLICA	JOHN V.	391	4345 EDEN ST. S.E.	SALEM,	OR.	97301
THOMPSON	CLIFFORD E.	391	4345 EDEN ST. S.E.	SALEM,	OR.	97301

TAPS

(As of 10-23-92)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
BLAKELY	GEORGE	391	671 C. STREET	LEMOORE,	CA.	93245	AUG. '92
LOPEZ	MIGUEL	18 LM	807 MONROE	RIO GRANDE CITY	TX.	78582	1992
NETH	CECIL B.	391	724 CHEYENNE DRIVE	FORT COLLINS,	CO.	80525	OCT., 1992
SMITH	CHARLES E.	7	2854 YORK STREET	ROCHESTER HILLS,	MI.	48309	FEB. '92
SPAYDE	DONALD E.	HDQ. LM	3 EAST 5TH STREET	BLOOMSBURG,	PA.	17815	1992

LOST SOULS - MOVED? - STRAYED?

(Mail returned when sent to these addresses - Need new addresses)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
DAYE	PHILIP J.	7	60 E. 52ND PLACE	HIALEAH,	FL.	33013
DE ROCCO	CLEM	7	10042 MEREDITH DRIVE	HUNTINGTON BEACH,	CA.	92646
HANSEN	DEAN F.	391	3573 SUDBURY LANE S.W.	BONITA SPRINGS,	FL.	33923
HILLIS	LAYMAN M.	4	715 WOODTOP ROAD	WILMINGTON,	DE.	19804
HUBERT	DOUGLAS	A	416 2ND AVENUE SOUTH	SEATTLE,	WA.	98104

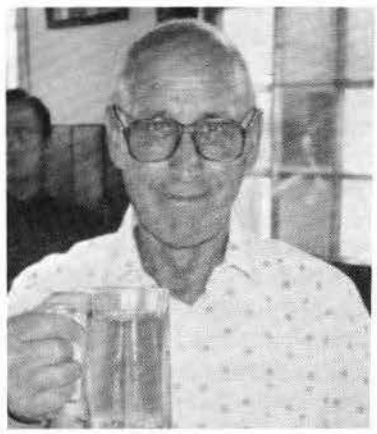
G. Grishal & J. Gill

K. Muccino & R. Lane

Then and Now

BRUCE SOTHERN

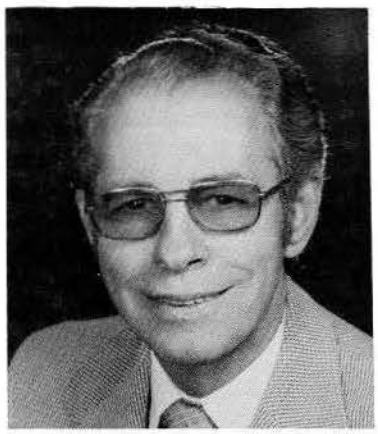
1941



1988

DON TUTTLE

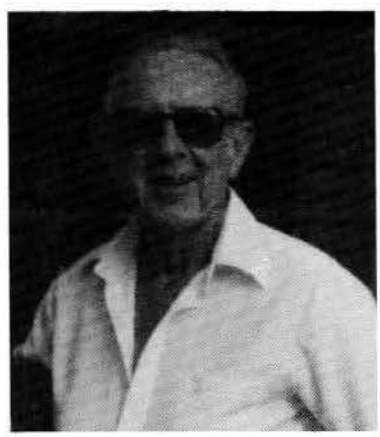
1944



1989

ROBERT E. VAUGHN

1943



1989

Memories

REMEMBERING THAT DAY

by Don Fillman

I recall the mission on June 7, 1944 that ended up with the two JU-88's hitting us on landing pattern and final approach. I was getting into position to call out the indicated air speed and saw two B-24's in the approach ahead of our plane, "The Belle Of The Brawl". Someone said "Look at that". He was looking out the co-pilot's window and at a quick glance I saw, on the ground, a lot of smoke, very black.

Soon we saw at least two tracers that came very close to us. They were a bright white and they hit the bombwer on our left in the No. 3 engine and the fuselage. It tore up some aluminum and the engine was smoking badly. Later I found out that it was Oscar Hanson's plane which peeled off to the left. I also found out that Paul Shull was the engineer on that plane.

Lt. Russell Paulnock put us on the ground as soon as he could and I don't think any of us saw the JU-88's. It was also a long time before any of us were told how many bombers were lost.

During that approach and landing we noticed an odd-ball B-24 not far from us. I was in the waist and he came up from 4 to 5 o'clock at our elevation over the channel. I noticed that it was painted a little darker shade of paint and was named "Joker" with a Joker playing card, also showing an "X" and a small "m". I also recall that the pilot of the "Joker" was either very tall or, maybe, sitting on a seatpack chute.

Our navigator reported that the "Joker" left the formation at Luton, England. I've suggested that the "Joker" may well have been a captured and repaired B-24 flown by a German crew and reporting our altitude, position and headings. It's a certainty that the JU-88's hit at a perfect time, almost home at 2350 hours.

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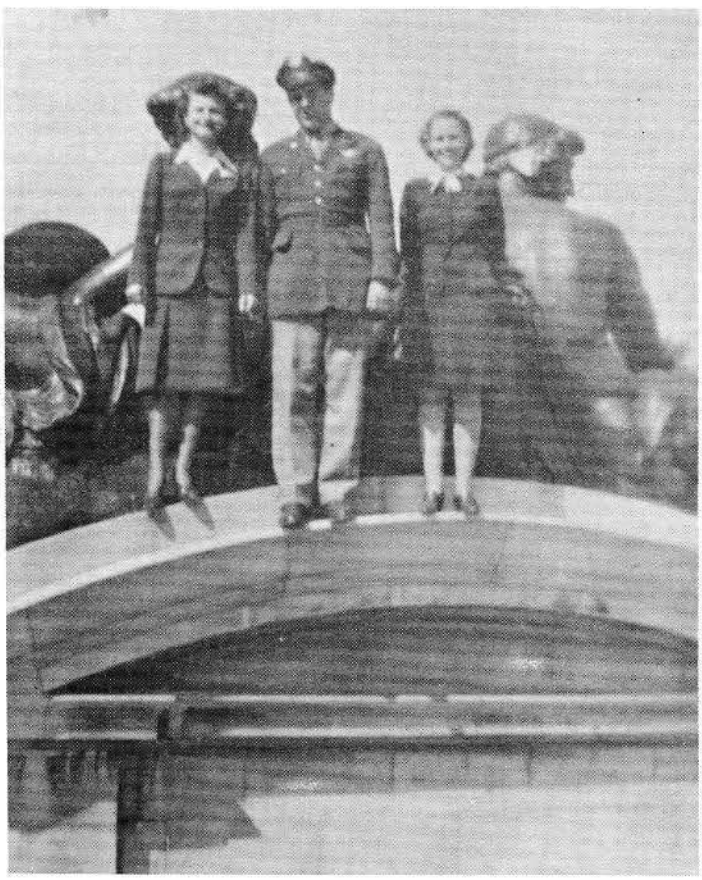


Francis Jackovich with two nurses of Her Majesty's Royal Nursing Corps.

James Bartels

I REMEMBER HIM WELL!

by William "Pete" Gray

My first contact with Captain William C. Brophy was down on the flight line at Blythe, CA. on a blistering hot afternoon in the late summer of 1943. He was accompanied by another flight officer whose name I don't recall. They were going to make an overnight flight to San Bernardino and, needing a flight engineer, they asked me to go along.

I got a buddy of mine, "G.I." Williams, to go with me. I never did know if the "G.I." part of his name was real or just a nickname. Anyway, that's what everybody called him.

At that time San Bernardino was the site of the largest Air Corps Supply Depot on the west coast. It consisted of literally hundreds of enormous warehouses scattered over the desert floor just east of Los Angeles.

Upon our arrival there we parked our B-24 in front of one of the warehouses, so close we could see the familiar red and white colored lights of the Coca-Cola machine. While waiting for some transportation to take us over to Headquarters we all enjoyed a cold one.

The guy on duty there told us they had almost anything you might possibly need at the Depot - anything from a gem clip to a complete airplane. It really was a huge operation. Later that night we ran into this same fellow down at the PX having a beer.

Now, at that time, as some of you will remember, back at Blythe we had a lot of planes which were restricted from night flights due to a shortage of flourescent light bulbs. These bulbs were needed in the cockpit so pilots could read the flight in-

Continued on page 31

Memories

Continued from page 30

struments in the dark. Regular white bulbs were not suitable - they would have ruined their night vision.

We mentioned this to our new friend and, after a few cold ones, he admitted that he just might be able to help us out. He told us to stop by sometime the next day and he'd see what he could do. And he was as good as his word. The next morning, after breakfast, we found ourselves making trip after trip from the warehouse out to our plane with boxes of these bulbs and several other items as well. We stored them all in the waist and tied them down so that they wouldn't bounce around and get broken.

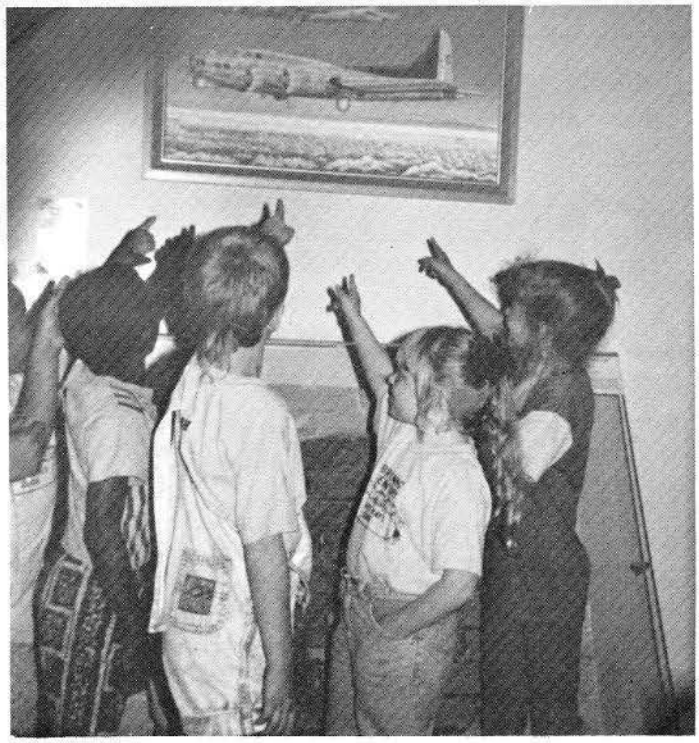
Later that afternoon Brophy sent word for us to be ready to leave about 7:00 that evening for our return flight to Blythe. So, after supper we went down to the plane and waited for Brophy and his co-pilot to arrive. While sprawled out in the shade of the wings we got to wondering what Brophy would say when he saw all those boxes. We knew it would be kind of hard to explain why they were there. Also, it was possible we could be accused of stealing them and our friend in the warehouse could get involved and we might all wind up in the local Stockade.

But G.I. didn't seem too concerned. He figured both pilots would enter through the bomb bay doors and never even go back to the waist. My thought was that they just might go back to the rear hatch and up through the waist where the boxes were. We even made a small bet as to which way they would go.

G.I. lost - both pilots headed straight for the rear hatch much to our dismay. We knew they were soon going to be asking a lot of questions for which we didn't have any answers. And, when they saw all those boxes tied down to the floor, both of them came to a complete halt. Neither said a word at first while G.I. and I were busy trying to think up some answers to the many questions they were going to ask, such as "What is in the boxes?", "Where did they come from?", "What were we going to do with them?"

Finally Brophy leaned over and poked at them with his foot

Vivienne Creer on "VIV'S NEW TOY"



Our painting being admired by some kids from the first grade at Browning Elementary School, Webster Parish, LA.

and, with a kind of quizzical expression on his face, turned to me and asked, "How much does all this weigh?" Now that was one question neither of us had even considered and, for a moment, we were a little disconcerted. Finally I managed to come up with a weak, "Not much, just about 40 pounds - maybe 45."

Brophy thought about that for a second or so, then nodded his head and, without another word, stepped over the boxes and made his way toward the front of the plane with his co-pilot right at his heels. After they closed the door behind themselves we both grinned at each other and starting slapping one another on the back. All that worrying for nothing, we told ourselves. We had got away with it easily!

But today, looking back on the event, I'm beginning to wonder. Did we even get away with it at all? Somehow, I'm beginning to think Brophy knew what was going on all the time but just didn't want to "see" it. And, later back at Blythe, no one ever questioned why, all of a sudden, there were plenty of flourescent light bulbs on hand. But, like Brophy, they also knew better than to ask too many questions.

Funny thing though. Some months later, at Mendlesham, I made several other flights with Brophy. Never once did he enter the plane through the rear hatch. He always climbed in through the bomb bay doors.

****

THOSE COCKY AIRMEN

by Vince Doran

I met a nurse who was stationed in an American military hospital somewhere in southwest England. Most of their work was ministering to combat casualties to U.S. airmen and ground forces. She had a serious complaint against the airmen:

a. They were irresponsible.

b. They were forever crawling out of the windows at night and picking up English girls in the local pubs, or anywhere else they could be found.

c. They would get drunk and disorderly and embarass everyone but themselves when brought back to the hospital by the MP's.

Continued on page 32

Address Correction Requested

HDQ.

18 391 4 7

341h Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

MEMORIES

Continued from page 31

d. They were always trying to hit on the nurses, even when they weren't physically able.

e. They were cheerful and lighthearted.

f. They used every rule in the book to get discharged from the hospital and back on flying status.

She said that, although the airmen were fun to be around, their high spirits must be an indication that they were too immature to be taking the war seriously. She said they should be more like the infantry, engineers, artillery and tankers:

a. They really knew how to take the war seriously.

b. They were in no hurry to heal and get back into combat.

c. In fact, combat was the last place they wanted to go.

d. They were full of bloody horror stories about the war.

e. They had nurses write their will and sad letters back home.

f. They were not cheerful nor lighthearted at all.

She was right about airmen wanting to get back into combat, but nobody had told her why. It was the definite combat tour that accounted for our high morale. When we finished 35 bombing missions (33 if the crew stayed together) we would be sent back to the ZI. We could go home for a leave before receiving the next assignment which could not, necessarily, be in the shooting war again. So we did everything we could to stay on combat status and keep flying. Each mission completed was one closer to that magic number.

Nothing like that was ever figured out for the ground troops. They had to stay in the line indefinitely. The best they could hope for was a few days off once in a while, if they could be spared. The American GI was a great soldier, but it is easy to understand that long combat duty, and the prospects of more of the same, might not make him a happy warrior.

That nurse thought we were irresponsible, and we were fun loving on the ground. The enemy saw another side of us in the air. The Germans had good reason to believe we were serious, well-trained, effective and deadly.

John Funk, Tail Gunner

Cpl. O. G. Pegram

Don't Forget
To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

VOLUME XVII NUMBER 1 MARCH, 1993

MENDLESHAM MEMORIES

4 7 18 391

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REUNION '93 - SEPT. 22-26
LITTLE ROCK, ARK.

OBSERVATIONS

Here we are in sunny Florida, enjoying much warmer and more palatable weather than back home in Indiana. We are having some cool nights but, as yet, none approaching the freezing temperatures of up north.

With this issue I am beginning my ninth year as editor of "Mendlesham Memories". I must say that I have enjoyed most of my experiences as such. However, there are times when I print items sent in with a bit of trepidation. As editor, I feel a duty to allow our members to express their views, whether I agree with them or not. However, sometimes an article sent in by someone points a finger of criticism at a certain individual or group of people which I feel might cause hard feelings. When this happens I do contact the writer, prior to inclusion in the newsletter, to make certain that he wishes it printed as submitted. Then, and only then, I follow through and have the final form included in our next issue.

I worry, though, that some of our readers feel that I am expressing my own sentiments in so doing. This is not the case. As editor, it is my duty to print what is given me and that's as far as it goes.

Now on to other matters. As stated in the last issue, we had no official photographer for our reunion in Las Vegas. Because of that many of the attendees did not have their pictures taken. We did announce at the banquet that all pictures taken by individuals would be welcome. I, personally, took over 100 photos throughout the reunion and used what I could. Other individuals sent some in which I used as I could. However, many people were not shown on those I received.

Since the last issue I have received several photographs which are shown in this issue. I'm sorry to say that there are still many attendees who are not accounted for pictorially. I am glad to say that the same will not happen at our next reunion in Little Rock. Cleveland Romero has already found me a photographer for that reunion. Thanks, Cleveland.

Our June issue goes to press on April 23, 1993 so I must make that date the absolute deadline for any submissions. Any material received after that date will either be saved for the following issue or scrapped because it is not relevant to later issues.

Rose and I are looking forward to a wonderful winter here in Florida. We're expecting to return to Indiana either in late March or early April. We do plan to be home for the Easter holiday. 'Til then we want to wish you all the best of everything.

Eli Baldea
Editor

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Mendlesham Memories

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

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PRESIDENT'S MESSAGE

Greetings!!

How are you all doing with your New Year's resolutions? Sometimes the best way not to break them is not to make them. I have one and vow not to break it. My resolution: To listen and register all suggestions, verbal or in writing, complimentary or otherwise, by members of the 34th; then present them to the proper source for action.

I finally caught up with my December issue of Mendlesham Memories (sent to our winter address in error). I always enjoy reading M.M and I am always impressed by the beautiful job our editor does. However, Eli would be hard-pressed to do the job he does without the input from you all. Also, I'm sure, Rose's Corner will welcome any and all contributions to help keep it as informative and interesting as it is now. Thank you.

By the time you read this we should be thinking about springtime and things coming again to life after what seems like a long winter, especially here in Minnesota.

I shall be heading back this way from the warm climes of the Rio Grande Valley but, first, I shall meet with the Reunion Committee in Little Rock. I'm looking forward with enthusiasm to the 1993 reunion in our new president's home state. Sounds like the facilities for great reunion are all there.

The next issue of M.M. should have all the information. In the meantime, let us pray for the end of all the terrible things that are happening all over this planet call "EARTH".

Cheers,
Bruce Sothern,
President

****

Sgt. Litsey pointing to a flak hole.

Ray Summa...

Hello fellow members of the 34th B.G.

Hannah and I want to thank each of you who sent cards and letters to us at Christmas time. We do appreciate each one of them. Sorry we could not send cards to every one of you. We do hope this New Year of 1993 brings happiness and good health to you all.

We are both well. I am feeling much better at this time and hoping that 1993 will be much better than 1992 as far as my health is concerned.

Had several calls from members. Pete Gray called, wondering what became of the Carbines, Tommy Guns and the machine gun we called Grease Gun. The latter, incidently, was manufactured at the Guide Lamp Div. of General Motors here in Anderson. I seem to recall that the Tommy Guns and the so-called Grease Guns, which were 45 caliber, were collected up one day and were dropped to the Maquis Underground forces in France one night. Do any of you remember what happened to the Carbines? I don't know. If you have any information write and let me know.

Talked to George Ritchie the other day and he is getting along pretty good. He made a trip to Russia and France this summer. You all know George was using a cane to help him walk. Somehow, when he was in Paris, someone either stole his cane or he mislaid it and forgot where, so now he walks without one and says he is able to get along without it at the present time.

Guess I wasn't the only one under the weather this past year. I've received several letters from members who have had health problems too. I guess, as we are getting older, we can expect these happenings. So I say to all of you, "Take one day at a time", and, as Hannah says, "Take time to smell the roses".

Had a letter from Earl and Marjorie Walker. Marjorie had eye trouble and, while this was going on, Earl had to have open heart surgery. They were staying at their son's but are now home. This is the reason they were not at the Las Vegas reunion. They normally have been very faithful in attending all of the 34th's reunions.

Sorry I ran out of the "Lucky Bastard" pins. I only had nine left out of the 100 I ordered.

John Smith wrote me a letter asking about the location of the Radio room on a B-17. It was different than a B-24. Can any of you remember the location? I know but would like to find out how many of you remember. I have a picture of a B-17 with a machine gun sticking out of the top of the Radio room. Can any of you remember this?

Hal Province sent me 725 labels with names and addresses that he had found in his new computer phone director. I sent the letters out and in four days the telephone began to ring. Take a look at the NEWLY FOUND section and see how many we have found to date.

Ray L. Summa

Don't Forget
To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

Couplands Crew (Unidentified).

FROM THE TREASURER'S COMPUTER

I trust that all of our 34th BG members had a safe a sane New Years Eve and that all enjoyed the holiday season! And I hope that all of you are considering attending the 1993 reunion in Little Rock, AK! Maybe we should invite the President to attend our reunion! I'm certain that many of you are as stunned as I am about the changes that have taken place in the past couple of years! Consider: the Berlin Wall, Panama, the USSR, the Air Force, Desert Storm, US politics, and many more items.

The CD ROM reader and Phone Disks were ordered and have been installed on my computer and we're getting some results from the names found on the disks. The BOD authorized the purchase of the reader and disks at Las Vegas (see the minutes of the BOD meeting at Las Vegas in Dec. 92' M/M). Ray Summa sent out 711 letters on Jan. 8, 1993, to people whose names were the same as those on our "LOST SHEEP LIST". On Jan. 11th Ray had received 8 LD calls from guys who had received the letters and 6 of them were from our "LOST SHEEP LIST". The other two were from men who weren't in the 34th but called anyway to tell Ray they were not the ones we were looking for. I think that was pretty nice of them to call, especially since they were not ex-34thers! And I am still awed by the fact that the Postal System had delivered at least a few letters by Monday morning, even though the letters were sent Third Class!!!! I must apologize to those who are members of the 34th BGA but still received letters about our hunt for our LOST SHEEP. The list of LOST SHEEP I used was several years old and I did not check as thoroughly as I should have. I'll keep you posted on the response we get from the mailing!

If any of you are researching your genealogical roots and have addresses missing of your "kinsmen", I'll be glad to make a pass at the Phone Disks and send you what is listed on them. Please give me as much information as you can: full name and/or initials, the last place of residence you know, the name of spouse or children who might be living at the same address. There are

Continued on page 4

FROM THE TREASURER'S COMPUTER

Continued from page 3

duplicate names listed for many last names on the phone disks and I presume they are children or spouses. I judge the source of information of names, phone numbers to be 1): telephone books and 2): credit bureau sources. If you know of a variation in the last name please include that too. There's not a PROVINCE listed on either Eastern or Western US phone disks, but there are more than 400 PROVANCES and PROVENCES. A point of interest: some of you may have known Ward S. Provance who was in S-2 at Mendlesham. We found him living in his home town listed in the 1947 34th BG book (the postmaster told Ray Summa that Ward wasn't in Joplin, MO. when Ray asked!) And others were found living at the address listed in the 1947 book! It turns out that WARD PROVANCE and I have Great-great grandfathers that were brothers! But somewhere along the line an A or an I were changed in the last name. So let me know if I can be of use in tracking down your kinsmen.

I hope you are not one who has a "bit of a spot of red", as the English might say, on your address label. The 34th BG Constitution mandates that those in arrears of dues be dropped from the mailing list for future issues of Mendlesham Memories! Judging from the comments that I see, MENDLESHAM MEMORIES in NOT something that we want to be without! I recently had a call from a man on the BOD of the 8th AFHS asking about an item that appeared in M/M!! So, please send your check for $7.50 for 1993 dues if you see a "bit of red" on your mailing label. We just may be the BG with the least dues when it comes to annual dues. Or better still! Send me the LM dues of $85.00 and quit worrying about annual dues.

Again--I hope you are considering attending the Little Rock reunion: as you no doubt realize, we're not getting any younger and there is a limit to number of reunions we might be able to attend! ATTEND ALL YOU CAN, WHILE YOU CAN!! Hope to see you in Little Rock in September!!

As of January 21st, 1993, we have FOUND 24 of our LOST SHEEP through the Phone Disks. See the list of the NEWLY FOUND to see if a buddy of yours is listed!

34th Bomb Group Reunions	PLAN TO ATTEND!!
Little Rock, Arkansas, Excelsior Hotel	Sept. 23-26, 1993
St. Paul, Minnesota, Radisson Hotel	Sept. 6-11, 1994

HAROLD E. PROVINCE,
Treasurer

Crew picture of "Picadilly Tilly" (Unidentified).

REUNION CRITIQUE RESPONSE

by James Martin

(Editor's note)-In the last issue we printed a "Reunion Critique" sent in by Harold Province. We have since received the following letter in rebuttal of Harold's views. Inasmuch as we printed the original letter, we felt we must also print this one. However, please be advised that, although we usually print anything and almost everything we receive, we must state that, as most major media do, the views expressed in the letters are not necessarily the views of the editor. We print what we get and it's up to you to decide your own view. We hope our action in printing the first letter and, now, this one does not start some sort of a rift in our group. It has been so swell up until now.

The letter reads:

I would like to congratulate everyone who worked so hard to make the Las Vegas reunion a time to remember. The list is long but many of those who made this a happy time are the same people who work and help every year; the reunion committee, their wives, the president, Gen. Creer, Ray Summa, Eli, and all those who quietly help to do the small tasks which go largely unnoticed.

I am disturbed by what I consider to be a completely unjustified attack upon the reunion committee. Las Vegas is not famous for its catering to family reunions and does not even have the rooms for the sort of group visits which are a normal part of our reunions. Large numbers of members have asked to go to Las Vegas for several years and most of the members present know that there is no perfect place which has the capability to satisfy all the whims of every person. Most of the persons present enjoyed themselves and, as usual, adapted to the facilities which were available.

The reunion committee is not perfect but they have provided us with excellent facilities for several years. Trying to outmaneuver hotel management and get the best possible overall deal is not as easy a task as some would believe. They are responsible for there being a reunion fund and, I believe, have done an excellent job of making our gatherings enjoyable and affordable.

If we will all dedicate ourselves to do the very best job that we can to see that we have a friendly, hardworking organization, with each of us doing the job which is entrusted to us to the best of our ability, we can adapt to the little things which bother us and each contribute to the fun of reunion time rather than selfish complaints.

Let us all make Little Rock a fun time.

MOVING?????

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

REUNION '93

NOTICE!----NOTICE!

Now is the time to start your thinking machinery to attend the 34th Bomb Group reunion. This year we will meet in LITTLE ROCK, ARKANSAS. The dates are 23-26 September, 1993.

The Excelsior hotel has granted us space. It is a top-notch hotel with fine rooms and very, very good food. Riverfront Park is adjacent where relaxation, food and entertainment can be enjoyed.

Complimentary shuttle service from airport to hotel and hotel to airport will be provided. A map for those people who are driving will be in the next issue of Mendlesham Memories along with the reservation forms.

Bring your golf gear.

The Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

PROPOSED RETURN TO ENGLAND MAY 22, 1994

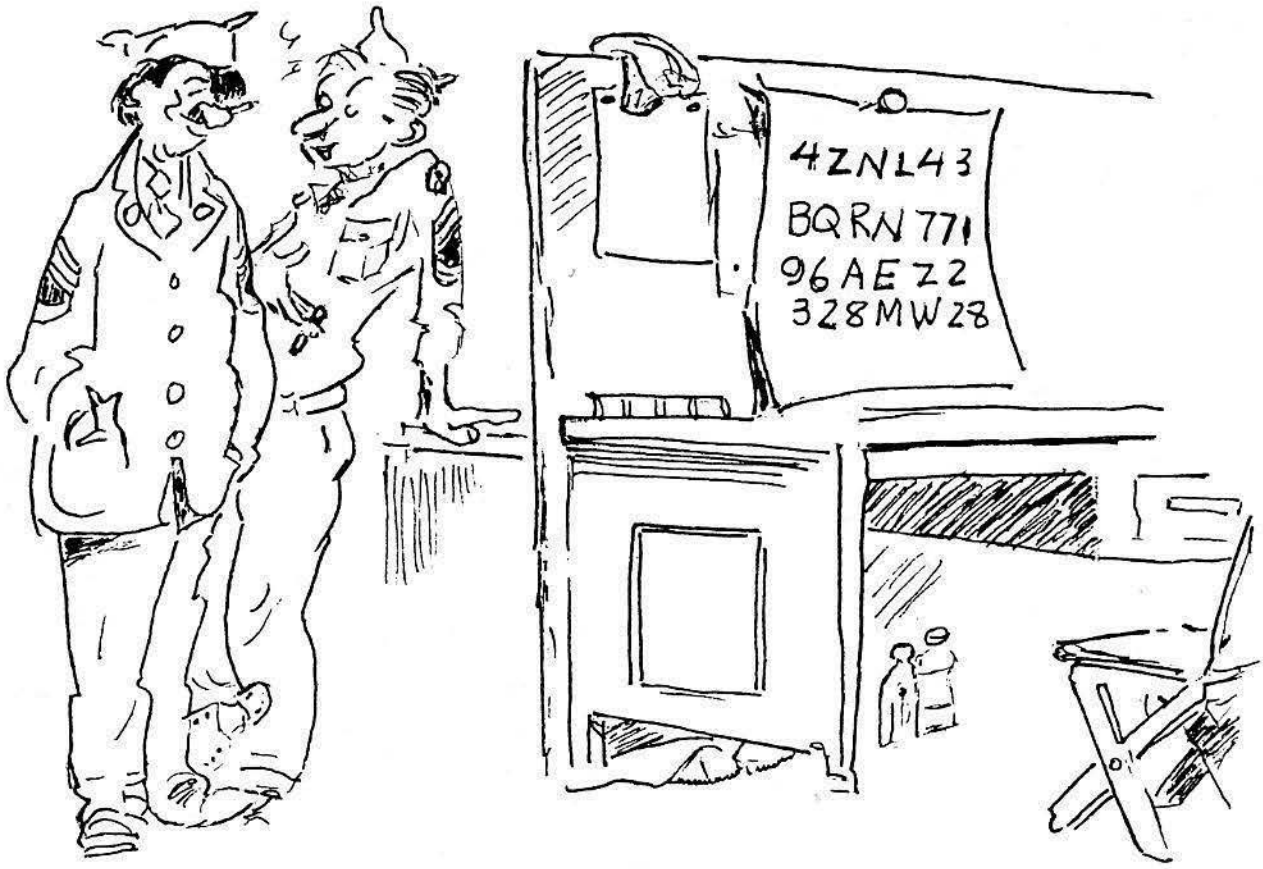
There has been no input on the PROPOSED RETURN TO ENGLAND. May 23rd, the arrival date, is the 50th anniversary of the 34th Bombardment Group's first mission. There are two trips to choose from - NO PRICES AS YET. Both tours will have FOUR NIGHTS IN CAMBRIDGE and will include Mendlesham - American Cemetery - Duxford - local sight-seeing - full buffet breakfasts - dinners. Tours will divide here and TOUR ONE wll go on to STRATFORD-UPON-AVON for two nights and then on to LONDON for two nights.

TOUR TWO will leave for PORTSMOUTH for one night and visit the embarkation sites for the invasion of the continent. Two nights in CAEN, FRANCE visiting the landing beaches, etc. Three nights in PARIS and then to return home.

This is a preliminary plan and can be adjusted if you OFFER SOME SUGGESTIONS. We will have guaranteed prices at our Little Rock reunion.

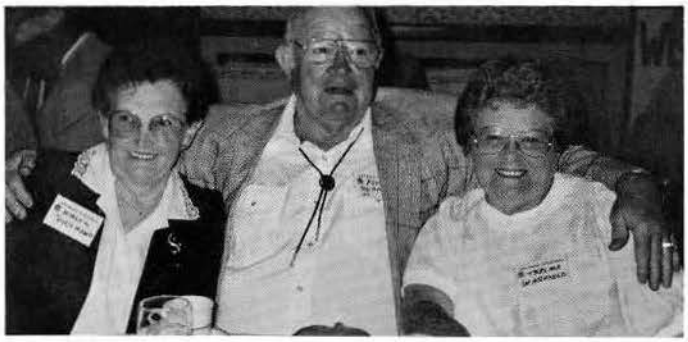
Harold C. Rutka
Reunion Committee

****



IT SAYS " THE INTELLIGENCE OFFICER OF SQUADRON 7 WILL BE BACK FROM LUNCH IN 'THIRTY MINUTES.'"

REUNION '92 - (LATE PHOTOS)



Miriam & Floyd Richmond with Thelman Warfield.

Claudia & Seymour Isaacs.

Lowell Larson, Herbert Donahue, Marvin Syverson.

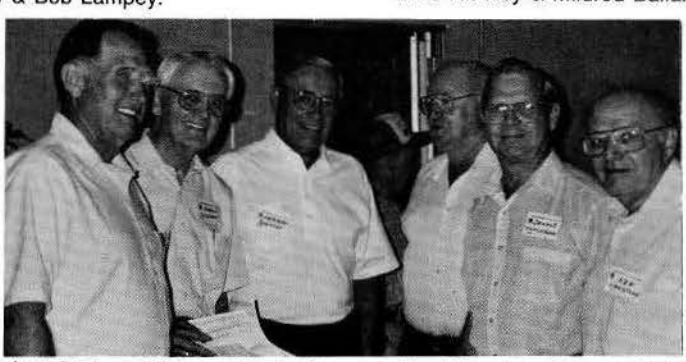
L. to R.: Earl Frank, Dale Frank, Mary Frank and Esther Frank.

Art & Kathleen Busse with Marguerite & George Day.

Art Busse, George Day and Joe Hanchar of the crew of "Snake Bit".

L. to R.: Wally & Joan Poole and Betty & Bob Lampey.

L. to R.: Roy & Mildred Ballantyne and Joy & Jim Hanrihan.



L. to R.: Lowell Larson, Marvin Syverson, Herb Donahue, Bennett Richmond, Don Stufflebeam, & Abe Firestone.

REUNION '92 - (LATE PHOTOS)

Bobbie & Lloyd Boreen.

Patsy & Frank Sligh.

Cliff & Louise Thompson.

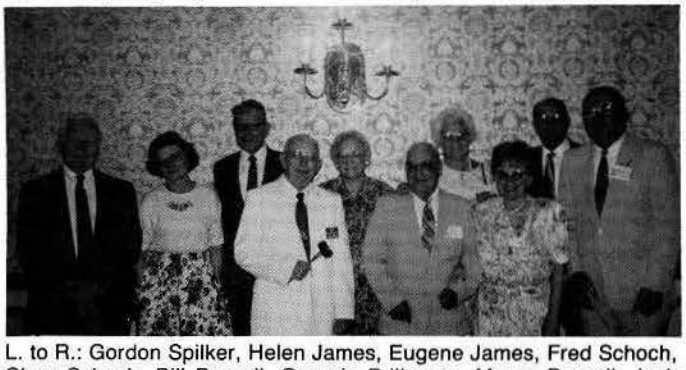
Barbara & John Schifferer.

Mary Lou & Burch Wright.

Helen & Bud Bess.

L. to R.: Ginny & Bob Cole, Susan (Autry) Bryant (Daughter) and Elwin Autry.

Wayne & Laverne Howarter and Carroll & Sylvia Forister.



L. to R.: Gordon Spilker, Helen James, Eugene James, Fred Schoch, Clara Schoch, Bill Burnell, Georgia Prillaman, Margo Burnell, Jack Ashburn & Arnold Prillaman.

Notes From Our Friends

(Editor's note: Many of these letters were sent to Ray and Hannah Summa and were edited for insertion here.)

FLOYD B. RICHMOND - Pasca, WA.

Had a great time at Las Vegas and meeting with two other members of our crew on "The Knockout Drops", crew No. 13. I have located another member of our crew, Anthony V. Scimeca of 102 Overbrook Rd., Goldsboro, N.C. 27534. We were all in the 4th Sqdn. I didn't get his wife's name, though.

I think all of you are doing a good job - we appreciate all the work that goes into the reunions and the "Memories". Keep it up!

****

ROBERT COLE - South Bend, IN.

Good seeing you guys in Las Vegas. We're hoping to see you in Little Rock. We had a good (4 week) trip. I played golf with Bob Wright last week. He is doing good but has a little back trouble. We've been to 4 or 5 Purdue games recently so haven't had too much time to rest.

****

RAY SUMMA - Anderson, IN.

Well, here it is, Jan. 1st, 1993, and I am at the typewriter. Hannah and I are both doing fine. Had a little trouble after the hospital stay with a blood clot in the right leg. They put me on a decoagulent pill and I have it checked every week for awhile. So far the pill is working very well.

****

ORAL WALKER - Battle Creek, MI.

Marge and I went to my Army Reunion in Sept., 1991 and then on to Florida to visit my sister. Marge has problems walking so I pushed her all over Busch Gardens, Sunken Gardens and Cypress Gardens in a wheel chair and had no problems. On the way back from Florida I started having small chest pains that didn't last, but her eyes started to bother her. Things went on until December 2nd when I had a heart attack. I spent 2 weeks in the hospital and had angioplasty. At the same time Marge was undergoing laser on both eyes. She had hemorrhages in both eyes. I went through 12 weeks of rehab and Marge went to Grand Rapids for surgery on her right eye, but a blood test revealed leukemia. At that time I had an ulcer kick up and I spent the month of June in the hospital. I've had 3 surgeries but am finally in good shape. Marge finally got the leukemia under control enough to have both eyes operated on but, so far, no results are apparent. She is totally blind now but is coping quite well so far. She is having lots of pain in the right eye and we put drops in it every two hours while we are awake. This has been a blinger of a year and have hopes for a better 1993.

****

WALTER STURDIVAN - Stockton, CA.

I'd like to see some time given to short stories or antidotes by the "ground pounders" as well as the air crews. It would be interesting. There were a number of "attached" men that have interesting stories, such as setting up the base at Mendlesham in advance of the air crews' arrival, the boat trips over, the bone yard for parts up the road, local fraternizing, as well as flight line incidents. I know that my crew chief lived in a half dugout on the flight line with a tent over it. How about the crew that ditched off Dakar on the way over? Red leather boots at Fortaleza, Brazil, peanut beer at Dakar, or mosquito nets at Trinidad. You should have seen the natives in London stare at Truman Wingo's cowboy boots worn with his uniform. Some of our wives and relatives have not heard this stuff.

(Editor's note: I have repeatedly requested the "ground pounders" to send in their stories. In that respect there is nothing I can do if the material is not sent to me.)

****

ROBERT SCHLINDWEIN - Sacramento, CA.

I feel sort of sad to have missed the Las Vegas reunion but I guess I have had my belly full of that town from other times and experiences. At any rate, I can't complain anymore about our group not having reunions on the western side of the country, huh?

Much appreciation to all of you for your continued great effort on behalf of the group.

****

BASIL L. GAUMER - Greenville, IL.

Mendlesham Memories is a great magazine. I was a member of the ground crew and a bomb loader in the Ordnance Section. There was a lot going on that I didn't know about.

****

FRANK SLIGH - Adkins, TX.

First I want you to know how much Patsy and I enjoyed our first reunion that was held in Las Vegas. We do not plan on it being our last.

If you are aware of anyone who might have a picture of the nose art of "Winnie The Pooh" I will be more than glad to pay for the cost of reproducing same.

Again, thanks for a wonderful time and the opportunity to meet so many friends.

****

Continued on page 9

Lt. Curtiss' Crew.

NOTES FROM OUR FRIENDS

Continued from page 8

ROBERT E. BELL - Hayward, CA.

Enjoyed the photos of the Las Vegas reunion. Saw a lot of familiar faces but, oh, how they have changed!

****

DON TUTTLE - San Jose, CA.

My son and I enjoyed the Las Vegas reunion very much. I thought it might be a little boring for him, but he really enjoyed listening to the many "War Stories", especially a couple by fellows who got shot down and had to work their way back.

We also spent an enjoyable day at Laughlin, which was a first time for me.

****

WAYNE HOWARTER - Welda, KS.

We had a good time in Las Vegas. It was different than all the other places we have been. Seveal regulars didn't show this year. I guess we're all getting closer to that time. We do plan to be in Little Rock next year.

****

JACK FARLEY - Verona, NJ.

Mendlesham Memories came yesterday and we both are devouring it, as usual. You do so much for the 34th.

****

BERYL (PAUL) ANDERSON -Everett, WA.

We are in Ottumwa, IA. to visit my mother who is quite ill. Had bad roads in the Blue Mountains of Oregon and in Wyoming. In fact, we lost a day at Laramie when I-80 was closed down. We still have hopes of visiting our son in Dallas for Christmas, and then on to our place in Mesa, AZ. But, it all depends on mother's condition.

****

ROBERT GRADIN - Superior, WI.

It was good to see you all in Las Vegas. Now, we've just returned from 3 weeks in Australia and New Zealand and, in early January, we drive to Mesa, AZ. for a stay of almost 4 months. May even get to Florida in late January or February.

****

PETER STAMPON - Gray, ME.

Lucille and I didn't make the reunion at Las Vegas but we are planning to join everyone in Little Rock in 1993.

In August of 1991, just before the reunion in Louisville, I had a colon cancer removed. I did manage to make that reunion. After I returned home, however, my doctor put me on chemotherapy treatments. I had a bad year because I didn't tolerate the chemotherapy treatments very well.

A short while ago I had a catscan and it came back clean so my doctor took me off the chemo. I am doing very well now, feel great and have gained back most of my lost weight. Lucille and I are even going to be able to spend most of the winter in Myrtle Beach, So. Carolina. We'll be there from Jan. 15th to April 1st. The trip will be good for both of us and get us away from the cold Maine winter. We are looking forward to seeing everyone at Little Rock next year.

****

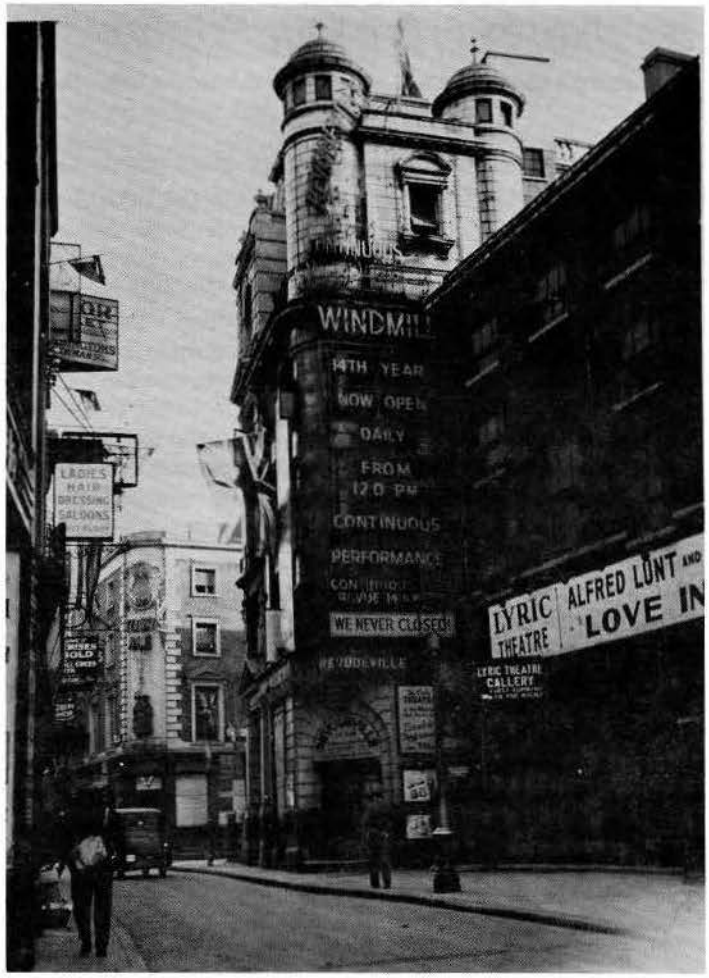
IMOGENE (CARL) FREYSINGER - Cable, OH.

We sure hated to miss the reunion this year. We were almost ready, but Carl had to have an emergency Double-By-Pass. Needless to say, he wasn't recovered enough to go to Las Vegas. We do hope to see everyone at Little Rock next year.

****

VINCE DORAN - Anchorage, AK.

Nice to see and talk to everyone again at the reunion, even if it was only hit and run. The December issue of Mendlesham Memories was great.



Windmill Theater in Picadilly Square.

DALE GANGER - Goshen, IN.

I enjoy the Mendlesham Memories and have trouble laying it down until I have read it from cover to cover. You have done a fantastic job in putting it all together. Please excuse any typing errors. I have been failing in the last few years due to my M.S. I can no longer write and am having a little trouble with my typing also.

I was one of the youngest guys in the 34th, a photographer in the 4th squadron. I was just 19 when we arrived overseas. I am now retired from the R.V. business, retiring as general manager of the Carri-Lite divn. of Carriage, Inc.

****

GEORGE DAY - Zephyrhills, FL.

We enjoyed the Las Vegas reunion very much and want to thank all the officers and directors for a fine job. As this was our first reunion we didn't know what to expect, but we sure will make the one next year, and many more if all goes well.

****

WILLIAM "PETE" GRAY - Virginia Beach, VA.

Received the December issue of Mendlesham Memories a few days ago and, as usual, it was excellent. I think you must have had some journalistic experience in your earlier days-your expertise in that area shines through in each issue.

From the photos and articles concerning the Las Vegas affair I think everyone there must have had a fine time. I'm sorry I couldn't make it.

I also enjoyed that article by - whats his name? - Pete Gray? Once he learns the simple rudiments of grammar school writing and how to spell he may do O.K.

Continued on page 10

Notes From Our Friends

Continued from page 9

VERN AMES - Tonawanda, NY.

Another good reunion! 'Twas nice to see all our friends again. I'm sure next year will be even better!

****

HARRY McMILLION - Norfolk, VA.

Hope you are enjoying good health and never have to give up the editorship of Mendlesham Memories.

****

LOWELL LARSON - Oxnard, CA.

My wife and I had a great time at our first reunion at Las Vegas. It was fun to shoot the breeze with some guys I hadn't seen in over 40 years, like Frank Sivret. Also real nice to visit with our new president, Bruce Sothern. We lived at Blythe in the same little tent for quite a while. He was a very good electrician.

****

A.J.Z. (ABE) FIRESTONE - Hampton, VA.

Ernestine and I had a great time at the reunion. This was the first time that I had seen any of my crew since 1945. It truly was a reunion for me.

BINGO! The last of the missing crew members has now been found through the efforts of Floyd B. Richmond. He is Anthony V. Scimeca, our bombardier. I received a phone call from Tony the other day and I'll have to admit that, after 47 years of being out of touch, it was quite an experience and thrill. He lives in Goldsboro, N.C., which is just a few hours drive from here. We've been so near, but yet so far for all these years. Tony is interested in more information about our association and I'm sure someone will contact him.

We're looking forward to seeing everyone in Little Rock at the next reunion.

****

Paul Shull with Wilford Maddox at Blythe, 1944.

VERNA (JOE) EDWARDS - Lake Kiowa, TX.

This has been a very eventful year for us. Our son, Joe Jr., died in January. In May we celebrated our 50th wedding anniversary and in June we took our first cruise.

We are both well and stay very busy both musically and socially. We look forward to possibly seeing you at the next reunion.

****

WALTER L. McALLISTER - Orlando, FL.

I'm sorry to report that Ruby has had a slight stroke. She is progressing well - walks a couple of miles a day, goes to an occasional movie, and bowled three games last Wednesday for a first try. She complains of a lack of energy (partly a side-effect of some required medication) and bemoans the fact that she can't drive the car and go when she wants. Apparently no hope of being allowed to drive for at least six more months.

The vision impairment is her current major worry. She can read the eye-exam charts (without glasses) across the room at 20/25 left and 20/30 right, but has a problem with near vision and loss of left-side peripheral vision. With her new glasses she can read at normal distance 20/20 but tires of it in a short time. Overall, we're very lucky that she came out without more serious losses.

****

BETTY (VERBAL) HOLCOMB - San Bernardino, CA.

Needless to say, we all missed Ray and Hannah very much since they are always there. Aside from seeing all the old gang, they didn't miss much at this reunion. This is in no way a reflection on the Reunion Committee who ALWAYS does a superb job but, due to the nature of the location, everyone wanted to go different ways. We didn't get to go on the Nellis tour due to the limited space but heard it was a fiasco, anyway.

After the reunion we traveled around the area with the Ambers Hansons, as we usually do at reunions. Since none of us gamble much we saw several of the shows and took the Hoover Dam tour, the best dam tour we ever saw. Jean Hanson usually plans our itinerary and, boy, does she ever keep us busy.

****

OLIVER BOLDUC - Chaplin, CT.

We are both fine. Didn't take any trips this summer. So many widows here who we try to keep in their own homes. It's a lot of work to maintain their homes, yards, firewood, doctor trips, etc. We do the best we can for them but it seems it's never enough. Anyway, it keeps us going, I guess.

****

STEVE BIALAS - Fullerton, NE.

We had a wonderful year with lots of rain. The crops were very good and hay is cheap so we bought more than we need in case we hit a dry year. We won't have to sell off the cattle.

We married our youngest son off in June so we haven't any kids left at home. Wes Franklin came down for his wedding so we had a nice visit with him and his wife.

****

PAUL BRESH - Fort Myers, FL.

We didn't get to the last reunion. Some of them are scheduled just too far away for these old bodies to travel.

Betty will have some eye surgery soon. They are still doing all kinds of tests on my back but, as yet, nothing seems to work.

****

GUY GIPSON - Shreveport, LA.

Another year and we're still among the living. Had a pretty good year. Our dog died (17 yrs. old), our car was stolen (got it back) and a tornado got part of our roof. Other than that we've had lots of enjoyable house guests and are looking forward to all our children being home for Christmas.

****

Continued on page 11

Notes From Our Friends

Continued from page 10

DON FILLMAN - Des Moines, IA.
(To Ray Summa)

We and a lot more people missed you at Las Vegas. We have some idea of what you are experiencing. I went through that prostate deal and Betty had a triple bypass.

We got to enjoy meeting a few more of the 18th, Leon Salveson and his co-pilot, Bill Browne. It was great. We also went to Santa Barbara and met with Russell Paulnock. The last time I saw him was 48 years ago in August, 1944.

****

GORDON BREEDING - Alpena, MI.

Nell and I are in fine health (so we think). Just have some aches and pains now and then. We put in a garden this year. Well, that went down hill. Too much rain and too cool. Boy, what a summer we had up here. Nothing grew. Even the farmers had a bad crop.

I got my deer this year back in the big swamp. Shot it at 4:15 p.m. and didn't get back with it until 8:00 o'clock. Boy, was Nell up in arms. "Leave the deer there and come home to get some help!!" Oh well, that's deer hunting, I guess.

****

NORMA (HAROLD) PARRISH - Carbondale, IL.

Harold has been back from the nursing home for a year and a half now. Illness is no respecter of persons, even for a spunky Air Force pilot. Parkinson's Disease destroyed his mobility and Alzheimer's robbed him of memory. A year ago I really didn't think he would ever see another Christmas, but here it is twelve months later and his condition is stable at the present time but continues to decline. He recognizes almost no one now and is out of bed only for a limited amount of time each day. He is as content and comfortable as a person in his condition can be. As for me, if I were totally honest, I would admit to getting tired of being a caregiver for "thirty-six hours a day", but God's grace is sufficient (most of the time).

****

PAULINE (BOB) SUMMERS - Browns Mills, NJ.

1992 was quite a year for Bob. In January he was in the hospital for his heart again. In February he was again in the hospital as he had a severe attack of diverticulitis. Then in March we went to St. Mary's hospital in Milwaukee, WI. where Bob had 5 bypasses. It was also discovered he had pericarditis, so that was taken care of also. He got on quite well. In July he was in the hospital again for a double hernia operation. He's never gotten the use of his right hand and arm and he has to use a cane. We are grateful that he's come through so much and we give our heavenly Father our thanks and praise.

****

HENRY TOBIASON - Remer, MN.

Audrey and I were not able to make the reunion in Las Vegas this year due to her not being able to take her vacation at that time. Audrey is still working. After all, somebody in the family has to work to keep me in money for gas and buy my minnows for fishing. Ha-Ha! We did go down to Branson, MO. for a week the last days of Sept. and first part of Oct. We love it down there.

We're already talking about the Little Rock reunion next year. We'll stop in Branson on the same trip like we did for Shreveport and Louisville. I guess we'll have to drive a big circle to make both St. Paul and Branson in 1994.

I'm now going to give you some bad news. Charles Van Kirk had a massive heart attack and passed away on Thanksgiving Day at Vista, CA. I had a short letter from his wife, Jane. She said he had not been feeling well since August.

****

JOHN BLOCZYNSKI - Marshfield, WI.

We did enjoy ourselves in Las Vegas. We're still thinking about all that delicious food. It was also so good to see everyone again - all looking so well, too. We are looking forward to Little Rock in September.

****

CLEVELAND ROMERO - Lafayette, LA.

We met with Ervin Hanken in the lobby of the hotel in Sioux Falls, SD. on December 29th. We were in Sioux Falls with 15 other members of my family to attend my grandson's wedding.

Ervin and I had last seen each other in a POW camp at Mooseberg, Germany 47 years ago. I called him when I found out he lived only about 30 miles from Sioux Falls. He came by to visit and the only way I could recognize him was the fact that he was wearing a 34th B.G. cap. Ervin and I were shot down on the same mission on Jan. 14, 1945 and ended up in the same prison camp at Nuremberg and were finally liberated at Mooseberg. He and his ball turret gunner were the only survivors from his aircraft and I was the sole survivor from ours.

It was certainly pleasant to have seen him again and we are hopeful to meet again at Little Rock this fall.

****

Left: Cleveland Romero. Middle: Henrietta Romero. Right: Ervin Hanken.

EDWARD H. QUINN - Levittown, NY.

We would be lost without Mendlesham Memories. Keep up the good work.

****

HUGH CHESI - Pueblo, CO.

I'm proud to have been a member of the Mighty Eighth Air Force as a flight engineer on the flying fortress, the B-17. I'm proud that we helped "bury" Hitler and ended the Holocaust.

****

RICHARD FECHKO - Gardield Heights, OH.

I understand the Nazi Party is beginning to get active in Germany again. It looks like you and I and the 8th Air Force will have to go over to straighten them out. We did it before and we can do it again.

Continued on page 12

Notes From Our Friends

Continued from page 11

MERLE WILSON - Independence, KS.

I didn't get to go to the Las Vegas reunion as I'm still farming. I will go next year as it isn't too far from us. We attended the 8th AFHS reunion in Louisville. We always enjoy seeing all the fellows.

I was one of the farmers that got my soy beans and some wheat planted before all the rain set in. It's really muddy, but could be worse.

****

FRED SCHOCH - Spokane, WA.

We're in a "Deep Freeze" here with snow up to a "Tall Indian". The temperature has been in the single digits for a couple of weeks. The snow came just before Christmas and has accumulated to nearly 60 inches. The snowplows have finally got our city streets passable. Outlying towns have closed their schools for several weeks because of drifting and blowing snow.

Clara and I are making plans for Little Rock in September and hope to spend a few extra days in the area sightseeing.

****

T. M. WAARVICK - Tigard, OR.

We are into winter for the first time in a number of years with temps. in the twenties, blowing dry snow. but somedays with bright sunshine. We are not complaining. The rain and snow are very welcome all along the West Coast because of a long period of drought.

L. to R.: ?????, Chester Antkowiak & Clyde Sudderth.

NEWS FROM HERE AND THERE

From the Selman Field Historical Association we have word that they are planning a reunion from April 23rd to the 26th, 1993 at Monroe, LA. If any of our members are interested, they can contact: Swansea E. Kotz, 1606 Fairview Avenue, Monroe, LA. 71201, telephone: (318) 325-2998.

****

We have a request from a member of FOTE as follows:

I am a genuine collector of WWII squadron and group patches and have some 40 or 50 in my collection. Unfortunately, although i do have an original 391st Sqdn. patch, I am still seeking to obtain 4th, 7th, 18th and group patches. I am willing to pay a considerable amount for any original wartime-made squadron or group patch. If anyone is willing to part with their original patch please write me. My address is: Wayne Shearsmith, 27 Coniston Road, Kettering, Northants, NN16, 8UL, England.

****

We have an item of interest to Chicago, IL. area members as follows:

I am the newly volunteered founding President of the Chicago Chapter of the 8th Air Force Historical Society. I am in the process of forming this chapter, which has never existed before. I hope we can get it together in time for a reunion here in 1993.

I would like to hear from all interested people. Inasmuch as we're in our infancy, with no financing as yet, I hope to hear from as many of the Chicago area people as possible. Please write me at: LtCol Terry Carlson, 5074 W. Balmoral Avenue, Chicago, IL. 60630.

****

WANTED! - WANTED!

Ex-Gunners for the Air Force Gunners Association (AFGA).

The AFGA is a non-profit association composed of enlisted aerial gunners who served in the U.S. Army Air Force or the United States Air Force - who flew on any type of bomber aircraft as a gunner, including radio operators and flight engineer gunners.

The AFGA was organized in 1986 and, presently, we have approx. 1,300 members. We have biennial reunions, alternating from the East, Central and Western sections of the U.S. Our 4th reunion will be held July 15-19, 1993 at Bethesda, MD. For more information contact: Jay E. Ingle, Membership Chairman, 35469 Colossians Way, Shingletown, CA. 96088.

****

From Ray Summa we have the following:

How many of you have bought the book, "Bomber Stories"? It was written by Russell Zorn and Ian McLachlan. This is a good book to have. It tells of the crashes of planes from the 8th and 9th Air Froces in England. Several planes from the 34th are included. One is my plane, "Off Limits", a B-24 from the 18th Squadron.

As you know, we of the ground crews were not informed as to what happened to our planes, just that they crashed. This book gives us an insight as to what happeded. There are lots of pictures of the crashes, so if you're going to buy a book, make it this one.

Russell Zorn died before the book was finished and his son helped Ian McLachlan finish it. It can be bought from: Zenith Books, P.O. Box 4 Rev, Oscella, WI. Phone No. 1-800-826-6600.

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Continued on page 13

NEWS FROM HERE AND THERE

Continued from page 12

An autobiography of a B-17 crew member titled "U.S.A. THE HARD WAY" is now available from the author. It is the story of his training, flying missions with the 8th A.F. over Germany, being shot down and captured by the Germans and his stay in a German prison camp. The book is 5½"x8½", paperback and cost is $16.00 (plus 7¾% sales tax if residing in California). Send check or money order to: Roger W. Armstrong, 9641 Skylark Blvd., Garden Grove, CA. 92641-2631. Phone: (714) 539-6506.

****

The United States Soldiers' & Airmen's Home in Washington, DC. currently does not have a waiting list. They urgently need new members. There are probably many veterans across the country who are not aware of (or have forgotten about) the important benefit they have with this home.

Anyone interested in more information about this benefit can write to:
Kerri J. Childress, Public Affairs Officer,
United States Soldiers' & Airmen's Home
3700 North Capitol Street N.W.
Washington, D.C. 20317
or phone (202) 722-3556

INFORMATION, PLEASE!

HELP! Information please on the 34th Bomb Group's mission to Krusnock, Germany, Jan. 2, 1945.

38 aircraft were scheduled on the mission - only one (1) failed to return. What happened to that one (1) aircraft? My brother, Staff Sgt. N. E. Sumpter of the 4th squadron, was a crew member on that aircraft. Did anyone witness or know what happened to his plane? Please respond to:
O.E. Sumpter
801 Surrey Road
Hot Springs, AR. 71909
Phone (501) 624-1684

****

In "The Retired Officer" magazine of the TROA we have found the following information request from one of our own members:

Seeking information regarding Sgt. Robert B. Mitchell who was stationed with the 18th Bomb Sqdn. of the 34th B.G. at Geiger Field, Spokane WA. in 1942. He was best man at my wedding in Coeur D'Alene, Idaho on Nov. 21, 1942. Please write to:
H.W. Graves
830 N. Park Ave.
Oak Harbor, WA. 98277

****

In a letter from a Patricia J. Dunston we have the following:

I am presently engaged in writing a history of the former Ephrata (Washington) Army Air Base. According to the official history of the EAAB, the 34th B.G. arrived and departed that station in December 1942.

I would like to get in touch with anyone who was stationed at the Ephrata Army Air Base and would appreciate any help you can give me. Please write to:
Patricia J. Dunston
97 Road 18.5 NE.
Soap Lake, WA. 98851

ROSE'S CORNER

The Inaugural
Valentines Day
Presidents' Day
St. Patrick's Day
Easter
January 13, 1993

To begin the New Year right I took down all of the beautiful Christmas cards sent to us by you lovely people and cut out the sparkled fronts which will be used for name tags on next year's gifts. Good recycling idea?

When you read this the inaugural of President Clinton will have been telecast all over the world. Presidents' Day, Valentines Day and St. Patrick's Day will be fond memories, most of our resolutions will have been broken and I will be looking forward to shopping with the grandchildren for Easter Clothing and our Easter bonnets.

We are hoping that you all have spent some happy times during these days which we celebrated and are looking forward to a summer full of fun.

The summer season reminds me of the very good recipe that Gerry Pine sent us and the only advice I have is to very slowly add the tabasco and cumin because the next day you'll be sorry you didn't! Keep testing as the spices are stirred in and ask your spouse to stand by. No problems later! You'll love this one.

BAR-B-QUE SAUCE

4 tablespoons butter
½ cup chopped onions
2 or 3 cloves garlic
(chopped fine)
1½ teaspoons fresh ground
black pepper
2 tablespoons sugar
4 tablespoons paprika
2 tablespoons celery salt
1 teaspoon Tabasco sauce
1 teaspoon ground Cominos
(also called cumin)
3 cups beef stock or 3
bouillon cubes in 3
cups hot water
1½ cups chili sauce
2 tablespoons Lea and Perrins
Worchestershire Sauce

Saute onions and garlic in the butter. Mix all ingredients together and simmer slowly for one hour. The ingredients can be altered to suit one's taste. (See advice above.)

Note: Because we are in Florida I don't have Audrey Gibbs' recipe which I promised. Next issue for sure, Audrey!

May God Bless you abundantly with love and good health!

Rose

****

ADDRESS CHANGES

(As of 1-25-93)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ARMSTRONG	DENTON	4-18	7265 KENTUCKY DR., APT. A	LAKEWOOD,	CO.	80226
BOULDIN	JAMES E.	7	5395 S. E. ORANGE ST.	STUART,	FL.	34997
BOULIANE	JEAN P.	7	1400 HERMAN DR. APT.16B	HOUSTON,	TX.	77004
COBB	JUNIUS W.	18	ROUTE 1, BOX 131	UNION HALL,	VA.	24176
CONNELLY	DON	7	515 7TH AVE. S. #2A	CLINTON,	IA.	52732
FREDETTE	RAYMOND H.	7	8351 WAGON WHEEL ROAD	ALEXANDRIA,	VA.	22309
GOETZ	FRED W.	4-18	2959 S.BAY DR., APT.Q11	CLEVELAND,	OH.	44145
HILDEBRAND	THOMAS H.	4	P.O. BOX 9005	ORANGEBURG,	SC.	29116
IVEY	KIVETT	7	153 SUTTON ROAD	LA GRANGE,	NC.	28551
JACKSON	KENNETH G.	7	6609 CHERRY DRIVE	KNOXVILLE,	TN.	37919
MILLIKEN	JOSEPH L.	490TH BG	13252 S.W. 63RD AVE.	PORTLAND,	OR.	97219
RATHBUN	EDGAR H.	7	190 HERITAGE ROAD	WINDSOR,	CT.	06095
SADOWSKY	AL	391	17266 BOCA CLUB BLVD. 1601	BOCA RATON,	FL.	33487
STANBERRY	RALPH M. SR.	7	1490 NEEDMORE ROAD	BRYSON CITY,	NC.	28713
SWANN	ALFRED A.		2921 VILLA ROSA PARK	TAMPA,	FL.	33611
WILSON	MERLE E.	7	RT. 4, BOX 195	INDEPENDENCE,	KS.	67301
WOOTEN	JOHN R.	4	14661 ALLISON STREET	ADELANTO,	CA.	92301
YOUNG	JAMES C.	7A	133 W. LOCUST ST., APT. 214	MECHANICSBURG,	PA.	17055

TAPS

(As of 1-25-93)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
BARBARAS	GEORGE		2480 W. MEDFORD AVE. LKA	MILWAUKEE,	WI.		
BOOZMAN	FAY						
BRUNK	ALLEN		712 ENFIELD	BRYAN,	TX.		5-12-83
CARLIN	GERALD		535 NORTH ALTA VISTA BLVD. LKA	HOLLYWOOD,	CA.		
DAVIDSON	RICHARD		341 STEWART AVENUE	LOMBARD,	IL.	60148	
EFFINGER	ROBERT		1307 EDMUND AVENUE LKA	ST. PAUL,	MN.		1940'S
FINK	EDWARD A.	7	1418 W. PERSIMMON ST.	RIALTO,	CA.	92376	4-18-92
GOY	ERNEST G.	391	3814 CARY ROAD N.W.	HUNTSVILLE,	AL.	35810	DEC.'89
HENDERSON	JOHN A.	7	221 TAMRACK DRIVE	BLOOMINGDALE,	IL.	60108	
McKEON	PATRICK	7	23 WINTER STREET LKA	HYANNIS,	MA.		
ORCHOLL	THOMAS S.	391	10526 LEHIGH COURT	SUN CITY,	AZ.	85351	6-02-92
REEVES	THOMAS C.	4	212 NO. ATLANTIC PLACE	BOISE,	ID.	83706	9-21-92
VAN KIRK	CHARLES	4	1506 OAK DRIVE #111	VISTA,	CA.	92803	11-26-92
WILLIAMS	JAMES						
WIRTHLIN	JAY L.(BOB)		P. O. BOX 415	DOLAN SPRINGS,	AZ.	86441	8-26-88

LOST SOULS - MOVED? - STRAYED?

(Mail returned when sent to these addresses - Ned new addresses)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
DAYE	PHILIP J.	7	6305 GAGE PL. #202A	HIALEAH,	FL.	33014
GROSS	GERALD		2416 OCEAN CREST BLVD.	FAR ROCKAWAY,	NY.	11691
HILLIS	LAYMAN M.	4	715 WOODTOP ROAD	WILMINGTON,	DE.	19804
MOLLICA	JOHN V.	391 (LM)	4345 EDEN STREET S.W.	SALEM,	OR.	97301

NEWLY FOUND

(As of 1-25-93)

(NOTE: NAMES MARKED * FOUND THRU PHONE DISK RECENTLY PURCHASED)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BUTLER*	JOHN ALLEN	391	59 NORTH ROAD	PEACE DALE,	RI.	02883
CAFFREY*	JAMES P.	4	4323 126TH PLACE N.E.	MARYSVILLE,	WA.	98271
CAMDEN	JACK	4	RT. 5. BOX 126	AMHURST,	VA.	24521
CHAISSON*	WILTON P.		1020 DERBIGNY STREET	GRETNA,	LA.	70053
CLARK*	BURNELL E.	391	3305 SHARER ROAD	TALLAHASSEE,	FL.	32312
CULBERTSON*	CHARLES	7-4	4004 CHESTNUT AVENUE	LONG BEACH,	CA.	90807
FERRY*	DUANE F.	18-4	2204 OAK DRIVE	NEWBERG,	OR.	97132
FOGG	FRANK		7307 S. 69TH EAST COURT	TULSA,	OK.	74133
FOX	ROBERT B.	7	4539 GAMBEL COURT	INDIANAPOLIS,	IN.	46241
GARNEAU*	EDGAR "PETE" H.	391	3978 SPYGLASS HILL	SARASOTA,	FL.	34238
GRENDZINSKI*	MITCHELL	18	3741 S.W. 27TH TERRACE	MIAMI,	FL.	33134
GUMM*	WILBERT T.	7	4239 GARDEN DRIVE	RACINE,	WI.	53403
JACKOBS	MAURICE	391	BOX 30	GARRISON,	TX.	75946
LEHMAN*	RALPH M. "MAC"	7-4	3465 ROYAL TERN CIRCLE	BOYINGTON BEACH,	FL.	33436
LOTSPIECH	WILLIAM	4	2202 WEST 11TH STREET	IRVING,	TX.	75060
MARTIN*	RAMON T.	7	171 MANHATTAN TERRACE	DUMONT,	NJ.	07628
MAYNE*	JOSEPH		7 HITCHING POST LANE	CENTERVILLE,	MA.	02632
McBRIDE*	JAMES T.	7-18	122 EASTWOOD DRIVE	FLORENCE,	MS.	39073
McLAUCHLAN	GEORGE "RED"		151 KINGSBERRY AVENUE	CORNING,	NY.	14830
MILLSTONE*	MARTIN A.	391	1434 SOUTH FARRELL DRIVE	PALM SPRINGS,	CA.	92264
MOORE	THEODORE C. "TED"	391	4510 CLIFFORD DRIVE	BRIGHTON,	MI.	48116
MORRISON*	WARREN E.	391	234 TWELFTH STREET, S.E.	WASHINGTON,	D.C.	20003
NEUBAUER*	GEORGE W.	7	811 SOUTH IOKA AVENUE	MOUNT PROSPECT,	IL.	60056
NIXON*	WENDELL B.	18 (LM)	986 WOODLAND STREET	HEMET,	CA.	92545
OLSEN	CALVIN B.	18	P.O.BOX 2209	ONALASKI,	TX.	77360
PROVANCE*	WARD S. JR.	7	2317 SERGEANT	JOPLIN,	MO.	64804
RICKER*	CONRAD L.	7	508 N.W. 86TH STREET	OKLAHOMA CITY,	OK.	73132
RUSSELL	WILLIAM V.		138 CHAMBERLIN DRIVE	WEST SENECA,	NY.	14210
SCIMECA	ANTHONY	4	102 OVERBROOK ROAD	GOLDSBORO,	NC.	27534
SHERMAN*	MORRIS	7	9733 HOLCOMB STREET	LOS ANGELES,	CA.	90035
SIMPSON*	THOMAS R.		212 CASA GRANDE DRIVE	ODESSA,	TX.	79763
STOUFFER*	RICHARD R.	7	1807A GLENWOOD OAKS COURT	URBANA,	IL.	61801
VALLIANDO	ARTHUR A.	391	39 MARY LANE	RIVERSIDE,	CT.	06878
WHITE*	WALTER P. JR.		3631 CROOKED OAK LANE	WINSTON-SALEM,	NC.	27106
WILEY	ELMER A.	391	1109 BOURBON STREET	SOMERSET,	KY.	42501

NEW LIFE MEMBERS

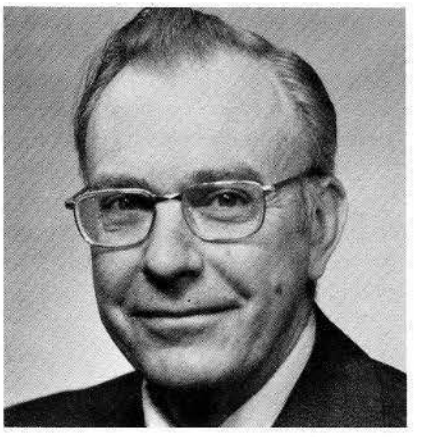
(As of 1-25-93 - Total now 240)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BECKER	MILFORD L.	391	1320 WYNONA DRIVE	ENID,	OK.	73701
CHURCHIA	GORDON	391	231 E. WILLOW DRIVE	SOUTH BEND,	IN.	46637
GILLESPIE	GEORGE F.	4	500 LEWIS DRIVE	FAIRBORN,	OH.	45324
HENRY	GLENN E.	7	417 YOSEMITE TRAIL	MADISON,	WI.	53705
LEVY	IRVING	18	3901 MONTECITO AVENUE	PHOENIX,	AZ.	85018
NIXON	WENDELL B.	18	986 WOODLAND STREET	HEMET,	CA.	92545
SLIGH	FRANK T.	391	11689 LOOP 107	ADKINS,	TX.	78101
THOMPSON	CLIFFORD E.	391	8649 SW. KLAMATH CIRCLE	WILSONVILLE,	OR.	97070

Then and Now

GEORGE C. WEDDELL

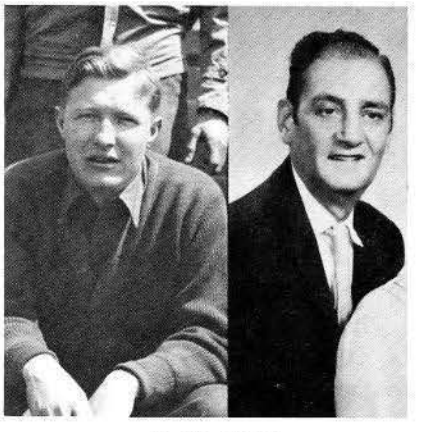
1944



1989

FRANCIS L. WOODWARD & RALPH WALKER

1943



1985

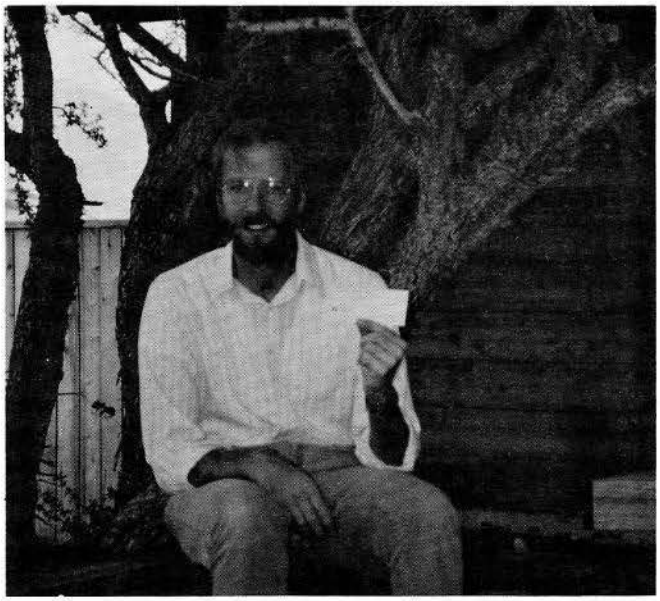
JOHN R. & LENORA WOOTEN

1945

1989

A SCHOLARSHIP WINNER

2ND PLACE - RICHARD BULIS



Richard Bulis with his 2nd place scholarship check.

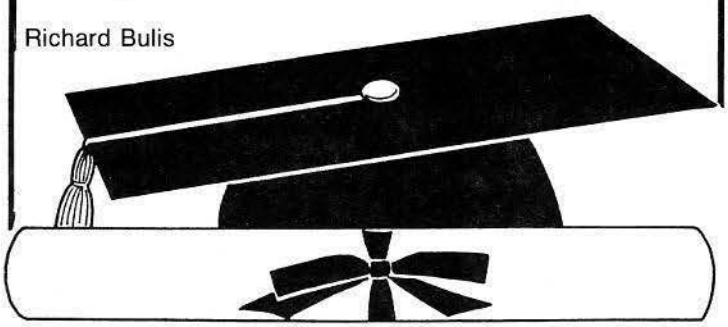
Dear 34th Bomb Group:

I've just received your package and am honored to accept the scholarship from the 34th Bombardment Group. It will be most helpful as I pursue my Masters in Land Use Policy degree at the University of Nevada, Reno.

I was surprised and pleased by the inclusion of the 34th Bomb Group book, which I did not own. I would like to thank all the members for this, and I hope some day I can meet you guys and listen to some of your stories.

Sincerely,

Richard Bulis



A newspaper article from "Stars And Stripes" sometime in 1944

submitted by George Kline

Several officers and EMs of a bombardment group have pooled their technical abilities to build and operate radio station VTV - "Valor To Victory" - at their fortress base commanded by Lt. Col. William E. Creer, of Spanish Fork, Utah.

A main studio with double-glass window and sound-proofed walls transmits entertainment and "sugar-coated" lectures to barracks and buildings of the dispersal sites by means of a control board, 60-watt amplifiers and 200 loudspeakers.

1st Lt. Bob N. Provence, intelligence officer from Lewisburg, WV., handles daily newscasts, while S/Sgt. Howard L. Green of Abilene, TX. gives out with sports data. Program manager is 1st Lt. James S. Hollowell of Cranford, NJ., a B-17 pilot who devotes his spare time from combat missions to produce station shows and sort out discs ranging from Tatum to Toscanini.

The technical staff is headed by S/Sgt. Casimir P. Surek of Chicago, IL., who installed the control tables and amplifiers.

GHOSTS

by Jill V. Chandler

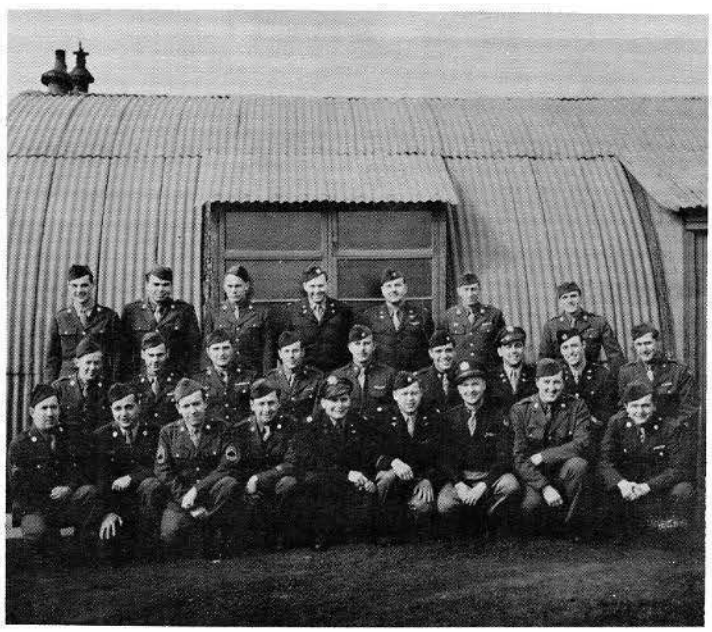
There are ghosts that haunt my mind.
Not spirits from the presents,
But those from forty-five years back in time.
They are ghosts of the men and planes
That once owned the sky.

Why they haunt me I do not know.
For some reason they will not let me go.
The fought ferocious battles over land and sea.
Even in death they have a lot to show.

In a book I saw a photo of a man
I thought I'd like to meet.
I later found out he met his death
At 25,000 feet.

He has probably been long forgotten.
My thoughts do not want to leave him behind.
He was once young like me.
Because on that man I am free.

Tho the soldiers lie sleeping in their eternal nest,
And their great planes have been cast aside,
The ghosts of the air war cannot rest.
Most have forgotten about that day,
But with me the ghosts of the air war
Will forever stay.



A group of men in front of a nissen hut, unidentified. Recognize anyone?

Lt. Dold's Crew.

SERIOUS THOUGHTS OF AN 18 YEAR OLD

ON HIS WAY TO WAR

Jefferson Barracks, MO.
November 11, 1943

Dear Dad,

I received your letter yesterday and was glad to hear from you. I wonder what you were doing this morning at 11:00 o'clock. I just stood at attention and did some serious thinking. I got to thinking about why I was here learning to KILL. Why must I learn this? I wondered if my children, if I ever have any, would have to go through the same sort of thing I'm going through now?

I wondered how all those mothers felt when they heard they may never see their sons again. Only, this time, their daughters were also included in the mess. I guess it used to be that only men were in wars. Next, women became nurses and now, women are taking up arms and KILLING, just as the men are doing. Will man ever stop KILLING? Can't they see that no one is better than the other? Can't they profit by other men's mistakes?

You'd think, by now, that man would know there's some one who will stand for no nonsense such as world domination! Caesar tried it, Napolean tried, Kaiser tries and now, Hitler. Can't someone stop men like these before they even get started?

What good is it for men to invent things? Take the airplane, for instance. It could have done man a world of good. But no, he had to take it, put guns on it, and load it with bombs to go out and KILL. What good does medicine do? It saves a man on the battle field who later sends his son right back out to the same thing. I realize now why men don't talk about battles and conditions they have gone through.

But, as usual, it's the ones who start it that are miles away from the front lines. If only the ones who start it were put into a ring to fight it out, I doubt there would ever be a thing such as war. I only wish that those who make the big money, those who want war just to grab a fortune, could be put through the experiences that some of our soldiers have to go through.

I guess war is GOD'S way to punish us who have been sinful and wicked. If only the mothers could be spared the pain and torture they go through. Some of our politicians in Washington should give more time to the winning of the war instead of "POST-WAR PLANNING". We'll have to win it before such plans can work.

I hope everything is O.K. with you.

Love, your son.

****

Memories

NICKNAMES

by Wallace Brauks

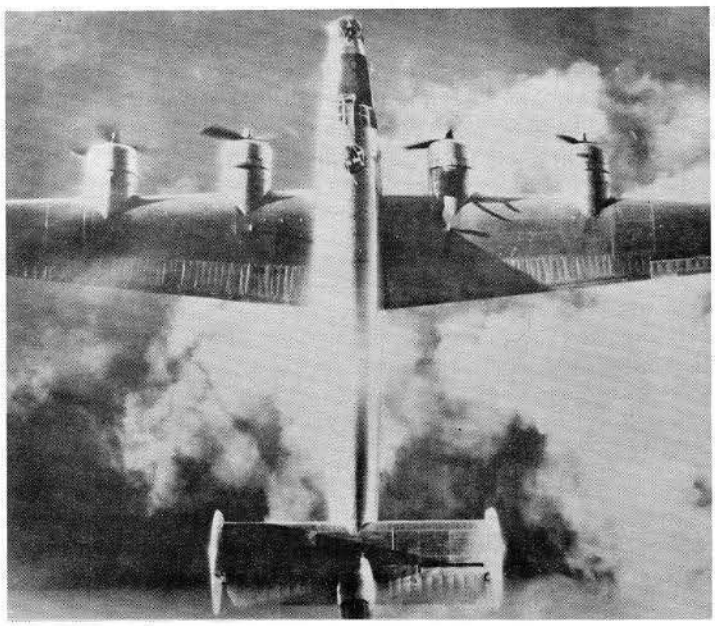
I and others of the 34th Bomb Group were POW's in Stalag Luft IV during WWII. While going through my papers I came across an article from the WAR CRIMES OFFICE listing the nicknames that we POW's of Stalag Luft IV gave to the officers and guards. They were as follows:

LTC Bombach - Snaggletooth, Big Wheel
MAJ Gruber - Hollywood, Medals, Snake Eyes
Hauptman Pichardt - Ice Cream Man, Mad Captain, Butcher of Berlin
Oberfeldwebel Fahnert - Iron Cross
MAJ Stahle - Rigor Mortise
Feldwebel Schmidt - Big Stoop, Slap Ears, Ham Hands, Green Hornet (Wore green wehrmacht coat)
Other Guards - Crowbar Pete, Trigger Happy, Dirty Gus, Riffle Butt, Fritz, The Spider, Twenty Kilometer Joe.

We also had a Hauptman Sommers, Chief Medical Officer, who diagnosed 200 dog and bayonet wounds as "Sunstroke".

I thought others in our group would be interested in this information.

Continued on page 19



One of our B-24's over target.

Memories

Continued from page 18

"100 OCTANE GASOLINE"

by William "Pete" Gray

All during the 34th B.G.'s stay at Mendlesham we had no running water down on the flight line. Now, this didn't create as much of a hardship as you might expect. Really, the only use we had for water, except for drinking purposes of course, was to clean the numerous plexiglas windshields on the airplanes. And, sometimes, we could accomplish this just by dipping an old T-shirt into a nearby puddle of rain water. And, this being England, there were always plenty of puddles around.

But there was another liquid which we could hardly have done without - one that was always accessible and in unlimited quantities - one that we used gallons of each day for the many various and sundry jobs around the airplane - the old standby, 100 octane gasoline. Each 4-engine bomber carried 2700 gallons of it.

I have often contemplated about what was involved in getting this necessary commodity over there to us. From the refineries in the States, then across the sub-infested Atlantic Ocean, and then over the English countryside to our base. Quite a gigantic logistic undertaking, anyway you look at it. And, when you consider that there were literally hundreds of American airbases all over Britain, it's almost inconceivable how much gasoline was necessary to keep them operating. A single mission of 1,000 bombers would require more than two million gallons! And such raids occurred almost daily by this time.

Now, on our airplanes, both B-24's and 17's, each engine had a convenient drain in their fuel systems located on the underside of the wing, easily accessible from the ground. This drain was always closed and safety-wired shut prior to each flight. But, once the aircraft was back on the ground, the wire was again cut so we could have access to the gasoline once more. We used it for everything - to clean our greasy hands as well as the engines. Also to mop up any other liquids such as paint or hydraulic fluid.

Another very important use for it was to clean the oil from off the concrete hardstands where the planes were parked. These would become quite oil-soaked in just a few months from the constant dripping of the engines. The only practical means to get rid of it was to burn it off. This was always done when the planes were off on a combat mission and the hardstands were empty. Weather permitting, of course. And a fire truck was always on standby at such times.

Usually the hardstand would be flooded with gasoline after which a lighted cigarette would be tossed onto it. The gasoline would always ignite with a tremendous roar and, in a matter of minutes, the flames would burn off the accumulated oil.

But, the most beneficial (and popular) use of this most valuable fluid, outside of using it as fuel for the bombers, of course, was to clean our clothes. And almost any garment, after being sloshed around a few times in a bucket of 100 octane gasoline, would come out looking almost new. It would dissolve almost any kind of stain. All ranks, from the lowest private to that of a captain, took advantage of this handy cleaning agent. Funny thing, though, I never saw anyone higher than a captain do this. Probably those of a higher rank would have some one else do it for them. After all, "rank has its privileges", so they say.

However, there was one thing you had to bear in mind when cleaning your clothes in this manner. The garment had to be aired out for several hours afterward to allow the exceedingly strong odor of the gasoline to dissipate. If you didn't, you might find yourself going up in a blaze of glory if you happened to light a cigarette!

Lt. McLean's crew of the "Bottom's Up".

OH WELL, YOU CAN'T WIN THEM ALL

by Vince Doran

The target that day in March, 1945, for at least 1000 heavy bombers, was Berlin. The plan was to saturate an area of the city with six-pound magnesium incendiary bombs and 250 lb. high-explosure bombs that were set to detonate at random times over the next 72 hours. I think they were 250-pounders; my memory dims. Anyway, they were large enough to discourage fire fighters, which was part of the plan. By the time it was safe enough to send in the firemen, the whole area would be gutted. Our part in the mission was to carry a load of the long delay fuse bombs (LDF).

The bombs had been loaded in our plane hours before, as was the usual practice. But this time they were not armed early because, unlike other bombs, once the LDF was armed it could not be disarmed. This was also part of the plan; the Germans could not disarm it either, which further tended to keep the firefighters away. Because of weather problems the mission was delayed and delayed; there was a possibility it would be scrubbed. We told the mechanic to put up a ladder and take a piece of engine cowling off. When the armorer came around to arm our bombs we told him we were having engine trouble and might have to change planes. Once the bombs were armed we were committed to take off and dump them on the target or in a reserved safe area nearby in the North Sea. If our bombs weren't armed, and the mission was scrubbed, we could go back to bed and not have to fly to the North Sea dump.

When he came around the second time we were still having "engine trouble". As he was leaving he said, "You bastards think you have been smart, but, the next time I come back, I am going to arm those bombs even if you have an engine fall off on the hardstand".

He did arm the bombs on his third trip - the mission was on and we dropped them on Big "B".

****

Continued on page 20

Address Correction Requested

HDQ.

391 18 4 7

34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 19

VE DAY, 9 MAY, 1945

On May 9, 1945, VE Day, a special service was held in the Chapel. All faiths participated. Chaplains Eller and Lefkowitz conducted this service. The message from the chaplains on that day was:

"This is the day which the Lord hath made. Let us rejoice and be glad therein". Truly this is a day on which we can lift our hearts aloft in joy, a day on which we can take just pride in the accomplishments that have made this hour possible. The way has been long; the tasks have been gruelling. Never before in the history of man has the blight of evil laid such a heavy hand upon men. Never before has freedom been threatened so viciously, nor the human spirit suffered so grievously from the depravity and the hate of men lusting for power. But never before in all time have evil forces been met by such righteous indignation and by such overpowering opposition. Confident in our might, sure of our cause, our forces and those who fought by our side have, through high endeavor and supreme sacrifice, brought light.

Humanity owes you a debt that can never be repaid; in a very personal way you have contributed to the victory that we celebrate. Free men eveywhere will praise the deeds and bless the memories of those who died that free nations might live.

Yes, this is a day for gladness; but let us not forget "This is the day which the LORD hath made". Had not God himself answered those who sought to deny Him, then, no matter how strong our arms, this day would not have been possible. Therefore, we turn gratefully to Him and pray for new strength to complete our task. Then we will enjoy His blessing in a free and warless world we all so fervently desire.
(End of Chaplains' Message)

Also on VE Day, Col. Creer, our commanding officer, issued the following message:

On this day of Victory in Europe it is with pleasure that I extend this greeting to the men of my command.

Recent years have seen the ideals, upon which our civilization is built, subjected to the cruelest and most violent attack. They have likewise seen the Christian and the Jew unite in defense of common, ageless and eternal legacies. They have seen this unity occasion the success which shall continued to mark our efforts until the banners of Freedom are completely restored to benighted lands. However, even though the tide of battle has given us a glimpse of the Victory that will be ours, we dare not relax our vigil until the last foe of Democracy has laid down his arms. And when hostilities finally cease, we must remain united, for "Peace hath her Victories no less renowned than war". Let us stand firm that, for the country which is ours and those we love, Peace might no longer be an illusory dream but a strong and enduring reality.

WILLIAM E. CREER
Colonel, Air Corps
Commanding

Lt. Peterson's Crew.

VOLUME XVII NUMBER 2 JUNE, 1993

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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REUNION '93

Little Rock, AR.

See You There! Sept. 22-26, '93

OBSERVATIONS

"Back home again, in Indiana". Some of you may not know it but that's quite some song here in the Hoosier state. And we are, really, back home again for the late spring, summer and early fall seasons. It's good to be home after our winter sojourn.

This issue, by the directive of the Board of Directors of the 34th B.G., is sent to all people on our roster, whether paid members or not. This is done in the hope that it may encourage some non-members to join. Come on, folks, join the crowd.

This issue, also, contains all the information and forms needed for attending the 34th B.G. reunion at Little Rock, AR. in September. Remember, this is the home state of our newly elected president. I wrote him in November, as president-elect, regarding our visit to Little Rock and had hoped I would at least get some response from him or his staff. Alas, as of yet, that is not the case. I have heard nothing and am somewhat shocked at that. A group of veterans, such as ours, deserves at least some written response. Oh well, that's life!!

Little Rock sounds like an excellent site for our reunion. First, we will be staying in one of their major hotels, the Excelsior, which sounds like quite a place. Secondly, we understand there are quite a lot of sight-seeing possibilities. Along with that, we will have a photographer who will see to it that everyone gets into at least one photo.

I know I'm being repetetive, but I must say that those of you who have not attended one of our reunions don't know what you are missing. The camaraderie which exists between all of us old-timers, the activities open to us all, and the possibilities of meeting up with some old-time buddies of bygone days is well worth the trip. And if, as usual, the reunion committee provides a good program at the festive banquet, that's icing on the cake. If you can, by any means, join us, don't let the opportunity pass by. You'll not regret it. Remember, we're not getting any younger. Who knows how many more years we have with the ability to do so.

For those of you who have young relatives of college age, don't let them pass up the chance to win one of our scholarships. Don't forget, the deadline for those submissions is July 15th. There's still plenty of time for them to send in their entries. Get 'em going!!

I'm sure many of you, as am I, are looking forward to reaping the fruits of our labors in the garden. I'm known as the "Green Thumb" of the neighborhood and enjoy the efforts put into it as well as the results. Even though I have a bad back I can handle it if I use a little caution in my approach and it is very satisfying. It is also a form of relaxation for some of us.

That's about all I have for this issue. The deadline for submissions to be printed in the September issue is July 23rd. Please, if you have any item that must appear in the September issue, make sure your material reaches me by July 23rd.

Rose and I are looking forward to meeting you all at Little Rock in September. Until then, we bid you "PEACE".

Eli Baldea
Editor

****

Don't Forget

To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

PRESIDENT'S MESSAGE

Greetings!!

Received the March Mendlesham Memories and, I must say, there was a lot of exciting and nostalgic reading in it, among which appeared the results from the computer phone discs we purchased. A few of the "Lost Sheep" were members of either the flight or ground crews of the B-17 "Gotta Haver". What a great investment put to use by Harold Province and Ray Summa!

I recently returned from Little Rock after meeting with the reunion committee and observing the final preparations for the September reunion. It was an honor to be included. I was very much impressed by the professionalism of this committee. Each have their own area to cover and do so in such a way that the membership can attend with the least amount of expense.. What I observed was only a portion of the time spent organizing and promoting a 34th B.G. reunion. I commend these men and their wives for making them such successful occasions. The most important reason for a reunion is to meet old friends and relive some past memories. With what the Excelsior Hotel and the Little Rock area have to offer we are going to have a great time. We're looking forward to seeing all of you in September.

Bruce Sothern
President

****

PAST PRESIDENT'S MESSAGE

Hello from your past president -

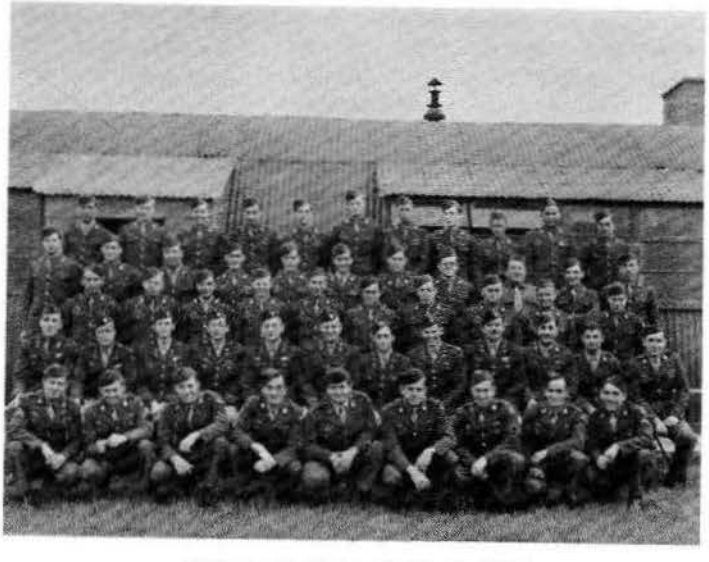
We hope this finds all of our friends of the 34th in good health and enjoying the good life.

As our annual reunion draws near we hope that we will see a lot of familiar faces in Little Rock. This will be the time to relive the past and, for most of us, it will mean almost 50 years. There will be a lot of hard work to plan for all that will take place in those three short days. The clock of time is ticking fast and we should all make the most of what's left.

I see by the newspapers that our friends from the 100th Bomb Group will be at Little Rock in October. The "Square D" from Thorpes Abbotts were not so lucky as the "Red Tails" of Mendlesham. We have heard stories of other groups and their misfortunes. Our group had some devout leaders who made our missions go as planned. Enough said!!

Regards, Fred Schoch

****



34th Bomb Group Medics in 1944.

Ray Summa...

Dear Friends;

Spring, Oh Glorious Spring! It has been a long winter, although here in central Indiana it has not been too bad but, still, the weather was confining. It is great to get outdoors and walk without having to bundle up.

Even after sending out all those letters the first of the year, trying to find some of our lost friends, I am still getting a few letters and phone calls from some of our men who had never heard that the 34th was back together again. Several say they are planning to be at the reunion this September in Little Rock. It is sad that we have found so many who have passed away. Check the TAPS list.

I have finally found two of the men I had searched for all this time. One is Joe Wong, our Chinese buddy, who was a sheet metal worker and repaired the sheet metal of the planes damaged by flak. When I called him he was surprised to hear that the 34th was back together again. He was very enthused and is planning to be at our reunion in September. The other is Robert Sugarman, who was a crew chief in the 18th Sqdn. and whose plane was in the same hard stand as mine.

Our grandson, Scott, was doing his student teaching this past semester in History and Journalism. He was teaching about the Home Front during the war and, naturally, he needed WWII memorabilias, such as Glenn Miller's music, books and articles concerning gas and food stamps to show the members of his class. We were able to supply him with some of the articles.

During the war Hannah was at the Guide Lamp, as a R.N. in the hospital. The Guide made numerous parts of war material, including a machine gun that we called a grease gun because it looked like one. The 34th had a few of these. One man at the factory was accidently shot and killed by one of these guns.

Basil Gaumer's letter brought back many memories of the flight line. Read his letter in the "Memories" section of this issue.

We had our yearly St. Patrick's Day date with the Finleys at Murphy's in Indianapolis. The usual bagpipers and drummers were there, along with the accordian player and the singalong. We called ourselves the O'Finleys and the O'Summas. Wouldn't it be great to have a singalong at the Reunion? Viv Creer and Fred Berglund could lead us.

Our bus tour to Branson, MO. was great. We had a good group and enjoyed the tour very much. These bus tours are great for us oldsters. Little Rock is not very far from Branson. Why not stop on the way down or on the way home and enjoy yourselves?

We have several sick friends from the 34th...three that I know of at the present time. Jack Odom, an 18th Sqdn. ass't. crew chief, is at St. Anthony's By The Sea Retirement Home, Singer Island, 1200 Surf Road, Riviera Beach, FL. 33404. Clarence Squires, an 18th Sqdn. crew chief, is at Crestview Homes, Inc., Box 430, Bethany, MO. 64424. Harold Parrish is at home now. His wife is taking care of him. His address is on the roster. Why not drop a card to these men along with a note. I'm sure it will please them.

I had a letter from Pete Gray asking who removed the deicers from the planes when we reached England. Were they removed at the Sub-Depot or did the men on the line remove them? I can't remember. Can any of you?

All you 34thers, wives and sweethearts, make plans for the Little Rock reunion in September and, God willing, we will see you there.

Ray L. Summa

****

Don Wick, John Hurley & Dale Ganger, 34th photographers.

FROM THE TREASURER'S COMPUTER

Here it is, the middle of April, and Eli needs copy by the 23rd for the June issue. Thanks to those of you who found the "SPOT OF RED" on their address label from the MEMORIES' March issue and sent in your 1993 dues. And a special thanks to those who have paid past 1993! Your future issues will be delivered to your proper address. The June issue of Mendlesham Memories will be sent to all of those on our roster except those who failed to answer a mailing in 1989. They didn't even answer when we sent them a stamped envelope with which to reply. To those who receive this issue but have not "joined" the ASSOCIATION, we urge you to support the 34th BOMB GROUP (H) ASSOCIATION by sending in the $7.50 annual dues. Most organizations charge more than we do for annual dues and we think it is a bargain.

We've had a great response in the mailing to names of our "LOST SHEEP" as you will note on the listing of the "NEWLY FOUND". Ray has also been busy with other sources and we have quite a list of "NEWLY FOUNDS". At this writing (mid-April) I have another 4,800 address labels for Ray to send out in our attempt to find our "LOST SHEEP". Following that mailing there are probably another 1,500 names of support people (those from Blythe who were not on a flight crew) in the Western U.S. to contact. And when those have been contacted we will have exhausted our current source of names of people who had served with the 34th B.G. Unfortunately, we have a large gap in our available records. We have the lists of personnel from Blythe who were sent to England, and we also have the loading lists of aircraft which returned to the USA in June of 1945. For the period after May, 1944 to just before VE day in May, 1945, we know there were crews who were assigned to the 34th, flew their missions, and left. There were also those who stayed in England or were assigned to other units. But we have no records for those people! If you were one of those people, we would appreciate having the names and addresses, if you have them, of those who flew with you or stayed in Europe. Bob Gay told

Continued on page 4

FROM THE TREASURER'S COMPUTER

Continued from page 3

me that, at any given point in time, we had about 3,000 men on the base at Mendlesham. We're still missing a large number of people but we're still trying to find those "LOST SHEEP". Be sure to check the list of "NEWLY FOUND". You may find a long lost buddy listed!

For the past four years I have been seeking the names of those who were in the various units and have had good response from those who send in their dues. We still need to fill the gap of our missing records. Any help you can supply will be greatly appreciated!

As a follow-up to my March comments about genealogical ties, I found another tie from the PROV-NCE family. Thanks to George Kline, who sent in the Stars and Stripes article about the radio station VTV, we found Bob Provence, who was in S-2 at Mendlesham and our great-great grandfathers were brothers. So Ward Provance, Bob Provence and I are related. I hope we'll be able to get together at Little Rock.

I have received several accounts of personal experiences from some of you when you sent in your dues. I've sent those, which I think would be of general interest, to Eli as possible items for inclusion in future issues of Mendlesham Memories. Some of the more formal presentations, I think, should be sent to the 8th AFHS for archiving by sending a copy to the editor of the 8th AFHS Newsletter. His address is:

JAMES W. HILL, 125 RAMBLEWOOD ROAD, PENNSYLVANIA FURNACE, PA. 16865

The archiving of such records will provide source material for research in the activities of the 34th B.G. and the 8th A.F. The material which Eli selects for inclusion in the Mendlesham Memories will be archived. Mr. Hill also receives a copy of Mendlesham Memories. When the Memorial Center is completed in Savannah, Georgia, all archived material will be deposited there for preservation in a controlled environment. There is NO WAY that your war-time experiences will be preserved for future study unless YOU take the time to record them in black and white. Keep your stories and experiences coming. We appreciate them, but send them to our editor, Eli Baldea

My wife mentioned, just the other day, that we're only five months away from the reunion at Little Rock! She's looking forward to it as I am also. I hope that you are making plans to be with us at Little Rock and that it will be one of your 1993 memories! Hope to see you there!

Hal Province
Treasurer

MOVING?????

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

Crew picture, one of which is Francis Jackovich.

A DOG NAMED SEX!

From a bit of comic material sent to Ann Landers. Borrowed from the Georgia Chapter of 8AFHS newsletter.

Everybody who has a dog calls him "Rober" or "Boy". I call mine "Sex". He's a great pal, but has caused me a great deal of embarrassment.

When I went to City Hall to renew his license, I told the clerk I would like to have a license for Sex. He said, "I'd like one too!" Then I said, "But this is a dog". He said he didn't care what she looked like. Then I said, "You don't understand. I've had Sex since I was 9 years old". He winked at me and said, "You must have been quite a kid".

When I got married and went on my honeymoon I took the dog with me. I told the motel clerk that I wanted a room for my wife and me and a special room for Sex. He said, "You don't need a speical room. As long as you pay your bill we don't care what you do". I said, "Look, you don't seem to understand. Sex keeps me awake at night". The clerk said, "Funny - I have the same problem".

One day I entered Sex in a contest but, before the competition began, the dog ran away. Another contestant asked my why I was just standing there, looking disappointed. I told him I had planned to have Sex in the contest. He told me I should have sold my own tickets.

When my wife and I separated we went to court to fight for the custody of the dog. I said, "Your Honor, I had Sex before I was married". The judge said, "This courtroom isn't a confessional. Stick to the case, please". Then I told him that after I was married Sex left me. He said, "That's not unusual. It happens to a lot of people".

Last night Sex ran off again. I spent hours looking for him all over town. A cop came over to me and asked, "What are you doing in this alley at 4 o'clock in the morning?" I told him I was looking for Sex. My case comes up next Friday.

REUNION '93

LITTLE ROCK IS THE PLACE TO BE IN 1993

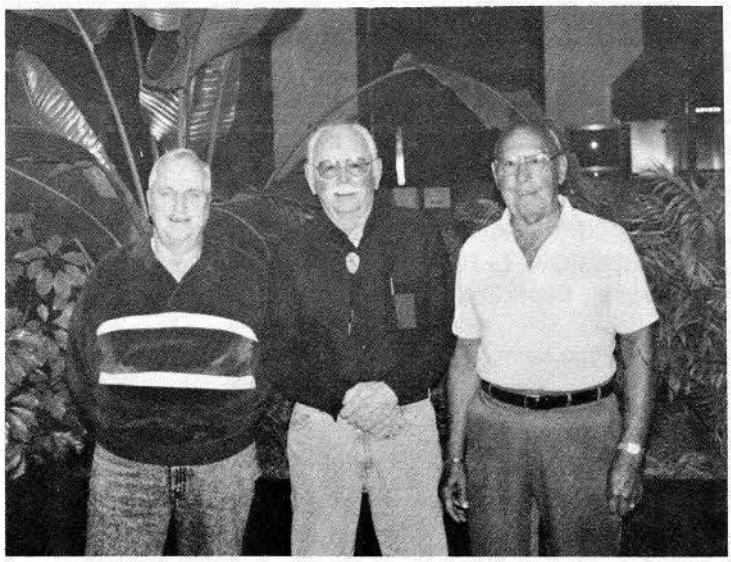
The only thing that flies for the 34th Bomb Group these days is time. Seems as though we just got home from the last one and it's time to get things in motion for the next one.

This year we will meet in Little Rock, Arkansas on the 23rd to the 26th of September at the Excelsior Hotel. In this issue of Mendlesham Memories you will find two registration forms. One of these forms is for your rooms at the Excelsior Hotel. Fill this in and send it to the hotel. The other form is for your food and activities while attending the reunion. Fill this form in with your choices and send it to: ROBERT WRIGHT, 411 PARKOVASH AVE., SOUTH BEND, IN. 46617.

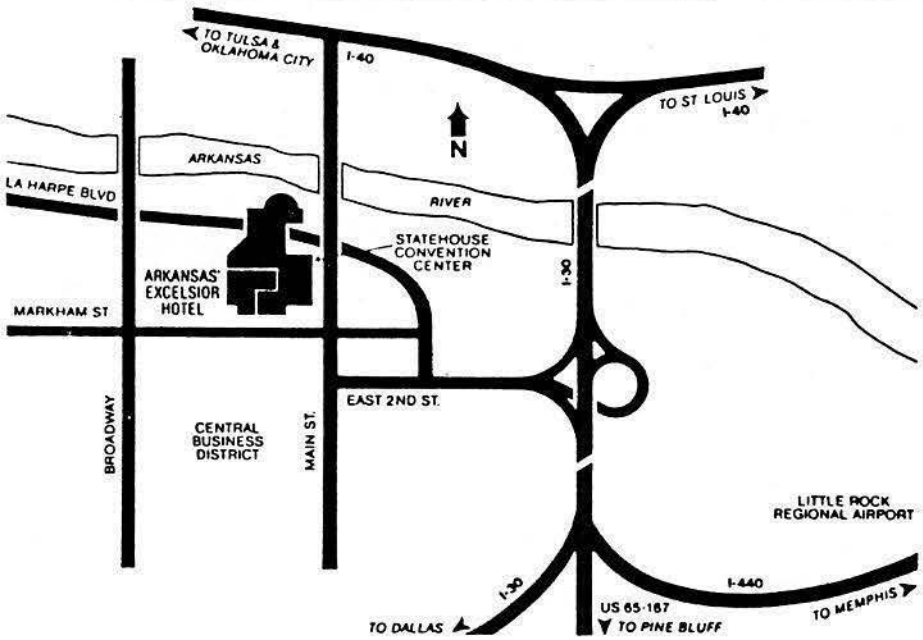
If you are flying to Little Rock for this reunion, you will be provided with complimentary transportation from the airport to the hotel. If you choose to drive the map below will direct you to the hotel from every major highway leading into Little Rock.

P.S. The Board of Directors Meeting is scheduled for Thursday, September 24th at 10:00 a.m.

The Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright



Harold Rutka, Gerry Pine and Bob Wright at the Excelsior Hotel in Little Rock.



MORE REUNION NEWS

The 34th B.G. will have a proposal and a flyer at the Little Rock reunion in September regarding the 1994 trip to England. Tamarac Travel will be present to answer any and all questions that anyone has. I haven't heard any proposals as to when we should go or what we should see. Give it some thought and let me know. Peter and Sylvia Gaskin will be in Little Rock and, for those who haven't heard of them, they are "Friends of the Eighth" from England. Peter and Sylvia have joined us at our England reunions. Also, Peter is a superb guide at Duxford and the Bomber Command Museums.

The 8th Air Force reunion will begin several days after ours at Little Rock, ends. Why not take a leisurely trip north to Chicago and take in the sights of the Windy City. We will be at the Hyatt Regency and our room will be available for unit meetings.

Harold Rutka

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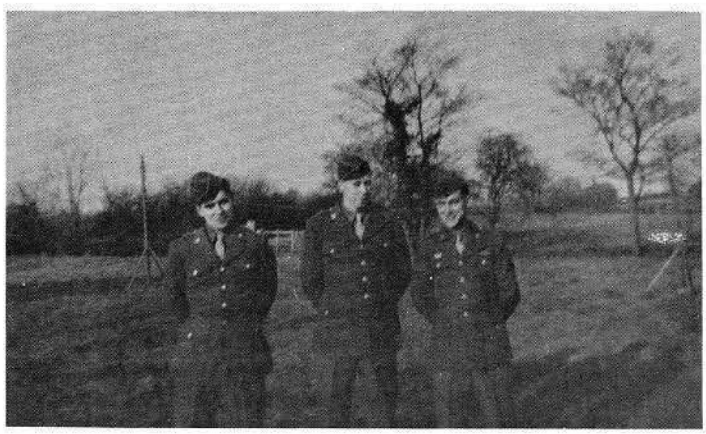


Manuel Lopez, Bill Sherman & John Krebs.

CLARIFICATIONS

From Homer Brown, Charles Metz and Jean Bouliane we have received the names of those men depicted on the lower right corner of page 17 in the March, '93 issue. This was the 7th Sqdn. Headquarters group.

They are:

FRONT ROW, L. TO R.: Cpl. Grist, S/Sgt. Jackowitz, T/Sgt. Shanley, S/Sgt. Schnittgrund, Capt. Smith, Maj. Cook, Capt. Metz, S/Sgt. Wilson, and Pvt. Bannon.

MIDDLE ROW, L. TO R.: Cpl. Martin, Cpl. Brown, Sgt. Glickmann, T/Sgt. Hammond, Lt. Col. Tavasti, Lt. Col. Fandel, Capt. Arteel, Capt. Wright and M/Sgt. Burcham.

BACK ROW, L. TO R.: Sgt. Messmer, T/Sgt. Dilworth, Sgt. Knudsen, Capt. Crook, Maj. Smith, Cpl. Smythe, and S/Sgt. Rhodes.

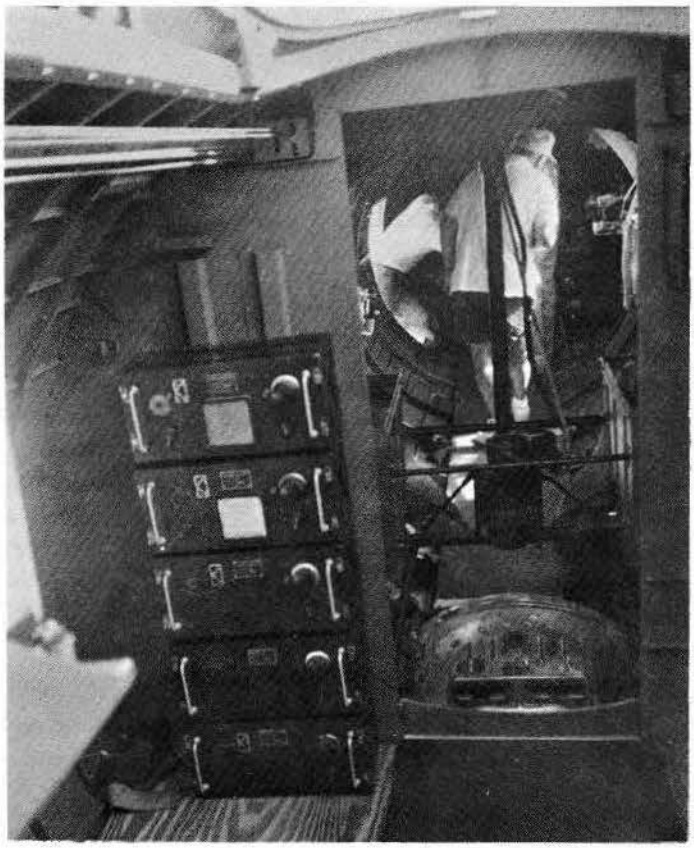
We hope some of you will recognize yourselves.

****

Rod McColl has written us with identification of two of the people of Coupland's crew on page 3 in the March issue. They are: standing on the left: Rod McColl and standing in the center: Lt. Coupland. Can anyone identify the others?

****

In the March issue Ray Summa asked how many knew the location of the radio room on a B-17. William Donlon obliged with two photos as shown below. On the left is the radio room looking towards the waist. On the right is looking from the waist into the radio room. In the right photo you will notice the radio equipment on the left side.



B-17 radio room looking toward the waist.

B-17 waist looking toward the radio room.

NEWS FROM HERE AND THERE

From a Mr. Bill Dugger we learn that he is an award-winning silversmith with 27 years experience. He informs us that he has created a set of a buckle and bolo-tie for the 34th Bomb Group. They are handmade of German silver with a jeweler's bronze overlay, engraved. They have a lifetime guarantee and will be replaced or repaired at no cost to you. There is a colorful flyer which he will gladly mail to you if interested. Write to: Bill Dugger Jewelry, P.O. Box 714, Green Valley, AZ. 85622.

****

From Dane Hansen Productions we are informed that they have just completed a VCR tape on the real story of the bombardier in World War II. It is called "BOMBARDIER: THE REAL STORY". It shows today's viewer just how perilous life was for the bombardier and how crucial his role was in our nation's victory. The tapes sell for $29.99 plus $4.00 shipping and handling each. If interested write to: Dane Hansen Productions, 3405 Penrose Place, Suite 103, Boulder, CO. 80301 or call 1-800-243-7111, Ext. 397.

Notes From Our Friends

PEARL (JOSEPH) McMAHON - Orange, Ca.

In response to your request for a recent photo of Joe to put in the "Then & Now" section of Mendlesham Memories, I must tell you that he passed away on Oct. 27, 1989. I am so sorry that I neglected to inform you of this sooner. Please accept my apology.

****

MOLLY (JESSE) GARDNER - Bagley, IA.

My "Gabby" (of war days) has passed away, quite suddenly in the end. He was at home - he loved his home. I hated it because he could not get out and do anything. He loved simple things in this life and was very bright mentally to the end. He was a Christian and it made it easier for me to see him go. He was spiritually ready. God took care of him in "HIS" time. As George Kline wrote at Xmas, there must be a special place for us old warriors. What a lovely thought. God bless all. (Editor's note: See our "Memories" section.)

****

ED LONERGAN - Ft. Myers, FL.

All is well and healthy with the Lonergans. We're looking forward to the Little Rock meeting. As volunteer chairman of the golf committee, I think I'll contact "Man Of The People" Bill Clinton for his recommendations of courses to play while conventioning in his city. With that "joke" I'll close.

****

BETTY (GEORGE) MUELLERSCHOEN - San Marino, CA.

We look forward to Mendlesham Memories. Thanks for the good job you do. We recently attended the Las Vegas "Reunion" but were unable to stay for the dinner - to meet people. We hope to be able to attend again.

****

CARL TRAUERNICHT - St. Louis, MO.

Please accept my sincere gratitude for the job you are doing as editor. The publication is most interesting and I always look forward to reading it when it arrives. In fact, all of our officers in the Association do the rest of us a wonderful and much appreciated service! Eggleston, Ashwood, Peczkowski and I hope to be able to attend the next reunion.

****

BYRON E. SHEESLEY - Oneonta, NY.

It is so beautiful here in the far north. The ground and the hills so white and clean looking. I don't have to think about outside work. The fireside and a good book and good memories is all that fills my time.

Mary and I are leaving for an Elderhostel week in the "Northern Kingdom" of Vermont. We will hear lectures in the afternoon and x-country ski in the forenoons. We hope to see you in Little Rock.

Conway Couse's Crew-"Ride'n Hi"-unidentified except lower left corner is Milt Hanson.

AL SWENSON - Amelia Island, FL.

Amelia Island is the northernmost barrier island in Florida. You may have read about the oceanfront erosion because of the frequent storms. Our house is not oceanfront property so we have no worries on that score.

The reunion in Las Vegas provided me with a welcome addition to my crew. John Moreno and I had the pleasure of welcoming our navigator, Sam Swanson, to the 34th B.G. family. We three decided to take our wives to Little Rock, which will be much better than attending alone.

****

FRED MAUNDRELL - Mendlesham, England

Thank you for putting the suggestion forward that I be made an honorary member of the association, though I most certainly do not deserve this. My endeavours were so small in getting the Memorial Book underway. Maldwyn did the main and important work and provided the special materials.

Just read the book, "They Led The Way", a very important report on 156 Squadron "Pathfinders". It brought home to one the immense losses involved in "Bomber Harris's" ideas on bombing Germany. I still feel the bombing method ideas were as bad as the idiot ideas of the 1914/18 war of "going over the top". Identical principle and little, in fact no, thought for the men who were having to do it, Americans in daylight, R.A.F. at night, day after day, night after night, almost without respite.

****

LOUISE (CLIFFORD) THOMPSON - Lincoln, NE.

My husband, Clifford, died on November 16, 1992 at Aguanga, CA. He thoroughly enjoyed his association with you folks and we had a wonderful time at the Las Vegas Reunion. I would appreciate your continuing to send me Mendlesham Memories.

****

MARY (HARRY) CHERRY O'NEIL - Venice, CA.

I think the Harry Cherry you are looking for was my husband. He was in the 34th B.G. of the 8th A.F. and was stationed in England during the war. He got diabetes in mid-life and complications from this disease caused his death in September, 1990. I'm sure he would have been interested in hearing about the group if he were still here. I have since remarried in May of 1992.

Continued on page 8

Notes From Our Friends

Continued from page 7

JOHN WOOTEN - Adelanto, CA.

We sure enjoy Mendlesham Memories and look forward to each issue. So far we have not been financially able to attend any of the 34th reunions. We still enjoy reading about the things that took place and to read about many of my former buddies from the service.

Sure hope we can get to the 34th reunion at Little Rock, but doubt very much if we can. We have not been back to Ohio for family reunions for six years. We usually have it the first week of August. Lenora's mother will be 90 years young in February, '93. We would love to be there for her birthday.

****

DON FILLMAN - Des Moines, IA.

I recently received a note from the daughters of James C. Riley of Danville, VA. saying that both parents died in early 1992. He was in the 18th Sqdn. as a ball gunner on Russ Paulnock's "Belle of the Brawl". He was a replacement gunner and served very well. Emphysema and cardiac problems were his enemy.

****

TOM WRIGHT - Murphysboro, IL.

Sorry to have missed such a nice gathering in Las Vegas. I received a first-hand report plus photos from Fred Schoch and others on our crew. I know everyone had a great time. Hopefully Little Rock!

****

BASIL MAUK - Denison, TX.

I was really surprised to open up the Dec. '92 issue of MM and find my air crew's picture of our B-24 plane, "Bambi". I was the ground crew chief of that plane. I really enjoy getting my Mendlesham Memories.

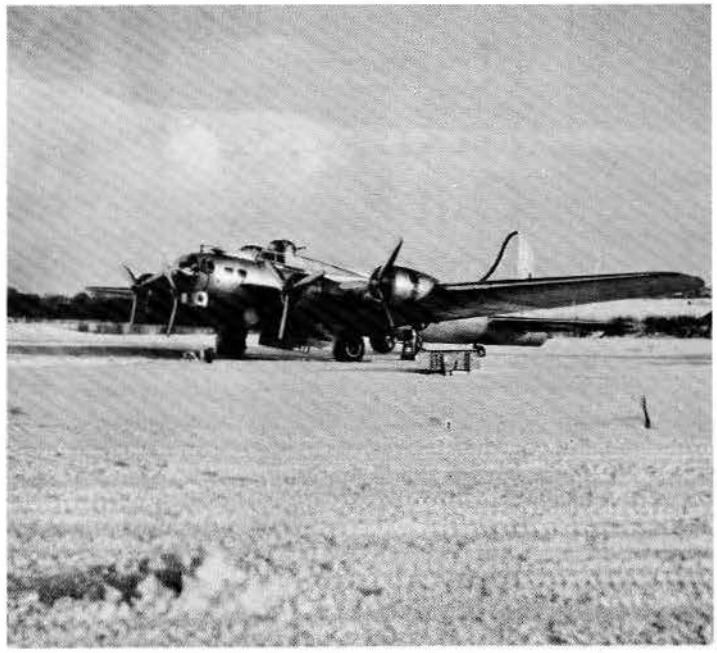
****

RICHARD E. TURPIN - Asheville, NC.

I have been a little Puny and now I have fallen and banged up my right hip, but we'll make it! I'm sending in my dues and dues for a "lost sheep", James A. Chambers, who also lives in Asheville. He was in the same pyramidal hut with me in England, so he must be in the 391st.

****

Joel Friedman in a frosty British field.



B-17 on hardstand in winter '44-'45.

CARL B. STEMEN - Breman, OH.

Peg and I celebrated our 50th anniversary recently. You should have stayed up north this winter. Here in central Ohio in mid-February we have had no snow or bad weather yet.

****

LOUISE (HOWARD) ANTHES - Moscow Mills, MO.

You are correct that Howard did serve in the 34th Bomb Group as a pilot of a B-17 and was stationed in Ipswich, England from March, 1945 to around October, 1945. Unfortunately, Howard died from cancer in May, 1981. It's nice to know that there are those still interested in the happenings of so long ago.

****

PETER STAMPON - Gray, ME.

Lucille and I didn't make the reunion in Las Vegas but we are planning to see everyone in Little Rock in 1993.

In 1991, just before the reunion in Louisville, I had a colon cancer removed. However, I was able to go to Louisville. When I returned home my doctor put me on chemotherapy treatments. I didn't tolerate the chemo very well so, consequently, I had a bad year. A few months ago I had a catscan and it came back clean so my doctor took me off chemotherapy treatments. I am feeling great. I eat well and I have gained back most of my lost weight.

****

JOSEPH MAYNE - Centerville, MA.

You have located one of the "Lost Sheep". I would be interested in hearing about the 34th Bomb Group Association.

****

ALFRED A. SWANN - Tampa, FL.

It was very interesting to hear from you. This is the first time I have heard from anyone in the 34th B.G. in a very long time. A couple of years ago I talked to Paul Rylander on the telephone. I had hoped to see him sometime but haven't worked that out yet.

My wife and I have been married almost 47 years. We have two grown children, a son and a daughter, and one granddaughter. Both of us are still working every day. My wife is a social worker with the elderly and I am a practicing CPA.

****

Continued on page 9

Notes From Our Friends

Continued from page 8

CONRAD L. RICKER - Oklahoma City, OK.

You will be pleased to know that you have found one of the "Lost Sheep". I was in the 7th sqdn., a member of Capt. Ralph Bush's lead crew (I was the radio operator). I had not been in touch with any of my crew since 1950, but recently both Bush and DeSantis have called me. They both agree with me that we should try our best to meet at Little Rock in September.

****

RICHARD R. STOUFFER - Urbana, IL.

Well - there is a 34th Bomb Group Assn. after all. I often wondered what happened to everyone after things were shut down at the end of the war. I received the Dec. issue of Mendlesham Memories and I surely appreciate it very much. I note Cleveland Romero on the masthead as Scholarship Chairman. He was flying with Leslie Carter's crew the day I saw them shot down. I will write to him directly after all these years.

****

BILL GUMM - Racine, WI.

Yes, I was with the 34th Bomb Group in the 7th Sqdn. at Mendlesham. We were, perhaps, one of the last group of crews to join up with the outfit, coming over in February or March of 1945.

By the time we were ready to go operational after the preliminary training period the Germans were just about ready to quit. So we ended up flying French prisoners to Paris and dropping food to the Dutch. I enjoyed being in England and have been back once in 1962 with a tour group. I have lost track of my crew members.

****

HYMEN CHAUSOW - Highland Park, IL.

I am the man you were looking for. I served at Mendlesham from October, 1944 to the end of the war as a lead navigator.

I had an opportunity to visit Mendlesham several years ago. The sign is still out in front. The runways are still there, covered with weeds. The tower was converted into a museum. The owner keeps a log of all former airmen. The quonset huts were converted into pig barns...a very exciting place.

****

C. J. MANKIN - Brookings, SD.

I did serve with the 34th B.G. in England. We arrived in May, 1944. I was navigator/bombardier on 27 missions by about mid-September. I was then ordered back to the U.S. in late November and re-assigned to San Angelo, TX. as an instructor. I have often wondered about what happened to members of my crew. I am glad you have contacted me.

****

CALVIN B. OLSEN - Onalaska, TX.

It was quite a pleasant surprise to receive your letter about my service with the 34th Bomb Group. I am the man you are looking for. I was co-pilot on the crew of Joseph Novicki in the 18th Sqdn. We completed 18 combat missions and flew four food drops to Holland and three French POW release missions.

My sincere thanks for your letter. It brought back so many great memories and moments. I'm sure all members of the 34th share my feelings.

****

CHARLES RISCH - Cherry Valley, CA.

Glad to hear from you. Yes, I was in the 34th Bomb Group at Mendlesham in 1944 and 1945 as a navigator. Through the years I have lost contact with my crew and would like to be in touch with them. Thanks again.

****

ERNIE SISNEY - Yale, OK.

What a surprise! I received your letter through the postmaster and my sister who lives in Stillwater. When my crew returned from England in 1945 we all scattered to the four winds and I have not heard from any of them. I am very interested in attending the reunion in Little Rock this fall. Thanks for finding me and I will look forward to meeting you.

****

RAMON T. MARTIN - Dumont, NJ.

Thank you for your letter. I was with the 34th B.G. in Mendlesham, England from May, 1944 to July, 1945. I would like more information about the 34th B.G. Assn.

****

JEANNE (JOHN) HENDERSON - Bloomingdale, IL.

My husband, John, deceased Feb., 1988, was in the 7th Bomb Sqdn. His discharge papers read that he left the states in March, '45 and returned in June, '45. He was a radio operator.

****

ELMER A. WILEY - Somerset, KY.

I am the man you were trying to locate. I was on the plane piloted by Charles Daniels. We were in England from May, '44 through October, '44. Five of our crew are deceased. They are Charles Daniels, Bill Bagus, Chuck Brannon, Edward Iverson and Leonard Coletta. Kenneth McLennan is in a nursing home in Atlanta, GA. Morris Wender lives in Oak Hill, W. VA. We lost track of Henry Bennett and W. F. Terry over the years.

****

Continued on page 10

Members of 3rd Air Divn. Mobile Radio Team somewhere in Germany.

Notes From Our Friends

Continued from page 9

WARREN E. MORRISON - Washington, D.C.

I'm one of your "Lost Sheep". I flew with Lt. Lincoln Baker in the B-17G "Beverly" as bombardier/navigator. We flew 34 missions with the 34th B.G. Thanks for digging me up! You've brought back a lot of memories.

****

EDWIN C. DIETZ - Lufkin, TX.

Thank you very much for pursuing the location of this "Lost Sheep". Your recent letter was a welcome surprise since I have wondered from time to time whether any organization existed of the 34th B.G. I served with the 34th at Mendlesham from February through June of 1945. Of course it was an experience I have nurtured to this day. I am especially interested in the members of the crew I served with of which I have had no contact since our return to the states.

****

IRA D. MANSFIELD - Tiburon, CA.

I am the man you were looking for. I was with the 34th Bomb Group (H), 391st Sqdn. and Col. William H. Creer was the C.O. I started my tour in November, 1944 and finished my "34" sometime in April or May of 1945.

****

DIRK GOMBERT - Boise, ID.

I've decided to become a life member. I'll probably not outlive the $85.00 but the 34th can always use a little help.

You and the others working for the "Group" are doing one very great job. I wish to thank you one and all and, hopefully, Dorothy and I will be seeing you in Arkansas.

****

JOHN BOYSUN - Great Falls, MT.

Sorry we didn't make the Las Vegas reunion but my wife got sick in June and didn't recover until November. She's O.K. now. We hope to make the Little Rock reunion and hope to see you all in September.

Bob Wright with reunion golf outing chairman, Ed Lonergan and Roy Ballantyne at the Wauchula, FL. Country Club in February, 1993.

FRED BERGLUND - Englewood, FL.

Had a wonderful time at the Las Vegas reunion. I had the good fortune to meet the waist gunner from Paul Roscher's crew. He flew Bruce Sothern's ship, "Gotta Haver". They were shot down on the Stendahl mission. Paul Roscher was badly burned before he bailed out and remained in a German hospital. The co-pilot, Roger Revay, was soon after rescued by Gen. Patton's 3rd Army. He had been badly beaten, especially on his face, by the German civilians with clubs.

I met Paul at the 1984 8th AF & 34th BG reunions at Los Angeles. He said he has never seen any of his fellow crew members since they went down in April, 1945.

That 1984 reunion was really something. A featured speaker was Gen. Adolph Galland, the German Luftwaffe commander in WWII. He said the 8th A.F. was not too smart when they flew missions by clockwork every day. The German fighters could remain on the ground, saving fuel, until a precise hour and minutes arrived.

****

WILLIAM GARRETTSON - Port Huron, MI.

On looking through the March issue of Mendlesham Memories I was quite surprised to see a picture of my plane, "The Shadrack", along with our groundcrew. The missing name was Robert Simpson.

The rest of our crew was Raymond Brown, pilot, Jean Bouliane, Bill Ingram, Ed Mayer, Ken Revander, Eugene Tanking, Jim Higgason, Joe Mathieu, Wayne Garman and myself as co-pilot. I'd love to go back to England but fear age and health will not allow that to happen. Thanks for showing our plane.

****

JOSEPH J. HARRISON - Pittsfield, MA.

Give my regards to Hal Province and tell him I wrote a letter about the Chowhound Missions flown by the 34th B.G. to Aad Neeven in the Netherlands. I had gone on all five of those missions with the 34th and gave Mr. Neeven whatever information I could. I have already received a thank you card from him.

I got over to England too late to meet most of the crews and I'm sorry about that. I do enjoy reading Mendlesham Memories and think you do a wonderful job in publishing it.

****

CHESTER D. GAVRYCK - W. Sand Lake, NY.

Just a note and an FYI for anyone interested. In the 1988 34th B.G. book, on page 34, upper right hand corner, there is a picture captioned "Fast Company", showing an Unknown", Lou Cohen and Roland R. Bedch. Well, I'm the unknown and also the artist that painted "Fast Company".

****

CHARLES F. METZ - New Port Richey, FL.

I know it's impossible to keep up with my unpredictable comings and goings lately between Long Island and Florida, but some serious family problems have upset our usually rigid annual timetable. Consequently, I have missed one or more issues of Memories. I'd rather miss a copy of that famous Sports Illustrated than miss Mendlesham Memories. The last issue I received is the September, '92 issue. I hope replacements are available.

****

RUSSELL REED - Duarte, CA.

Things have been going pretty well for Martha and I even though I had heart bypass surgery in November. In January Tom Campbell, who was bombardier of our crew when we first got to Mendlesham, came to California to visit his sister. We all got together for an excellent visit at his sister's home.

Tom has never attended one of our reunions, although he has been a member from the start. I hope he will come to our next one and, again, a good part of Israelsen's crew can be together.

Continued on page 11

Notes From Our Friends

Continued from page 10

JACK E. BOLTON - Wayne, IL.

Thanks to good help from you and other association "activities", I was able to effect a reunion with Capt. Leonard Arteel, 391st Exec. He sure looked good, especially alongside me. Through him I learned the location of a squadron adjutant I knew in Blythe, John D. Mayor, a fine officer. Hope you can get him to join up.

I have a question: Does the 34th B.G. History list the various Provisional Groups which were attached to the group for training in 1943 and 1944? I remember a Harrison group and one with an Irish name I'd like to find personnel from. Thanks for any help.

****

WALTER STURDIVAN - Stockton, CA.

I've just finished reading the M.M. for March, 1993. As usual, I read it through without stopping. I'm always fascinated by the articles and stories as well as the photographs. M.M. gets better with every issue.

****

ROBERT ALVES - Olmstead Twp., OH.

I would love to attend the reunion but I just don't travel any more. I was playing golf with a friend last September. We had played nine holes and I was ready to put my clubs in the car when, all of a sudden, I blacked out and fell to the ground on my back. I was rushed to a nearby hospital by ambulance. There were two problems. I had fibrillation of the heart (rapid heart beat) and then my heart would drop down to 40 to 45 beats per minute. The result, a pacemaker was implanted in the upper left side of my chest, just below the left shoulder. They tell me it will last 8 to 9 years. I told my doctor that should do, considering I am now 82. If I make it to June I'll be 83. I keep asking myselt, "Where did all those years go?" I am anxious to find out if my heart will tolerate golf.

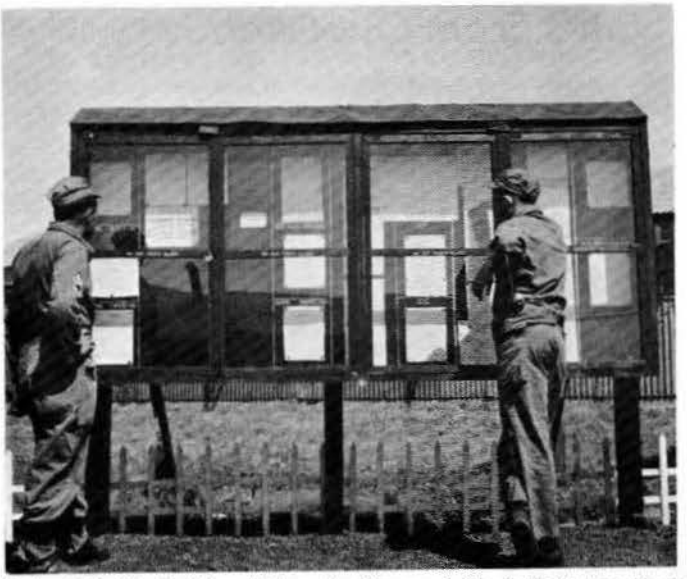
****

WALTER POTAK - Hicksville, NY.

It's a shame that no one could find me all these years. I've lived at this address for 30 years. Haven't seen anyone from the group other than Richard Lagodny in over 40 years. It would be nice to hear about others with whom I had served.

****

Lt. Bice and the crew of "Picadilly Tilly".



Leland Smith & John Miller checking out the bulletin board at Mendlesham.

KENNETH W. REUMAN - Seminold, Fl.

Having been out of the country for several months, I finally got around to the mail that ws not a bill. I am the former member of the 18th Sqdn., 34th B.G., that you were looking for.

Not having had contact with anyone from my service days for many years, and having retired to Florida some 18 years ago, I had almost given up on any contact with anyone.

****

BEA ODOM - Palm Beach Gardens, FL.

I've missed seeing everyone. Jack has had Alzheimer's Disease for the last 2 or 3 years. I had been caring for him until I broke down and had to have an "Open Heart Triple". We were fortunate to find a nursing home for him. It just breaks my heart. We celebrated our 50th Anniversary last April 13th.

I'm doing O.K. from my surgery. I just find it hard to accept what's happening. I always thought I could handle anything as I was taught "There's always a way".

****

JUDY RICHMOND - Denver, CO.

I am the daughter of Joseph J. Schmidt. I'm sorry to say that dad died in a single car accident last May 9, 1992. He was coming home from the Colorado D. A. V. Convention when his car hit a guard rail and ran into a highway pole. He died instantly. Dad was so proud to be with the 34th B.G. and fly all the missions.

****

GERALDINE WIRTHLIN - Dolan Springs, AZ.

I am very sad that your letter didn't come before Jay "Bob" died. He would have been very happy to hear about those he served with.

****

WARD S. PROVANCE JR. - Joplin, MO.

You have no idea how surprised I was to receive the newsletter and roster of the 34th Bomb Group. I have often wondered how to contact some of my old buddies. I've seen a few names I recognized, especially Albert M. Johnson, one of my closest friends in the service.

****

ROBERT N. PROVENCE - Charlotte, NC.

I'm glad the group finally located me. I'm looking forward to a personal visit in September in Little Rock.

Continued on page 12

Notes From Our Friends

Continued from page 11

JOHN G. VERES - Montgomery. AL.

It's been good to hear from you. I am the John Veres who was with the 34th B.G. I have heard that many of the groups have an annual get-together and I would like to know where and when the 34th will meet. I'd like to get to see some of my old buddies.

****

ALFRED J. KONTE - Willowick, OH.

Thank you so very much for sending me the MM's that I missed plus the roster of the 34th B.G. I do appreciate it.

****

WILLIAM J. DONLON - Pine Island, FL.

I always read Mendlesham Memories from cover to cover and, then, when I reach the last page I just wish there were a few more pages to read. Memories from those war years are always present. There were good times, there were bad times, but, most of all, there was a fellowship among all of us that will go on forever.

****

IAN HAWKINS - England

Thank you very much for sending the latest issue of "Mendlesham Memories", another outstanding newsletter which reflects great credit on everyone involved.

I noticed the 34th B.G. veterans are planning to visit Mendlesham again in May, 1994 and their plan to visit the Normandy beachhead, then propose to spend three days in Paris, France (the "rip-off" capital of Europe). When the 390th B.G. veterans visited Paris several years ago I received several letters from some who felt that they'd been so badly treated that one irate veteran expressed the view "We should have bombed the hell out of Paris when we had the chance!!..."

However, there were some very courageous Frenchmen and women in the French Resistance who assisted both British and American airmen along the route to Spain. But the present-day hotel and cafe staff in Paris couldn't care less about who fought and died for their freedom in 1939-1945. I respectfully suggest that the 34th B.G. consider the possibility of a visit to the "Battle of the Bulge" museum at Diekirch, Luxembourg. The 34th participated in the largest mission of WWII on Dec. 24, 1944, supporting Allied troops during the "Battle of the Bulge".

****

BILLIE C. ROUTH - Easton, MO.

I am Clarence Squires' cousin. He enjoyed your letter so much. I'm sorry to have to tell you he has suffered a massive stroke. The middle of his brain is dead and the rest is dying. He has been blind for several years. He is not paralyzed, but is very weak and in a wheel chair. Needless to say, he is very confused. He recognizes people when we speak to him, but he forgets as soon as we leave.

I know he would like to receive the 34th B.G. newsletter. I can read it to him and the people who work at the nursing home are very good to him and could also read it to him.

****

REUNION '93
LITTLE ROCK, ARK.
SEPT. 22-26

ROSE'S CORNER

Did you know that:

It was March 3, 1931 when the Star Spangled Banner became the official national anthem of the U.S. by an act of Congress.

Also, the custom of standing when the national anthem is played or sung began with Daniel Webster. He attended a concert featuring the famous Swedish singer, Jenny Lind. The great statesman rose to his feet when the Star Spangled Banner was sung and most of the audience also stood until the end.

These two facts are associated with my favorite game of baseball and there's always a lump in my throat when I watch the hoisting of Old Glory and the anthem is properly sung. Here's hoping you are all Chicago Cub Fans!!

For the recipe of the June issue, here is Audrey Gibbs' entry which will be most welcome when October, November and December roll around.

PUMPKIN DIP

2 cups powdered sugar
1 8 oz. pkg. cream cheese
1 tsp. cinnamon
1 can (16 oz.) canned pumpkin
1½ tsp. ginger

Mix together all ingredients until very smooth. This is delicious served with Mrs. Allison's Ginger Snaps (Brown Bag).

Thank you, Audrey, for your recipe and we are looking forward to more Holiday dishes from the rest of you out there!

We wish you all a beautiful summer and a lot of determination to make each day a better one.

With love,
Rose

Rear, L. to R.: Clyde Colier, Charles Van Kirk, Marion Baker, Joseph Starzec, Volney Snyder & Henry Tobiason. Front, L. to R.: Seaman Jones, Robert Simpson, James Byrd & Thomas Hogan.

INFORMATION PLEASE!

I am presently engaged in writing a history of the former Ephrata (Washington) Army Air Base. According to the official history of the EAAB, the 34th Bomb Group arrived and departed that station in December, 1942. I would like to have knowledge of any activities the group had at this base...whether the group actually trained at Ephrata, only took on replacements, or why the unit left so quickly, etc.

I would like to get in touch with anyone who was stationed at the Ephrata Army Air Base during that period. Please write to: Patricia J. Dunston, 97 Road 18.5 NE, Soap Lake, WA. 98851.

****

On behalf of the Goleta/Santa Barbara Air Heritage Museum, I am interested in contacting surviving crew members of a B-24E that crashed in the Santa Barbara back country on July 4, 1943.

This aircraft was part of the 7th Bombardment Sqdn., 34th Bombardment Grp., which joined the 8th Air Force in Mendlesham, England in 1944-45. It was on a training mission out of Salinas AAB, California, when engine trouble developed. Two crew members bailed out over the ocean and did not survive, but the other eight safely parachuted into the Los Padres National Forest.

Any help received on this matter would be appreciated very much. Write to: Robert A. Burtness, The Goleta/Santa Barbara Air Heritage Museum, 601 Firestone Rd., Goleta, CA. 93117.

****

I'm researching information about an old friend, Elmer Reitman, regarding his service with the 34th B.G. I'd like information such as what squadron he was in, names of other members of his crew, and specific information regarding his last flight on Jan. 2, 1944, after which he was reported missing in action. Also, if anyone has a picture of his crew I would sure like to have a copy. Any information will be appreciated. Please write to: Elmer F. Ruschman, Mary Ingles Highway, Melbourne, KY. 41059.

****

Photo Lab Personnel-Front, L. to R.: Papaleo, Funk, Peveroff, Milliken, Haggerty & Hartman. Rear, L. to R.: Ganger, Hurley, Wick, Carlson, Meadows, Thomson, Nelson, Barghman, Stanton & Kolton.

THE FORGOTTEN MAN

(Author Unknown)

Through the history of world aviation
Many names have come to the fore.
Great deeds of the past in our memory will last
As they're joined by more and more.

When man first started his labor,
In his quest to conquer the sky,
He was designer, mechanic and pilot
And he built a machine that would fly.

The pilot was everyone's hero.
He was brave, he was bold, he was grand.
As he stood by his battered old bi-plane
With his goggles and helmet in hand.

To be sure these pilots all earned it.
To fly then you had to have guts.
And they blazed their names in the Hall of Fame
On wings with baling wire struts.

But for each of our flying heroes
There were thousands of little renown.
And these were the men who worked on the planes
But kept their feet on the ground.

We all know the name of Lindbergh,
And we've read of his flight into fame.
But think, if you can, of his maintenance man.
Can you remember his name?

And think of our wartime heroes -
Gabreski, Jabara and Scott.
Can you tell me the names of their crew chiefs?
A thousand to one you cannot.

Now pilots are highly trained people
And wings are not easily won.
But without the workof the maintenance man
Our pilots would march with a gun.

So, when you see the mighty aircraft
As they mark their path through the air,
The grease-stained man with the wrench in his hand
Is the man who put them there.

ADDRESS CHANGES

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BARFIELD	GRADY	7	152 COOPER ROAD	ROCK SPRINGS,	GA.	30739
CASTLE	RICHARD D.	A	1355 BRANDYWINE RD.	CROWN POINT,	IN.	46307
CLARKE	MARSHALL J.	4	5325 SEDONA COURT	CARMICHAEL,	CA.	95608
DAY	GEORGE W.	4	4 WORDEN LANE	SARATOGA SPRINGS,	NY.	12866
GAVRYCK	CHESTER D.	18 LM	RTE. 150, P.O. BOX 427	WEST SAND LAKE,	NY.	12196
HILL	ALLEN	4-7	7812 EAST U.S. HWY. 14	JANESVILLE,	WI.	53546
HUMPHREY	CLYDE B.	391	2728 FLY ROAD	SANTA FE	TN.	38482
JONES	DAVID P.	391	8670 DEL REY COURT	GILROY,	CA.	95020
KOPACZ	STEPHEN A.	7	348 SILVER LAKE ROAD	BLAIRSTOWN,	NJ.	07825
LUX	CHARLES W.	391	317 VILLAGE WALK DRIVE	MACUNGIE,	PA.	18062
McCLELLAN	VAL J.	391 LM	1808 RIVER DRIVE	NEW BERN,	N.C	28560
McKINNIE	DWIGHT	4 LM	201 S. GREENFIELD RD. #336	MESA,	AZ.	85206
MEEDER	PAUL R.	7	246 CENTER DRIVE	CHICORA,	PA.	16025
MEEHAN	JAMES B.	7	2912 MANNS AVENUE	BALTIMORE,	MD.	21234
MILLSTONE	MARTIN A.	391	1424 SOUTH FARRELL DRIVE	PALM SPRINGS,	CA.	92264
MORRELL	EILEEN	4A	600 AMERICAN AVE. C-506	KING OF PRUSSIA,	PA.	19406
RICKER	CONRAD L.	7	5804 N.W. 86TH STREET	OKLAHOMA CITY,	OK.	73132
SCHUETZ	R. SCOTT	391 A	RR 3, BOX 184B	LOVETTSVILLE,	VA.	22080
SLUTZKER	LOUIS		11 JAY STREET	BINGHAMPTON,	NY.	11932
SMITH	JAMES C.	7 LM	17554 CORALLINA DRIVE	CAPE CORAL,	FL.	33991
SWANN	ALFRED A.		P. O. BOX 3051	TAMPA,	FL.	33601

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
ANTHES	HOWARD P.		5133 METTE RD.	MOSCOW MILLS,	MO.	63363	MAY, 1988
BAGUS	WILLIAM						
BALZER	FRANK		6075 SOUTH 53RD STREET	GREENFIELD,	WI.	53221	6-8-89
BARRY	WILLIAM J..	7	RD. 253A	STANFORDVILLE,	NY.	12581	
BOULDIN	JAMES E.	18 LM	5395 S.E. ORANGE STREET	STUART,	FL.	34997	3-3-93
BRANNON	CHARLES						
CHERRY	HARRY C.				CA.		SEPT., 1990
CORMIER	TILMAN		15 MAIN STREET	SOMMERSVILLE,	CT.	06072	
DANIEL	CHARLES		428 JAMES STREET	ROME,	NY.		
DUNCAN	GARLAND			BOWLING GREEN,	KY.		
ECKLER	WALTER	18		ST. CHARLES,	MO.		
GARDNER	JESSE	7	P. O. BOX 214	BAGLEY,	IA.	50026	FEB., 1993
HEATH	WILLIAM						
HOPKINS	DAVID		1401 LAWRENCE STREET	TRENTON,	NJ.		
LENTNER	GEORGE W.		6455 YORK AVENUE SOUTH	ADENA,	MN.	55435	8-12-74
MANASCO	BENJAMIN			BROOKSIDE,	AL.		
McMAHON	JOSEPH	7	386 SO. GARDNER DRIVE	ORANGE,	CA.	92666	10-27-89
MILLIKEN	JOSEPH L.	490 BG	1433 TAMARACK	SPRINGFIELD,	OR.	97477	
PIMBLIN	HERB	4					1977
POLINSKI	FRED			WORCESTER,	MA.		
QUINN	EDWARD H.	391	32 GROVE LANE	LEVITTOWN,	NY.	11756	3-11-93
RILEY	JAMES C.	18	311 CUMBERLAND DRIVE	DANVILLE,	VA.	24541	1992
SCHMIDT	JOSEPH J.	4 LM	2921 S. SIDNEY COURT	DENVER,	CO.	80207	5-9-92
SHERMAN	WILL			WYOMING,	RI.		
SHOVE	WILLIAM G.	7-GRP.	4906 LA CUENTA DR., APT. 116	SAN DIEGO,	CA.	92124	10-20-92
THOMPSON	CLIFFORD	391	2231 "B" STREET #3	LINCOLN,	NE	68502	11-16-92
TIMBLIN	HERBERT	4	11639 18TH AVE. S.W.	SEATTLE,	WA.	98145	1977

NEWLY FOUND

(As of 4-23-93 + indicates found thru phone disk recently purchased)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BEARD	CLINTON L.		5141 N.W. 8TH DRIVE	PLANTATION,	FL.	33317
BERRY	EDWARD G.	7	614 SWANEE DRIVE	BENTON,	AR.	72015
BOARMAN	WILLIAM	391	5604 BOXBOROUGH COURT	GREENSBORO,	NC.	27497
BRUEN	JAMES P.	391	16 EUCLID ROAD	LYNN,	MA.	01904
BRUNNING	MERLIN *		512 WASHINGTON STREET	CARROLL,	IA.	51401
CHAMBERS	JAMES A.	391	2041 COUNTY HOME ROAD	ASHEVILLE,	NC.	28806
CHAUSOW	HYMAN *	4	2836 ARLINGTON	HIGHLAND PARK,	IL.	60035
COLLINS	DONALD C. *	391	6110 POPPLETON AVENUE	OMAHA,	NE.	68106
DIETZ	EDWIN C. *	391	905 MOCKING BIRD LANE	LUFKIN,	TX.	75901
GILLILAND	GLEN C. *		5 JUNIPER LANE	WILLIAMSON,	NY.	14589
GLASS	JAMES M.*	4	4055 TOWNSHIP ROAD	COLLEGEVILLE,	PA.	19426
JOHNSON	JOSEPH O.	7	15 SOUTH STREET	SKOWHEGAN,	ME.	04976
JUNE	RAYMOND G.		913 EAST 1300 ROAD	LAWRENCE,	KS.	66047
LANDERS	JOSEPH L.		116 WOLF AVENUE	MALVERN,	NY.	11565
MAC TAGGART	DOUGLAS *		70 STUYVESANT AVE.	RYE,	NY.	10580
MANAKIN	CLEON J.		202 LEGEROS DRIVE	BROOKINGS,	SD.	57006
MANSFIELD	IRA D. *	391	4 SOUTH RIDGE EAST	TIBURON,	CA.	94920
MAYOR	JOHN	18	12916 GREENWOOD ROAD	MINETONKA,	MN.	55343
MOOR	THEODORE C.	4	615 FLINT RD., APT. 1	BRIGHTON,	MI.	48116
NELSON	ROBERT C. *		P.O.BOX 374	MINDEN,	NE.	68969
POTAK	WALTER *	7	105 SPINDLE ROAD	HICKSVILLE,	NY.	11801
PROVENCE	ROBERT O. *	391	7210 BENITA DRIVE	CHARLOTTE,	NC.	28202
REDDING	JOHN L. JR. *		20521 EASTWOOD AVENUE	TORRANCE,	CA.	90503
REUMAN	KENNETH W.		10997 88TH AVENUE NORTH	SEMINOLE,	FL.	34642
RISCH	CHARLES *		41124 ROUND HILL COURT	CHERRY VALLEY,	CA.	92223
SCHADLE	WARREN C. *		5764 GREENVALLEY ROAD	CHAMBERSBURG,	PA.	17201
SCHEINOST	WILLIAM *		504 NO. 8TH STREET	ONEILL,	NE.	68763
SISNEY	ERNIE E. *		RT. 1, BOX 241	YALE,	OK.	74085
SLUTZKER	LOUIS *	391	11 JAY STREET	BINGHAMPTON,	NY.	11932
STIVER	DAVID S.*	7	4191 NOTTINGHAM DRIVE	YOUNGSTOWN,	OH.	44511
SUGERMAN	ROBERT	18	127 MAPLEHURST ROAD	ROCHESTER,	NY.	14617
TRUSHIN	JULIUS *	7	27 CENTRAL PARKWAY	MT. VERNON,	NY.	10552
VERES	JOHN G. *		200 EAST HAVEN ROAD	MONTGOMERY,	AL.	36109
WENDER	MORRIS *		344 KELLY AVENUE	OAK HILL,	WV.	25901
WILEY	ELMER A. *	391	1109 WEST BOURBON STREET	SOMERSET,	KY.	42501
WONG	JOSEPH A.	18	3311 FERNSIDE	ALAMEDA,	CA.	94501

NEW LIFE MEMBERS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	LANCE D.	7 A	4139 NORWAY	GRAND PRAIRIE,	TX.	75052
CLARK	BURNELL E.	391	3305 SHARER ROAD	TALLAHASSEE,	FL.	32312
DIETZ	EDWIN C.	391	905 MOCKING BIRD LANE	LUFKIN,	TX.	75901
LEATH	JOHN W.	391	300675 SUSAN DRIVE	CATHEDRAL CITY,	CA.	92236
MAYER	NORMAN	4	6212 PACEMONT DRIVE	HUNTINGTON BEACH,	CA.	92648
MILLSTONE	MARTIN A.	391	1424 SOUTH FARRELL DRIVE	PALM SPRINGS,	CA.	92264
MOOR	THEODORE C.	4	615 FLINT RD., APT. 1	BRIGHTON,	MI.	48116
NEWTON	THOMAS H.	18	11325 JAMESTOWN DRIVE	LITTLE ROCK,	AR.	72211
STUTHERS	JIM	18	341 CRANE ROAD	VENICE,	FL.	34293
VINCENS	HILTON P.	391	2413 VICTOR STREET	CHALMETTE,	LA.	70043
WOMACK	FRED H.	4	1069 TRYON CIRCLE	SPRING HILL,	FL.	34606
WONG	JOSEPH A.	18	3311 FERNSIDE BLVD.	ALAMEDA,	CA.	94501

LOST SOULS - MOVED? - STRAYED?

(Mail returned when sent to these addresses)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
GOLDEN	JOHN J.	4	4545 CHESTNUT RD., #206A	AMHERST,	NY.	14221
MOLLICA	JOHN	391	4345 EDEN STREET S.E.	SALEM,	OR.	97301

Memories

W.W. II REMEMBERED

(Excerpts from The Houston Chronicle, 3-14-93)

The aviators of the U.S. 8th Air Force waged a daylight bombing campaign against the industrial might of Adolf Hitler's Germany. Between January, 1943 and mid-1944 the U.S. sent bombers, flying without long-range fighter cover, to make daylight attacks deep into Germany. In mid-1944, the development of auxiliary gasoline tanks gave U.S. P-51 Mustang and P-47 Thunderbolt fighters the range to escort bombers all the way to their targets.

It's doubtful that many people now realize how young were the bomber crews carrying out this daring campaign. Most fliers were in their late teens or early 20's. Each flyer had his own feelings of panic and fright. No one flew into combat cock-sure he was going to come back or without other hidden concerns, but, like most 19 and 20 year old boys, they weren't going to show it.

Bomber crews experienced the "bedlam of combat" flavored by an aroma blending gun powder, hydraulic fluid and gasoline. When the guns are going and the men are screaming with excitement the din is ferocious. It's not something you notice at the time, but it's something you remember. They flew missions at about 25,000 feet but the guns would start freezing at about 16,000 feet. The military oil used then wouldn't stop the freezing at high altitudes but Brilliantine (a men's hair oil) was found to be one of the best oils to keep metal from freezing or sticking together. To keep moisture out of gun barrels, gunners learned to cover them with condoms.

A raid could last almost 10 hours and it was necessary to wear an oxygen mask almost the whole time. Bombers had no insulation against the cold at high altitudes and, if you took off your gloves for any length of time, your fingers would freeze. For urination, the Air Force installed a "relief tube" in the bomb bay. Half the time, the stuff would freeze up and, if you had to go more than once, it would plug up on you. So, taking along a bottle became another way to handle the problem.

to rotate back to the United States after completing 25 missions, most fliers were lasting only 10 to 12 missions. Later, the rotation span became 35 missions with the additional fighter cover and German's loss of air power.

That daylight bombing tactic didn't work out all that well, but it scared the hell out of our people.

****

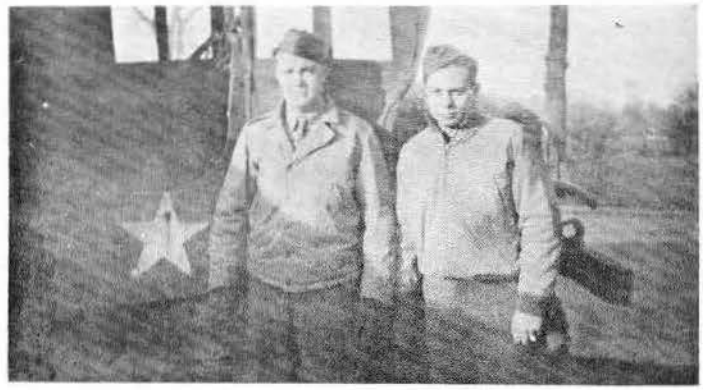
A FUNNY THING HAPPENED...

OH, WELL, YOU CAN'T WIN THEM ALL

by Basil Gaumer

I was in the 18th Sqdn. Ordnance Section, a bomb loader. Our job was loading the bombs and putting the fuses in them.

If you all remember, the order came down that anytime we weren't in our bunks they had to be made. If they weren't made we had better be in them. We had spent all night loading a mission of 100 lb. bombs. Each plane carried, I think, 104 bombs with a nose and tail fuse in each. There were three bombs toggled together on each station.



George Zulch & Buford Johnson.

We worked all night and got done around 6 or 7 in the morning. We went to the mess hall for breakfast and then on our way to our huts and to bed. We hadn't been in bed more than 30 minutes when the Orderly Room sent word, "Mission Scrubbed, released for training". The planes had to be unloaded and the crews were ready to go up on a training mission. We looked at each other thinking "Should we take the time to make up our bunks or not?" We decided against it.

The plane that our crew had just loaded was just a short way from the Ordnance tent. When we got to the plane the air crew was there, sitting on the grass waiting for us to get the bombs off. There were five men on our crew. We got the fuses out of the bombs, all 208 of them. We were supposed to take the bombs off one at a time. That was so time consuming that we decided to send a man up into the bombardier's compartment and relese one station of three bombs onto the concrete ramp at a time. We dropped the first three bombs. "WHAM!", they hit the concrete. I won't say what that air crew almost did in their pants. They jumped up and one yelled, "I told you they wouldn't go off!". Three of us ran in and each grabbed a bomb by the fin and dragged it out. Then they dropped three more. Boy, we were going to town.

We had dropped about three stations when our section chief, M/Sgt. Eckler heard the noise and came running to see what all the ruckus was about. He yelled, "You crazy fools! Don't you know that you'll bend those fins and those bombs won't have a true flight?" Of course, he was right. We hadn't thought of that. I had to turn my head to keep the sergeant from seeing me laughing, thinking about what the air crew was thinking. We finished unloading the plane, one bomb at a time.

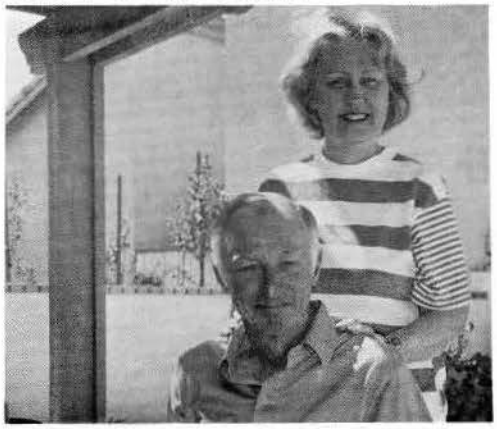
We got the planes all unloaded and headed back to our hut for some shuteye. Yes, you guessed it, we were restricted to the base for 30 days for not having our bunks made. We called our sergeant and he said not to worry about it. He would take care of it. And he did! You can't win them all but you sometimes win one.

Continued on page 19

Then and Now

EARL & DOLORES ZESCH

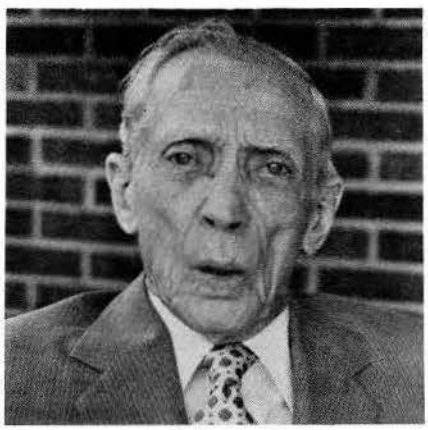
1945



1988

ROBERT B. ELSENER

1942



1992

DON STUFFLEBEAM & A.B.Z. (Abe) FIRESTONE

1945

1992

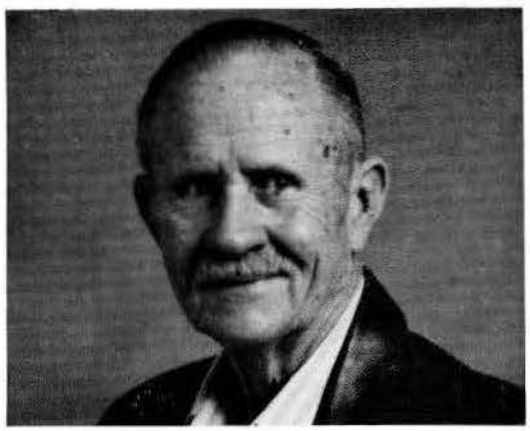
JAMES L. SPENCER

1944

1992

JAMES R. ALEXANDER

1945



1993

NORMAN ASHWOOD

1945

1992

Memories

ONE MORE RIVER TO CROSS

by Ray Kubly (as edited)

After flying 7 missions over Germany with the 34th, we were assigned to bomb a synthetic oil refinery near Meresberg on Oct. 7, 1944. We took off about 4:00 a.m. and rendezvoused with the other squadrons and groups and were on our way to Meresberg. About 500 planes were involved. All went well until we started our bombing run. It seemed we had just started straight and level when black puffs of smoke started popping around us. Suddenly we left the formation as our plane was hit several times. We started to drop altitude while smoke and fire was coming out of one engine! Then we lost two engines! Number one engine was "feathered" and, with the fire extinguisher, our pilot was able to put out the fire. Number 3 engine propeller could not be "feathered" and was windmilling from the air speed.

This caused our pilot, Jim Heiby, great concern as this would make us lose altitude faster than we wanted. He thought we could make it back to England at first, but it was only a short time later when we decided to try to make it to Eindhoven, Holland which was then in allied hands and was free. Our friendly P-51's came up alongside us to escort us back to Holland where some English Spitfires watched us for a short while so the Jerrys wouldn't shoot us down.

I was up in the nose of the plane doing the navigation. We were still losing altitude and were wondering if we could make it to Eindhoven. About that time our pilot called everyone to the radio room located mid-ship to prepare for "ditching". We couldn't lower the wheels. The hydraulics must have been damaged. Then the "buzzer" rang which meant everyone should "bail out"! Wiley Moore yelled, "everyone bail out"!

I don't know who pulled the door latch, but we all took off like a bunch of paratroopers. I pulled my emergency cord immediately after clearing the plane. My forward velocity was so fast that my chute opened horizontally behind me. When it opened I hit the harness so hard that my flying boots almost came off. As I was swinging in the air I heard some rifle shots. What was that? Next thing I knew I was hit as I could feel the warm blood running down my leg.

I pulled my chute straps as I was coming down fast to avoid going into a tree. I landed in a ditch alongside a little country road. As I was pulling my chute together two "Jerrys" came running up with their rifles pointing at me yelling, "Comrade!, Comrade!. For you the war is over"! I then knew I was a POW.

Those two men then saw I was shot through the leg. I took my first aid kit from my belt and sprinkled sulfa powder on both bullet holes that went in and out of my right leg. Next I put a small compress on each wound and taped it up. The two Germans then formed a basket with their hands and carried me to their headquarters about ¼ mile away. We had bailed out right over a German front line staging area!

Shortly they brought up my pilot, Jim Heiby, on a stretcher. He was shot in the back and was bleeding internally. He kept on asking for a doctor. None ever came. A medic came over and gave each of us a shot of morphine to ease the pain. Jim Heiby died that evening. Wiley Moore was brought up with a broken leg from his parachute landing.

I never did see any of the rest of the crew. My understanding was that they were taken right to a POW camp in Germany. Later that afternoon a German Lt. came over and said that Hubert Betterton was killed. His parachute never opened up. Don't know if the chute never opened or he panicked and didn't pull his rip cord soon enough. We bailed out at less than 1000 feet so there was very little time for error.

I was lucky to be alive. I wouldn't have to fly into flak anymore. That night I was taken with other wounded Germans to a front line station. We were only five to ten miles behind the front lines. I could hear the artillery shells going off continuously and the sky was lit up like lightning.

The next morning a German truck picked up all us wounded (all Germans except Pappy and me) and, without any lights, we headed for Utrecht, Holland and the St. Antonius Hospital which the Germans had taken over from the Dutch sisters. The hospital was filled with 300-400 wounded Germans and about 20 wounded allied POW's. In our little allied room there were the English, Canadians, Polish, Dutch, Americans and other nationalities. We were all considered "litter patients" as we couldn't walk. Otherwise, you would go right to a German POW camp. We all slept on the floor with one blanket to lie on and one to cover up. One seriously wounded English paratrooper had the only bed in the room. An English doctor, Capt. John Buck, from the 156th Paratroop Brigade, had volunteered as a medic to help take care of the wounded. He arranged for me to give a pint of blood in a direct blood transfusion. Several days later that paratrooper still died from his wounds.

While I was at the hospital the morale of the wounded stayed high. There was always someone that could think of something funny or would be finding fault with our enemy. Everyone thought the war would be over before long and that we would all be home free and safe again soon.

Then came October 26, 1944. Just a few days before a Dutch engineer, named Mr. Dekker, came to us and asked if any of us would like to escape. Yes, what would we have to do? After much talk and consideration six of us wounded decided we would take the chance. There were Jack Murrell from Cumberland, MD, "Pappy" Moore from Asheville, NC., a Dutchman, Harry Jansen, from Hilversum, two unnamed Englishmen and myself.

Our plans were to go to the basement of the hospital and crawl through the heating system inspection tunnel. All we had to do was follow the "hot" uninsulated steam pipes to the main furnace room. There were civilian clothes to change into in the tunnel. The Dutch underground people met us with bicycles outside the main furnace building. It all went like clockwork. By the time Cpl. Schultz, our German guard, came around for bed check, we were safe with three different families outside of Utrecht. After our escape the Germans made several attempts to find us with road blocks and house to house searches. Thanks to the Dutch people, they never did find any of us.

Harry Jansen and I stayed with the Mythisan family in Utrecht. Jack Murrell and Don Moore stayed with the Davidse family, also in Utrecht. The two unknown Englishmen went to another unknown home.

While at the Mythisan home I became ill with a high fever and sore throat so severe that I couldn't swallow. Fortunately, I was directed to a member of the underground who had some brief medical training and he discovered I had a bad case of tonsilitis. Without an anesthetic he used a pair of pliers to crush the inflamed tonsils.

After about one week the underground thought it would be safer if we moved out into the country. The Dutch guides moved Jack and me to Ziest and then to Doom. After an overnight stay we ended up at the Hulsker's home in Leersum. We felt secure and had a pleasant stay for 10 or 11 days waiting for a chance to escape through the front lines.

"To Be Continued"

****

Address Correction Requested

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34th Bomb. Group

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 16

JESSE AND MOLLIE GARDNER

by William "Pete" Gray

Quite a few members of the 34th Bomb Group married English girls including Jesse Gardner (Iowa), one of the airplane mechanics in the 7th Sqdn.

Jesse married Mollie Balaam of Debenhan, a small village some 5 miles from the base in the opposite direction from Mendlesham. Mollie was 17½ years old at the time. She was one of the English girls that attended our 100th mission party held on December 12, 1944.

By that time Jesse had picked up the nickname "Gabby", not because he talked a lot but because he looked like Gabby Hayes without a mustache. And, if you don't know who Gabby Hayes was, shame on you!

Jesse was quite valuable to us down on the flight line. His slight size, barely 5 feet tall and with very small hands, allowed him to work in very confined areas where most of us could not. Such as up inside the wing of a B-17!

After the meeting of Mollie and Jesse at the 100th mission party things went on much as you might expect. But let Mollie tell the story, which she did in a letter to me several years ago.

--We got married on June 2, 1945, just under the wire. One of the guys said, "Lucky you got married when you did, Gabby. We could be off to Japan any day now." I didn't know that! We went to see a captain on the base and he said Gabby could go to Debenham every night but to come back to the base three times every day. So, Gabby rode his bike 30 miles a day for three weeks.

Then, one morning, one of the G.I.'s phoned my brother, Jack's Shoe Shop in Debenham, and told him Gabby said to "come immediately". We rode as fast as we could on our bikes, through the back gate onto the field, then across the taxi-strips and runways to the planes already loaded with men. Gabby was saying, "Good old U.S.A."-I was bawling! One chap said, "Come on, we're ready to leave".

So Gabby climbed into that B-17 which revved up its engines and one of the ground crew yelled out "Watch out, lady"! The plane turned and just about blew my dress off! Then they took off and Gabby was gone.

I had to wait 10 months before I would get my turn to come to the States. To this day I don't know who it was that called my brother. We had six G.I.'s at our wedding. It could have been one of them.

We have found four of the wedding attendees. One died shortly after we got back home but another, named Jay Wirthlin, we never could locate.

Jesse and Mollie must have had a pretty good marriage since they have been together some 46 years now and have grandchildren. And they have returned to Debenham many times during the ensuing years to visit Mollie's family.

(Editor's note: Please see Mollie's letter in "Notes From Our Friends").

Ralph Bush's crew-Evan Rogers 2nd from left. Ralph Bush 2nd from right. Others unidentified.

VOLUME XVII NUMBER 3 SEPTEMBER, 1993

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

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Come Join Us For Fun And Fellowship

REUNION '93

Little Rock, Arkansas

Sept.22-26, '93

OBSERVATIONS

Here we are again, working diligently to put out the September issue of Mendlesham Memories. I'm sure most of you don't realize all that goes into preparing the issue for publication. I really didn't know what I was getting into when I volunteered to take the load off of Ray Summa's back. I had never done this sort of thing before so it took me quite a while of self-educating to arrive at what we have today. And we are now in our ninth year of this endeavor. It has been an invigorating and enlightening experience. I have never regretted taking the job on. When I hear that people are satisfied with my efforts it's all the more exciting. If anyone has any complaints they've not expressed them to me. I would certainly try to do something to remedy any such situation which may arise.

Enough of that!! Rose and I are now well situated back in Indiana. My tomato plants are enormous and have many golf-ball size fruit on them. The pepper plants are doing well - I picked a few. You must understand, I don't have a garden plot. We live in a townhouse with a front and rear patio area. I built several wooden planters, bottomless, into which I planted my crop, and they're doing very well. I'm known as the "Green Thumb". of the area!

We're looking forward to the Little Rock reunion. Based on all the "Newly Found" names we have seen, we're looking for an extraordinary attendance there, well more than the average. Because of some of our past experiences, all "Newcomers" will be identified in one way or another. Rose and I try to make them welcome if we know who they are and I urge all of our other "Old-timers" to do the same. Let's make them want to come back again.

The Little Rock reunion promises to be an experience we won't want to miss. You'll meet old friends who you may not have seen or heard from since WWII. The camaraderie is such that you almost can't believe the friendship you feel. The events are scheduled so that you can do some sight-seeing in the selected city while you meet old friends and make a multitude of new ones. If you've not been to one of our reunions, try it. You'll not be sorry.

To wind things up, I want to say that the cut-off date for material to be used in the December issue will be October 22nd in order to get the issue in the mail in late November so that most, if not all, will get their copy in December.

That's all I have for now. Rose and I are looking forward, with impatience, to seeing you all at the Little Rock reunion. Don't disappoint us!!

Eli Baldea,
Editor

MOVING?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to: HAL PROVINCE, 111 PROVINCE LAND, CARRIERE, MS. 39426 before the labels are printed to ensure the correct arrival of the MEMORIES!!

PRESIDENT'S MESSAGE

GREETINGS!!!

By the time you get this ussue of your M.M another summer is fading away. How can summer slip by so fast and, yet, it seems so long a time between reunions? If you haven't made plans to join us in Little Rock it's not too late do do so. Contact Robert Wright, 411 Parkovash Ave., South Bend, IN. 46617, (tel: 219-231-4287). At Las Vegas past president Fred Schoch presented me with a bottle of spirits to be opened by the last living member of the 34th Bomb Group. In so doing he established a "Last Man Club". It made me realize how soon that can happen! The taps list gets longer and longer. So, if you are able, don't pass up the opportunity to spend some precious time with your old friends and buddies from our days in the 34th.

It is amazing how long forgotten incidents are remembered when reminiscing with friends about things of fifty years ago. It is also a great time to forget about the strife and suffering that people are enduring in so many places. There once was a time when we were an important part of helping to surpress an aggressor. We can still take some consolation in the fact that, because of our efforts some fifty years ago, we still live in a free nation. We all should be grateful to live in a land where "OLD GLORY" waves, the symbol of freedom and democracy so majestically. We may be too old to physically help our great nation in time of need, but not too old to let our senators and congressmen know our thoughts; such as keeping our military strong and ever alert.

See you all in Little Rock!!

Bruce Sothern,
President

Robert Bassett and Ted??? on leave at Clackton on the Sea from Mendlesham.

Ray Summa...

Fellow members of the 34th B.G.:

Spring has passed and now we are into the good old summertime. At this time I see that the temperature has hit 117 degrees out west. Seems as if we are back in Blythe in the summertime. Some places have not enough water, others with too much but, then, that is nature.

Sorry to hear about the floods in the Missouri and Mississippi valleys. Hope it has not affected too many of you. I know that some of you did not get your crops planted and, if you did, the floods washed them out. Our thoughts are with you.

Hannah and I have been taking a few trips this spring and summer. We were in Branson, MO. on a bus tour and saw 5 shows in 4 days. In June we took off for Virginia, planning also to go down the coast to North Carolina, where we usually go each year. Our first stop was Smith Mountain Lake in the mountains of S.E. Virginia, where we visited with Junius and Jennie Cobb at their home on the Lake. They had been wanting us to visit them for some time. We stayed two days with them and we were going to continue our trip, but a phone call came and we had to come back to Anderson, IN.

We had a wonderful time with Junie and Jennie, just sitting around talking about old times with the 34th. They sit high above the lake and have a magnificent view of the lake and the islands in the lake. We went for a long ride on their pontoon boat and enjoyed it very much. God willing, and if we are able, we will see them again next year.

Since our treasurer, Hal Province, bought the new Computer Phone Directory, we have been sending out letters to men with the same name as men from the 34th B.G. whom we had not found. Hal and his wife, Jan, stuffed the letters in the envelopes and sent them to me. All I had to do was to recheck to see that they complied with the non-profit mailing permit. This kept us busy for awhile. The answers are coming in at the present time. I am receiving letters and phone calls from many of our men of the 34th B.G. saying they had not heard of our association. Many have looked through military magazines for something about the group but failed to see our announcements of the reunions in them. I am also receiving calls and letters from men and women who were not in the 34th B.G., wishing us luck in our search for the missing men. I wish you could have read most of those letters.

You will see in the "Newly Found" column of our newsletter, and the new roster, that we have had quite a bit of success. Many wives have written saying their husbands had been in the 34th but have passed on, many within the last two years. We were sorry to hear this and wished we could have found them before they were deceased. Most of those we have found had moved many miles from the last address we had for them. Many said they would be at the reunion in Little Rock in September. I hope they make it.

Hannah and I have a little bad news. She fell one day in the garage and broke her wrist and threw it out of place. She had it in a cast almost up to her shoulder. This week the doctor cut the cast back to between the wrist and elbow. Right now I am her right hand man for it was the right wrist she injured. Oh, well, what is a husband for? She is hoping to be O.K. at reunion time.

We are hoping to make the reunion this year for we missed the one at Las Vegas in 1992. We are planning to be there on September 22nd and, when we leave, we are planning to go to Branson, MO. and, perhaps, stop and see some of the shows.

We hope to see many of you at the reunion in September!!

Ray Summa,
Unit Contact

Standing L. to R.: Meissner, Melcher, Barrett, Black, Alves, Sava & George? Kneeling L. to R.: Carlson, Bowers, Trulin & George?

REUNION COMMITTEE REPORT

The 34th bomb Group reunion committee has finalized the negotiations and arrangements for our annual reunion at Little Rock, AR.

The registration area will be on the balcony space of the ballroom level (2nd floor). Here is where Esther, Gen and Wanda will welcome you and give you your coupon books and other information.

Nearby the P. X. room will be located. Yes, Paul, it's lockable. Next door the hospitality room is handily located. Watch for some surprises in this room. Each of these rooms is large enough to take care of our needs.

The Board of Directors will meet in the Doyle Rogers board room. The dining room and our general membership meeting room are large enough for our needs.

Ed Lonergan has the golf under control so, if you have a poor game, blame him.

All of the hotel areas that we will be using are on the ballroom level, (2nd floor).

The sleeping rooms are very comfortable and the elevators work well. The Excelsior Hotel has been very cooperative in providing space for us to have our reunion, so be there to enjoy.

The 34th Bomb Group
Reunion Committee

Gerald Pine
Harold Rutka
Robert Wright

ATTENTION!!-REUNION GOLFERS

The 34th Bomb Group golf outing will be held this year at Hindman Golf Club, Little Rock, Ark. on Friday, September 24, 1993. Tee times and golf carts have been confirmed by the club professional, Mr. Ed Dreher. The pro has been advised that we expect 40 golfers or ten foresomes, but he is flexible enough to provide additional times and carts if needed. A limited number of rental club sets is available.

The golf course is a 15 minute drive from the Excelsior Hotel. We should have sufficient transportation for all who want to play. Last year, in Las Vegas, 40 golfers participated and no complaints were registered. Hopefully, we'll have a better turn out in Little Rock. A good time is guaranteed and you may win a trophy. As an added attraction, our reunion committee, with the cooperation of the local Anheuser Busch Distributor, has obtained a commitment for a number of golf-related items to be distributed at our outing with their compliments. Details will be available at Tee Time. So, let's get enthused about golf in Little Rock and get those reservations in to Bob Wright if you haven't already done so.

I plan to be at the Excelsior on September 22nd to coordinate the golf outing with the reunion committee and the golf pro at Hindman. See you in Little Rock!

Ed Lonergan
Reunion Golf Chairman

REUNION IN ENGLAND '94

The 34th's return to England in 1994 is going to be changed. We had planned to be at the Memorial Day Ceremony at Maddingly Cemetery, but the British and American Governments have decided to become involved and possibly change the date to the D-DAY ANNIVERSARY. We will not do any of the beaches or departure points as they will be crowded.

We will have a complete brochure at our Reunion in Little Rock, and Dick D'Amoto will be there to answer any questions. You will all receive a brochure via the U.S. Mail.

Peter Gaskin was injured in a car accident in Belgium and is now recuperating in England. Peter and Sylvia had made plans to be with us in Little Rock. Sylvia called to have us pass the word on to their friends. We told her that there will be other reunions for them to come to, but at this time he should concentrate on recovering. Peter and Sylvia are Friends of the Eighth and are Honorary Members of the 34th B.G. Assn. They have helped to make our reunions in England a great success.

The EIGHTH AIR FORCE HISTORICAL SOCIETY will be holding a reunion at the Hyatt Regency Hotel - Rosemont, Illinois - September 29th thru October 1st. We will have a room available for the 34th Bomb Group meetings.

Harold C. Rutka
Reunion Committee

SENIOR'S SPECIAL

Hal Province has looked into special rates on airlines for seniors. He offers the following:

The Fourth Of July is now history and we can all look forward to the 1993 Reunion! It's less than three months away and I hope you are making your plans to attend!

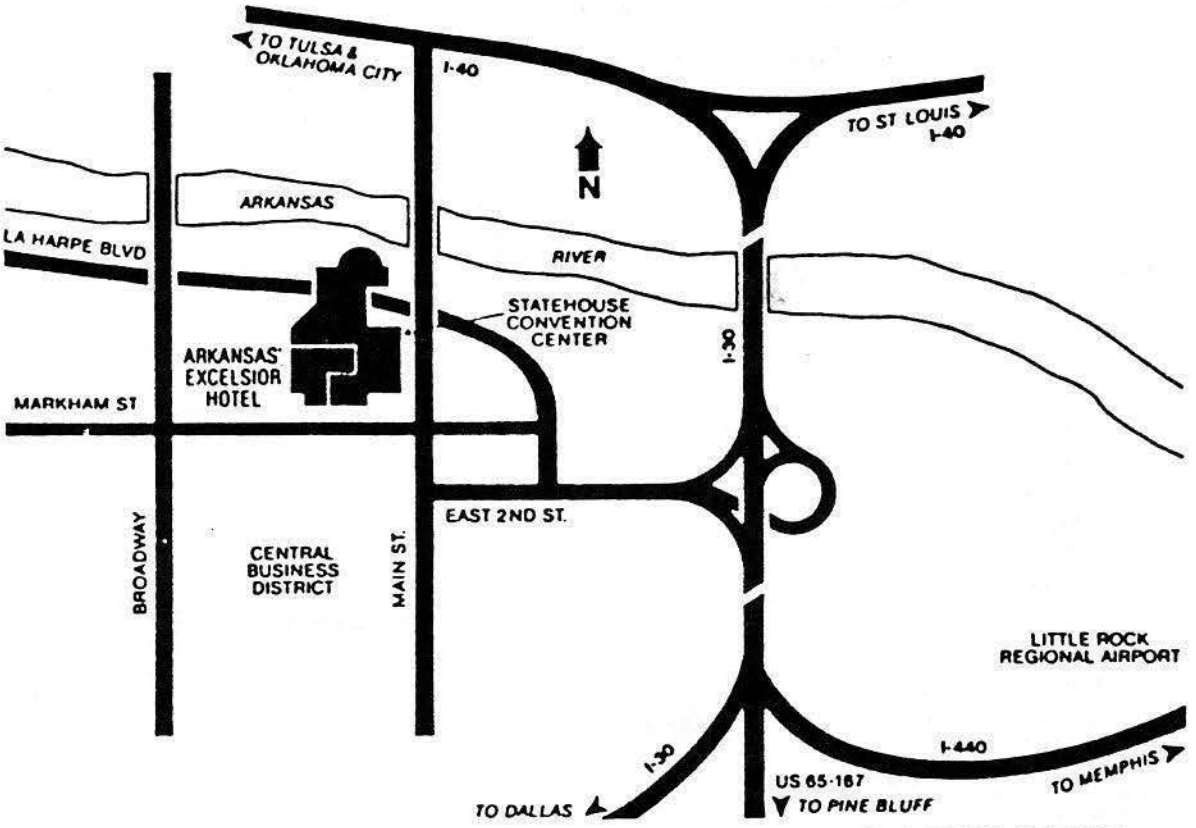
SENIOR CITIZENS AIR TRAVEL PRICES DISCOUNTED!!!

I'd like to call your attention to the SENIOR PROGRAMS that most of our domestic air carriers offer and, at the same time, update the information that was printed in March, 1991.. Many of our newfound members may not know of the programs. This will also refresh other members who plan to fly to Little Rock. You must ask the carriers specifically about their respective program in order to get good information. Most of the carriers have common requirements but you should question the carrier you plan to use for any special points to be considered in your individual case. Common requirements are: over 62 years of age, 14 day advance registration, coupons good for one year from DATE OF ISSUANCE (pay for coupons on the day of your flight in order to prolong days you can use the coupons), two coupons required on any flight exceeding 2,000 miles (to Hawaii and Alaska for those carriers servicing those states, the same for Puerto Rico, San Juan and St. Thomas). Most carriers have no blackout days for this program. Check for emergency situations or change of reservations.

I've checked those listed below and here are the costs as of July 6, 1993:

AMERICAN AIRLINES: Senior program telephone 1-800-237-7981. May be purchased thru American at this number, or at city ticket offices, travel agencies, etc. Four (4) coupons $568.00. A $25.00 fee for voluntary change of reservations. No blackout days, can fly standby in emergency situation.

Continued on page 5



Continued from page 4

CONTINENTAL AIRLINES: Senior program telephone 1-800-765-0915. May be purchased at usual offices and picked up at airport. Four (4) coupons cost $549.00 and eight (8) coupons cost $949.00. CONTINENTAL has another offer which might be of benefit to anyone going to England in 1994. They offer unlimited flight anywhere they fly for $1999.00 coach or $3499.00 for first class.

DELTA AIRLINES: Senior program telephone 1-800-221-1212. May be purchased at usual offices and picked up at airport. Four (4) coupons cost $568.00 & eight (8) coupons cost $984.00.

NORTHWEST AIRLINES: Senior program telephone 1-800-225-2525. May be purchased at usual offices and picked up at airport. Four (4) coupons cost $568.00, eight (8) coupons cost $984.00.

TRANS WORLD AIRLINES (TWA): Senior program telephone 1-800-221-2000. May be purchased at usual offices and picked up at airport. Four (4) coupons cost $496.00 and there is no eight (8) coupon book available. TWA has an unusual option with their coupon book. They offer a fifth coupon which is good for a 20% discount on overseas tickets. This may be of benefit to those who plan on going to England in 1994. It may be worth buying a ticket to a TWA airport (in case TWA doesn't serve your usual airport) and then buying the TWA coupon book. Twenty percent on a round trip ticket to England could save you some money!

UNITED AIRLINES: Senior program telephone 1-800-633-6563. Office open from 7:00 am to 1:00 am Eastern time. United has what they call their "SILVER PACK". (I believe I've seen their advertisement in Modern Maturity magazine.) May be purchased at usual offices and picked up at airport. Four (4) coupons cost $568.00, eight (8) coupons cost $984.00.

In these days of AIR FARE WARS you would want to check any other possibility for reduced fares. Most Travel Agencies can be of much help in finding lower fares but many have to be asked to do so. Their fees from the carriers may be based on the cost of the ticket sold. You can see why they would be reluctant to find low cost fares!

Hal Province, 7/6/93

CLARIFICATIONS

SPECIAL NOTICE!!

We have been informed that Dane Hansen Productions, who had us mention their VCR tape "BOMBARDIER, THE REAL STORY" in our June issue, no longer seems to be at the address listed. The "800" number listed also does not answer for Hansen Productions and they have given no forwarding address.

Anyone who has mailed an order to them is on their own as far as getting their money back. This notice is to alert others to the fact that these people are not where we were told they would be.

We are sorry for the problem presented. We do print these notices as they are received in order that our members may take advantage of the offers presented. We have no way of knowing whether the offer is a legitimate one. We do apologize for any inconvenience you've experienced.

****

We have received word from Carroll Forister as to the names of the crew of "Picadilly Tilly" shown on page 11 of the June '93 issue. They are, left to right, Jack Blackham, Carroll Forister, Leonard Bilas, Ernie Woelfel, Ken Humphreys, Bob Bice and Fritz Rowley. Carroll also informs s that John Golden and Bill Reschke refused to be photographed until their tour was complete because they were superstitious.

****

Ralph Bush has informed us as to the names of those of his crew shown on page 20 in the June issue. They are, standing, L. to R.: Lou DeSantis, Evan Rogers, Waymen Duncan, Jean Bouliane, Ralph Bush and Kenneth Jackson. Kneeling, L. to R.: John Vronz, Conrad Ricker and Robert Brown.

****

From Milt Hansen we have the names of Couse's crew shown on page 7 of the June issue. They are: front row, L. to R.: Milt Hansen, C. Sackerson, George Shack, Merton Ranck, and J. Bemette. Back row, L. to R.: Richard McLauchlin, Mike Couse, G. Reagan and (unidentified).

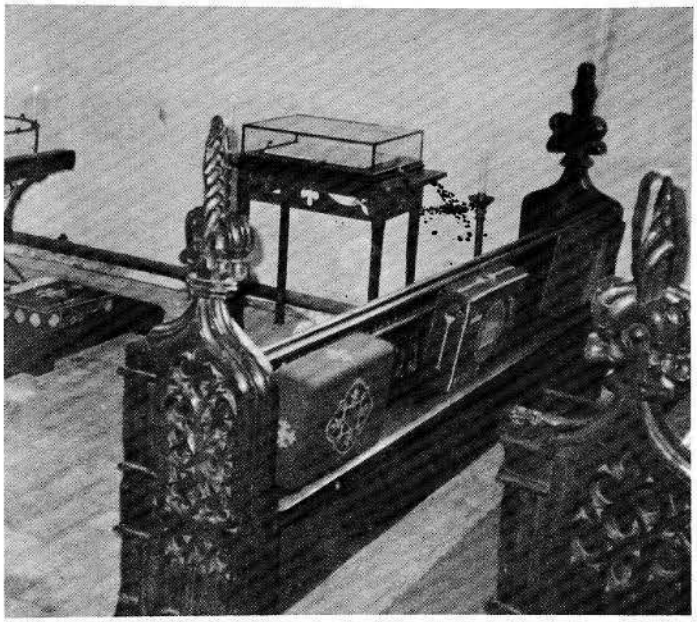
****

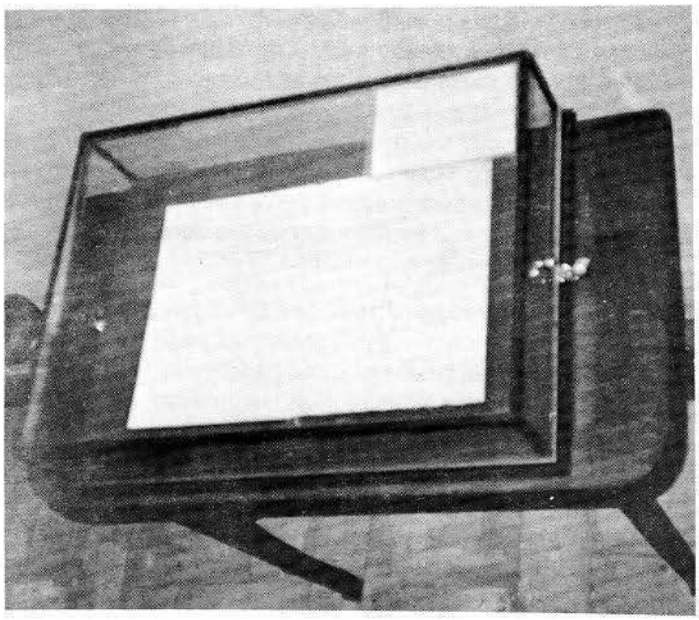
From Harry Crawford we've received word that the crew picture on page 4 of the June issue is that of Lt. Lewis. One other person is identified. The fourth person kneeling (l. to r.) is Bill Camden. Harry believes other crew members will make themselves known.

MEMORIAL BOOK AT MENDLESHAM

Fred Maundrell of Mendlesham writes:

We have installed the 34th Bomb Group Memorial Book in our church here. I am enclosing some photographs showing where they are displayed. Unfortunately, the top view does not show the printing because of the light from the flash bulb. We look forward to a visit from the 34th members to view it in person.





Don't Forget
To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

GROUP COMMANDER'S REPORT OF OPERATIONS 34TH BOMB GROUP (H)

Mission No. 58, 13 August, 1944

(Editors Note: This is one we received from Francis Jackovich which displays what was reported regarding one of our missions, both before and after the fact.)

"This mission is an integral part of a drive to destroy the German Army west and south of the Seine River. A powerful American thrust north from Le Mans and Alencon has placed the American 5th Armored Divn. in the town of Sees, while its forward elements have reached both Gace and Argentan. On the left flank of this drive the French 2nd Armored Divn. is in Alencon, with its forward elements at Carrouges. The distance between the American forces driving north at Argentan and the Canadian troops, who are six miles north of Falaise and moving south, is now only 19 miles."

"2nd Division has been given the sector from the mouth of the Seine to Rouen, and the 1st Division's area is from Rouen to the western edge of 3rd Division's sector. All bridges over the Seine in 3rd Division's area are already down."

"Note: Communications targets will not be bombed if they are located in towns or villages. In such instances the roads should be cut at the approaches to the town. Tactical reporting will be employed."

"FLAK:

Route in to IP before target is believed to be free of flak except for possibility of guns in the area of battle line. There are about 40 guns at Dreux, 40 guns at Mantes Gassicourt and 40 guns at Magny. The course back is through a narrow corridor and some flak can be expected either from the 12 guns at Cleres or the group of batteries at Neufchatel."

(Signed)
"Partridge"

****

LEAD NAVIGATOR'S NARRATIVE, 34TH "C" GROUP,

Mission of 13 August, 1944

1. The 34th "C" Group took off as briefed and formed on 34th lead and "B" Groups. 34th "C" Group followed the lead squadron to the I.P. at which time the 34th "C" Group went out to bomb their own targets.

2. At the I.P. a heading was taken for Vernon, which is left of briefed course to the target but was made good to avoid flak at Dreux and Mantes Gassicourt. Using Vernon as the I.P., the bombardier and nose navigator took over and bombed the target. Time of bombs away was 1312 on a heading of 74 deg. Chaff was started at 1246 and stopped at 1320. Immediately after bombs away flak was seen behind us but not close enough to do any damage. The group followed the briefed course and crossed the coast at 1333, 3 miles right of course.

3. A heading was given for Selsey Bill but, due to inaccuracy of winds computed and non-operation of "GEE", the group crossed the English coast three (3) miles west of Worthing, about 10 miles right of course, at 1404. The course back to base was followed as briefed and the group passed over the base at 1455. A normal formation peel-off and landing was made.

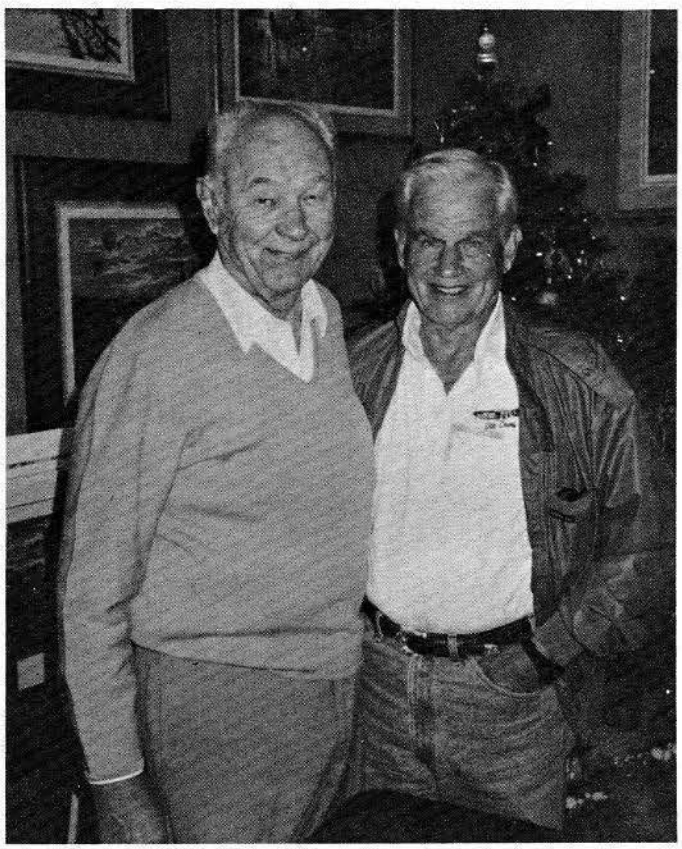
(Signed)
34th Lead Navigator, "C" Group

Notes From Our Friends

CARL NICHOLS - Fresno, CA.

A few months ago my daughter and I had a group of Seven Aces in our gallery to sign a picture done by Robert Taylor and had dinner with aviation picture collectors.

"Bud" Anderson, who has written the book, "To Fly and Fight", mentioned about having a night fighter over his face one night in June, 1944. The more we talked, the more we put two and two together to tie it in with our visit at Mendlesham by German aircraft. It was a JU88, flown by Capt. Heinz Roeker, who had 64 kills (63 night and 1 day). He is still alive and living in Germany.



Carl Nichols and Bud Anderson

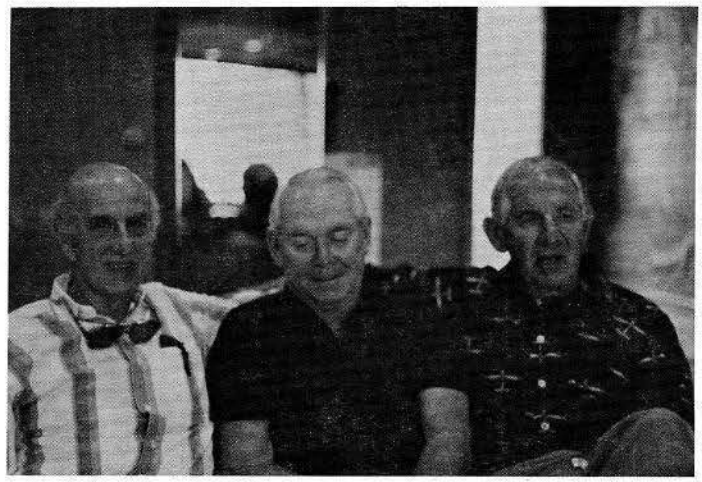
WILLIAM V. SHERMAN - Miami, FL.

My wife, Violet, and I take at least three trips a year. However, we never seem to fit in one of the 34th B.G. reunions. Perhaps another time. There is one problem at the moment. Vi broke her femur in March. Although she's coming along very well our trips are on hold.

ROBERT L. STEINER - Washington, D.C.

We had a great mini-reunion of our crew in March. Jim Langdon and I visited with Mort Abrams and his wife, Rita, at their home in Boca Raton, FL. Rita was a gracious hostess. My wife, Christine, was there and enjoyed the reunion as did Jim's date. His wife had passed away several years back.

We missed our tail gunner, Mike Derenge, whose wife was in the hospital at the time so he couldn't join us.



Bob Steiner, Jim Langdon & Mort Abrams in a mini-reunion of the crew in March at the Abrams' home.

PAUL BLAINE - New Carrollton, MD.

I am retired from my own consulting firm and am now an ordained Permanent Deacon in the catholic church.

All of you who are holding this group together deserve a lot of credit and thanks.

****

PAUL SHOLL - Takoma Park, MD.

We do enjoy the magazine very much. I know lots of hard work is put into it and we truly appreciate it.

****

JAMES S. HOLLOWELL - Paso Robles, CA.

Early this year I came down with a bout of flu that turned into pneumonia and that doubled up on me. After a 10 week session, much of it on oxygen, I'm well on the road to recovery. While going nuts on oxygen at sea level and trying to be useful cleaning up stuff and junk. I found a film strip from which I've made prints to send to you. Hope they are of interest to you.

****

JEAN P. BOULIANE - Houston, TX.

As we get older the game of recognizance gets very elusive. In the Dec., 1992 issue of M.M., William C. Alston Jr. asks for the identity of the "captain on the right" in a photograph. I recognized Bill Cole at once and assumed that Doc Alston's son wanted to know who was in the picture with his dad. I've tried to make contact with no results. Does anyone know how to get in touch with Bill Cole?

****

CARROLL FORISTER - Kirkwood, MO.

We've enjoyed a beautiful spring and early summer in Missouri, but humidity and warmer weather finally arrived. I've never seen flowers, trees and shrubs as beautiful, resulting from the many rains we've had. As always, Sylvia and I really enjoy reading Mendlesham Memories and we thank you so much for all the effort put into the production of this fine magazine. In our opinion, far superior to the 8th A.F. News.

Continued on page 8

NOTES FROM OUR FRIENDS

Continued from page 7

JOHN H. GALLOWAY - Brunsville, NC.

I was radar-navigator, bombardier on the crew known as "False Courage" in the 4th Sqdn. While I have never been able to attend a reunion in the past I am hoping it can be arranged this year.

****

WALTER STURDIVAN - Stockton, CA.

Contrary to what some might have thought we had a pretty good bombardment group. I think the record speaks for itself. As I look back on it I am convinced more than ever that the Nazi pilots knew how good we really were. It was only toward the last that they made any intrusions into our formations (June 7th excluded, of course). The American fighters did an excellent job of keeping the Nazi away but I don't believe that was the only reason, because other formations were catching plenty.

Right now we are planning to go to Little Rock in September. If we leave anything for our kids and grandkids they might fight over it. We'll save them the trouble, spend it. In reality, I don't think they would mind.

****

PETER (& SYLVIA) GASKIN - Essex, England

This is an open letter to all my friends in the 34th. Please excuse the shaky writing as I am laying on my back in the hospital.

I had hoped to be at Little Rock in Sept. but, unfortunately, I had a bad accident in Belgium on 22nd May. I had a head-on collision with a Belgian but I don't know how the accident came about. I just remember the impact and nothing else. I was operated on for a smashed foot and it is now all screwed and bolted together. Also, my right hip was fractured but the Belgian doctors have done a marvelous job of screwing me together.

I spent 13 days in the hospital at Dinant on the heights about the river Meurse. Sylvia came back on the 13th day with a friend in his car and, somehow, got me comfortable and drove me back to England via Calais-Dover ferry, straight to a hospital in England.

I am now laying on my back on a traction machine that is keeping my hip moving. The idea is to help stop the onset of arthritis in later years. I shall be on the machine for 3 weeks and then very intensive therapy in the gym and swimming pool. I hope to be back at work on light duties in December.

As I said, we had hoped to be in Little Rock in Sept. We had our flight booked and were going to stay with the Lampey's in Ohio. We decided to cancel straight away rather than live in hope and have to cancel at the last minute. I would have been even more gutted than I am now. So, have a great time and I will be with you in spirit.

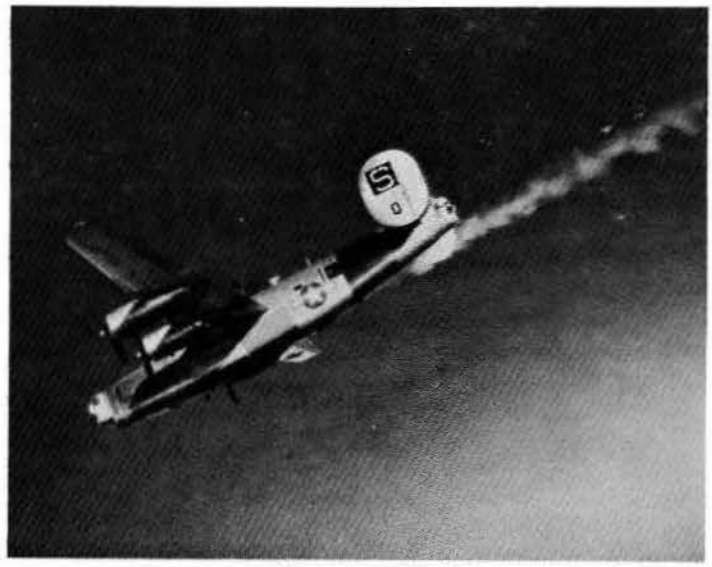
May I also confirm Ian Hawkin's idea of going to Luxembourg (Diekirch). The museum is superb. I know it well. There is also another museum just outside Arlon on the border. It is called the "V" Victory Museum. It is very good. Plus the Grand Duchy of Luxembourg is, itself, worth a visit. They don't call it "Little Switzerland" for nothing. Sylvia and I have spent many happy times there.

We're both looking forward to seeing some of you in May '94. All the best and be lucky.

****

ANNABEL (PICKETT) STANBACK - Wadesboro, NC.

I'm writing for my husband because he has had heart surgery and isn't up to it. He appreciates your looking for him. We doubt we can get to the reunion, but thanks for asking.



B-24 downed by flak.

A.J.Z. (ABE) FIRESTONE - Hampton, VA.

I had every intention of going to the reunion in Little Rock this year. Unfortunately, whoever planned this meeting apparently overlooked, or didn't realize, the dates of the reunion coincide with the Jewish High Holidays. The holiday of Yom Kippur begins on the evening of September 24th, and is a solemn and, probably, the most important religious holiday of our faith. As a Jewish member of the 34th B.G., I will not be able to attend the reunion.

For your information, the holidays in 1994 are September 6th and 7th for Rosh Hashanah, while Yom Kippur starts on the evening of September 14th. I trust that the Reunion Committee would be sensitive to observant members of the Jewish faith and plan the 1994 and future reunions accordingly.

****

GERALD PINE - Waunakee, WI. (In response to above letter)

I bear full responsibility for the reunion dates of the 34th Bomb Group's annual meeting and reunion. The reunion committee, several years ago, decided to hold our reunions in the month of September, preferably one of the two middle weekends. The Reasons–The first weekend runs smack-dab into the nationwide Labor Day celebrations. The last weekend would pressure people too much who want to attend the 8th A.F.H.S. reunion that has traditionally been held in October. Consequently, we have placed our efforts on either of the two middle weekends of September.

These dates are chosen (set) by availability only. Yes, dealing as we do three or four years in advance, we find it difficult to set a date that coincides with everyone and everything that makes a reunion click.

Fred Scherr of 7813 Sheridan St., Scottsdale, AZ 85257, has also written me about conflicting dates. I have sent him the phone number and address of the Synagogue and of the Rabbi in Little Rock. Write to Fred for the particulars. It could be that you could worship this Holy Day in Little Rock and spend the rest of the time with your friends of the 34th.

I am exceedingly sorry that these dates are conflicting. I want you to know that no reunion dates are set to intentionally conflict with the Holy Days of any faith.

****

HERMAN G. BARTZ JR. - Leawood, KS.

I am suffering from my 2nd bout with cancer and cannot travel. Thanks for contacting me and please let me hear from you again.

Continued on page 9

NOTES FROM OUR FRIENDS

Continued from page 8

HARRY CRAWFORD - Novi, MI.

I was in Lt. Pavlicek's crew in the 4th Sqdn. My wife, Marie, and I spent a day and a half in Marrakech, Morocco in 1986. Original flying crews will remember Marrakech. This time I went into the walled city (the Medina) without being harassed. In 1944 Will and I were picked up in there by the MP's. They didn't approve of our sightseeing.

I'm glad we found each other after all these years. I'm looking forward to Little Rock.

****

JAMES J. MONDO - St. Paul, MN.

A few years ago my wife and I went to London and asked where Mendlesham was, hoping to see the town, pub, etc. Nobody could direct me and it was not on the map. I'll have to try again someday.

We hope to attend a 34th B.G. reunion, if possible. I'll keep the Sept. dates open. I hope we can make it.

****

BRUCE G. BLEEKER - Santa Cruz, CA.

I am now retired from the electronics industry and, while working, had the opportunity to visit England several times. A few years ago I visited the old air base at Mendlesham. It is still there, including the old air strip (no longer used), and many of the old buildings, now housing small businesses.

****

ANDREW FRIEDMAN - Delray Beach, FL.

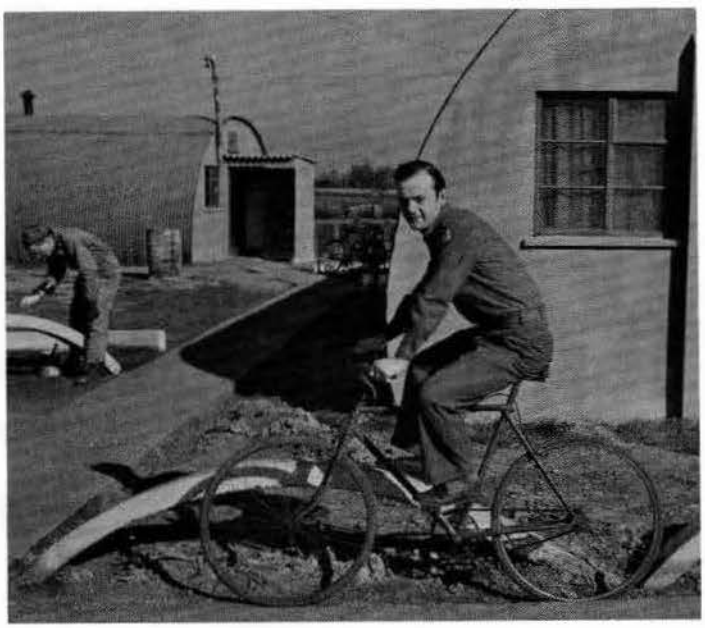
Thank you for your letter. I wonder whether you have found Robert Ballesteros from New York, a man called Carter from Tupper Lake, NY. or a Lt. Black from Indiana or Illinois. They were all with the 18th Sqdn.

****

RUSSELL E. NELSON - Riverdale, IL.

Thank you for your letter looking for "LOST SHEEP". Well, you've found one, although I'm now more of an "OLD GOAT" than a "LOST SHEEP". Needless to say, I'm very interested in addtional information regarding the 34th B.G. Assn. and the reunions.

****



Pee Wee, The C.Q. in the 4th Sqdn.

WILLIAM A. SHELTON - Cambridge, MA.

Yes, I am the man you were looking for. I was the Armament Officer of the 7th Sqdn. from February, 1944 through June, 1945. I am now retired and spend most of my time developing software for Macintosh computers.

I'm glad you found me.

****

MARLEY B. SWANN - Roswell, GA.

I lived most of my life in Indiana and was living there at the time of my separation from service. Since then I have moved to the Atlanta area, where I have been living for the past nineteen years.

I appreciate your efforts to find me. You appear to be a great believer in the "seek and ye shall find" motto. I hope to hear more from you.

New member, Joe Wong, with his catch near his home in California.

SID ROCKMULLER - Riverdale, NY.

Over the years I have run into a few of our buddies, mostly from the N.Y. metro area. I am quite interested in one of the reunions. I've got lots of time so if I can help getting in touch with people in this area, let me know.

****

VINCENT G. HURLMAN - Mt. Vernon, NY.

I would appreciate learning how you located me. Thank you for that. Incidentally, the Mendlesham Catholic Chaplain, Fr. Tom Scannell, is now in retirement at a parish in McLean, VA.

****

ROBERT SUGERMAN - Rochester, NY.

I enjoy reading Mendlesham Memories, It is surprising how you can relate even after all these years. The article on "100 Octane Gasoline" brought back additional memories. One of the most important things that Pete Gray didn't mention was that we heated our tents with the "stuff". It wasn't an elaborate heating system but it did the job. Sometimes too good because some of the tents burned down.

****

JOHN E. WOLF - Whispering Pines, NC.

Thank you for getting in touch with me. I'm not sure that we can make the Little Rock reunion but will surely let you know if it becomes possible.

Continued on page 10

NOTES FROM OUR FRIENDS

Continued from page 9

VOLNEY P. SNYDER - Torrington, CT.

After 22 years in the service I retired in 1969. I was editor of six military newspapers and wound up writing propaganda for TAC headquarters at Langley AFB, VA. I took off my uniform in 1969 and have not looked at it since. I am now pushing 70 and the only thing I'm nostalgic about is my lost virility.

****

WILLIAM PATERSON - Bellingham, WA.

We finished up with Col. Freeman's squadron (the 391st). I enjoyed my duty with Col. "Bucky" (to his friends only) Freeman. I was his personal piper (Probably the only one in the 8th A.F.). I'm looking forward to hearing more from you and "read your R-5, S-5!

****

PEG (ROBERT) SCHWARTZ - Van Wert, OH.

We missed last year's reunion. Bob had angioplasty in May and was a long time in healing. Then on April 5th, this year, he had 5-bypass surgery. He's getting along pretty good considering he's 70 but thinks he's 35. We celebrated our 50th anniversary Nov. 16, 1992. Boy, time sure flies.

See you in Little Rock, the GOOD LORD willing and the creek doesn't rise.

****

DOUGLAS F. BURKE - Gainesville, GA.

I am the man you were looking for. Thank you for your letter. I would appreciate it if you send me any additional information on the 34th B.G. Assn.

ARTHUR M. HANSEN - Sarasota, FL.

Your letter was a pleasant surprise. Thank you for getting in touch with me. I would like any additonal information about the 34th B.G. Assn. and about the reunion in Little Rock.

****

LAMAR T. LOWER - Union City, MI.

Glad to receive your letter, the newsletter and other information. Thanks.

As of now I'm not sure I'll be attending the reunion as my wife, Pauline, and I aren't able to travel far. We had our 52nd wedding anniversary on June 8th. I retired in 1983 and we spent several winters in Florida before deciding Michigan was the place for us year-round.

****

BOYD W. WILSON - Lakeland, FL.

I was very much surprised to get your letter. In the forty-eight years since my separation from active service, I have encountered only one person who was with the 34th. I happened upon Capt. Williamson, 4th Sqdn. Engrg. Officer, in Greenville, SC.

****

WILLIAM RIEDEL - Union, NJ.

Thank you for your letter locating me. I would appreciate additional information about the 34th B.G.

****

HENRY F. PODEAZA - St. Petersburg, FL.

During the past week I have been reading "The Turbulent Life of General Curtis LeMay" by Thomas M. Coffey. Ironically, I received your letter locating me at that same time.

Continued on page 11

Crew of "Evaidin Maiden. Standing L. to R.: Del Bainco, Sanders, Dulaney, Kardowsky, Olmstead and Joubert. Kneeling L. to R.: Guertin, Linden and Thaete.

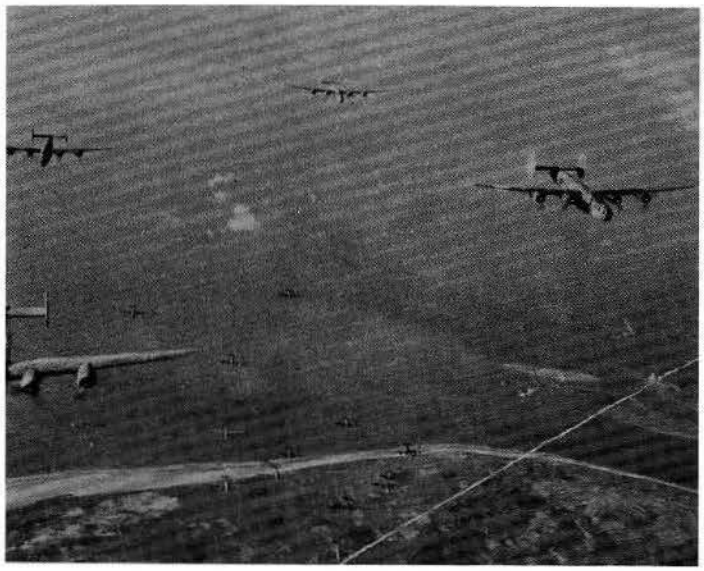
NOTES FROM OUR FRIENDS

Continued from page 10

MRS. MINOR S. SATTERWHITE - Chickasha, OK.

Minor and I were married in 1933 in San Antonio, TX. and moved to Oklahoma in 1934. We had 56 plus years together. Each year was wonderful in its own way.

Minor died Jan. 10, 1990. He was a very sick man for several years before I lost him. I'll tell you, it is hard to live without him. He was a "Very Special Guy".



34th Bomb Group on a mission.

WILLIAM H. OAKLEY - Shalimar, FL.

Please add the name of this "found sheep" to the group roster. At this point in time I can't commit to the coming reunion at Little Rock, but it will surely be entered on my list of "want-to-do" things. Thanks again for the opportunity to rejoin the 34th.

****

WILLIAM J. HERBENER - Thomaston, GA.

The years have passed and memories are erased. I can recall only two names with whom I served, Ralph Pounders and Robert Grimes. While the possibility of my attending a reunion is remote, I would enjoy any and all information. Thanks for your worthwhile efforts.

****

EDWARD R. CARLSON - San Jose, CA.

After all these years, this is the first time I have had any contact with the 34th B.G. I would be very pleased to learn more about the organization.

****

THANO G. CASTLES - Salt Lake City, UT.

This is to inform you that you have found one of your "lost sheep" in the flesh. I was glad to hear from someone. Please keep me informed.

****

CECIL L. WADE - Jackson, MS.

It was a pleasant surprise to hear from you regarding the 34th B.G. Assn. I am interested in info regarding the Little Rock reunion. Thanks.

****

WALTER POTAK - Hicksville, NY.

Thanks for writing me and sending me all that information regarding the 34th. I don't think I can make it to the reunion this year -- sorry.

DONALD J. RICHARDSON - Bullhead City. AZ.

I have searched the monthly VFW Magazine for years looking for a reunion notice for the 34th Bomb Group. Your letter, received yesterday, "made my day". Thanks a lot. I am unable to make your '93 or '94 reunions but would sure help in hosting a western reunion in or around Bullhead City-Laughlin, Nevada.

****

VINCENT LaSCALA - Roanoke, VA.

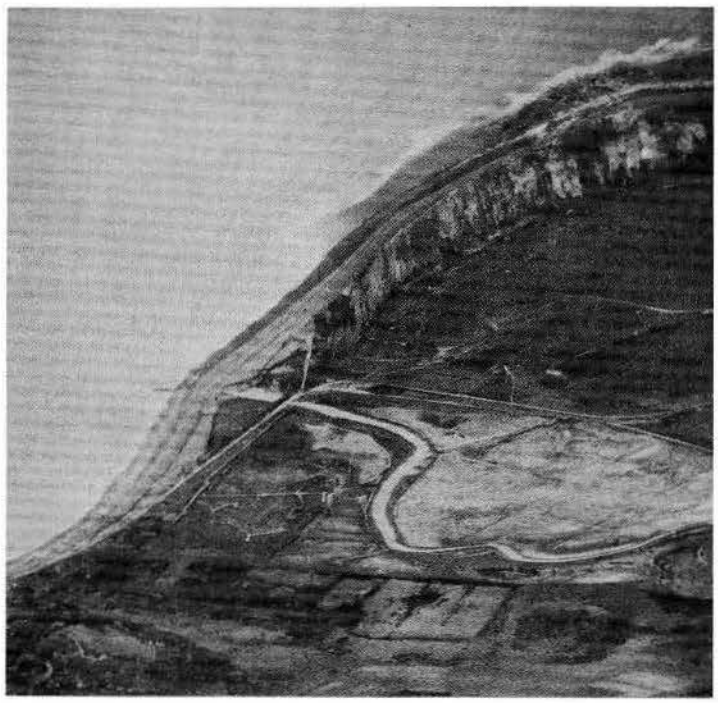
I want to thank you for all the time and effort you put into locating me. This is the longest time I have ever stayed in one place and my mail is finally catching up with me.

****

BILLIE C. ROUTH - Easton, MO.

I am Clarence Squires' cousin. He is receiving Mendlesham Memories at the nursing home and really enjoys it. I go up every other week to see him. It's a 150 mile round trip and that's why I don't go every week. He likes for me to read his mail because he is blind. Although he's had a massive stroke he remembers all his service buddies and loves to hear from you all. He is pretty weak and, most of the time, uses the wheel chair to get around.

They take very good care of him there. I believe it's the cleanest home we've ever visited. His house burned last July and he stayed with us for a few days. He'd been having small strokes and then, in December, he had a massive stroke affecting his brain. It's usually on one side or the other.
(EDITOR'S NOTE!!) - I believe as many of us that can should send Clarence a card. He's in poor shape and most of us are so much better off than he is. It gives you cause to pause and thank your lucky stars. His address is: Clarence C. Squires, Rt. 2, Box 99, Cainsville, MO. 64632.)



The "White Cliffs of Dover"??

CHARLES R. MEYER - Newport Beach, CA.

I'm happy to be a life member of the association. I talked to Bill Fandel on the phone yesterday and it was great to talk again with my old C.O.

I think your organization is doing a fine job - keep up the good work. I'm sure it's appreciated.

Continued on page 12

HELP! - Can you identify any of these men. Although some have names under them, I cannot identify them because they are not on the roster or there's more than one with that name thereon. Jean Bouliane has furnished these pictures

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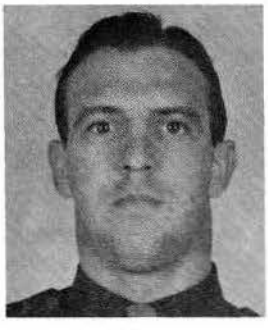

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and I'd like to have them identified. Please write to me at the return address shown on the back of this issue. Thanks.

Eli Baldea, Editor

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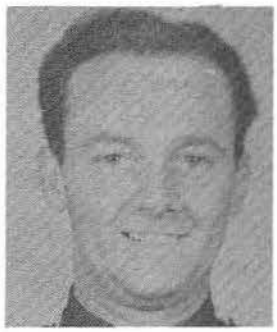

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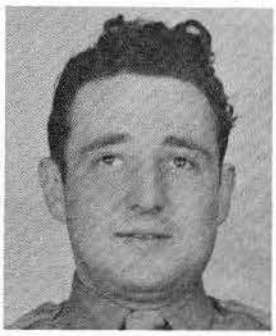

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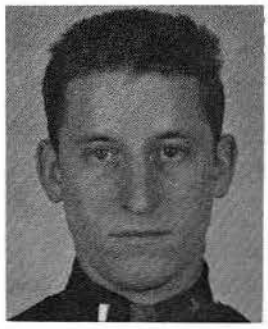

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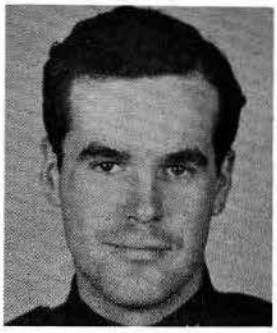

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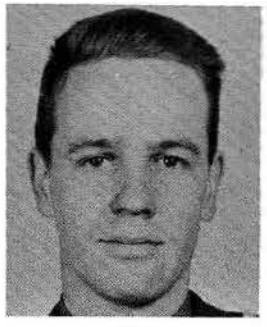

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NOTES FROM OUR FRIENDS

Continued from page 11

SID ROCKMULLER - Riverdale, NY.

There are a few stories I can tell about our sojourn in Mendlesham. I may be bragging a little, but we had one of the best Special Services Depts. in the 8th A.F. We had seven days a week movies, without having to break in the middle to change reels. We had our own radio station, on wire of course, with speakers in every building on the base. That's in addition to the official Tannoy System. We financed the purchase of the speakers with the profits of the Bingo games at the Red Cross Club. Our athletic teams won championships in baseball, touch football, volleyball, etc. Our band, the "Jive Bombers, Heavy", were in demand throughout the 8th to play for other groups.

Hopefully I will be at the reunion. I hope to see you in Little Rock.

****

JEAN (JAMES L.) MORT - Bremerton, WA.

Just a note in answer to your inquiry. My husband passed away Jan. 5, 1991.

****

The 1239th QMC at Mendlesham. All unidentified except 3rd from right in middle row is Len Golden.

MILT ROSENTHAL - Scottsdale, AZ.

I feel honored that you have been looking for me for the last 14 years!! I'm happy that you've found me. I've been playing the Arizona lottery longer than that - but they haven't found me - yet!! I usually have a problem trying to remember what I did last week -- but ask me what happened about 50 years ago and I'll probably recall with ease.

****

EMILE A. DUVAL JR. - La Mirada, CA.

Well, good shepherd, you have found another of your "LOST SHEEP". I served in the 391st Sqdn. from Feb., '45 until deploying with the group in June, '45. This is the first I have heard of the association and I must congratulate you on your diligence in finding me after all these years.

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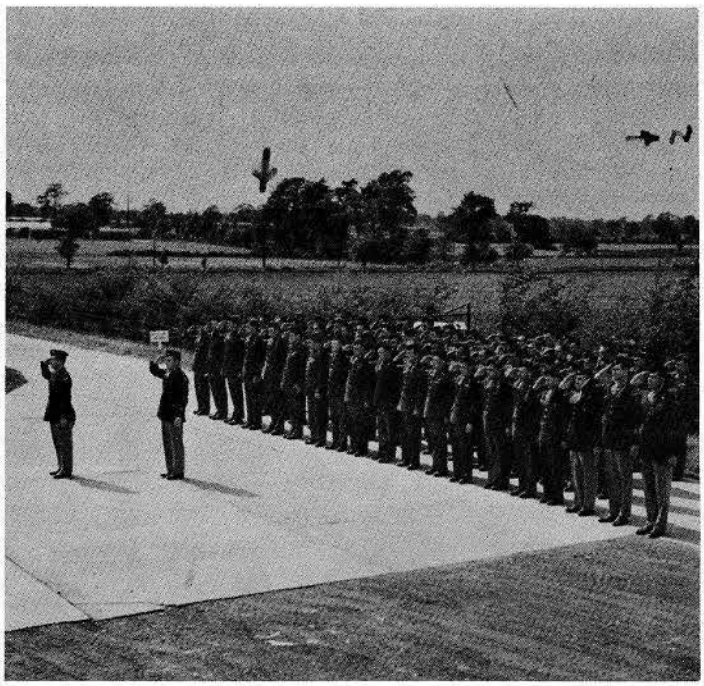


On parade at Mendlesham.

BETTY J. (ROSCO C.) HUNTER - Laguna Hills, CA.

My husband, Rosco, was in the 34th B.G. and served in England. He passed away Feb. 21, 1993 at the Long Beach Veteran's Hospital. Thank you for contacting me as he was very proud of his military service.

****

MICHAEL MINGL - Chula Vista, CA.

Yes, I am your man and did serve as a waist gunner in a B-17 of the 18th Sqdn. and flew 33 missions. I am amazed you found me since I was discharged September 10, 1945. That's a 48 year span. What a sleuth!!

****

PATRICIA (CHARLES S.) DANIELS - Harrisonville, MO.

My late husband, Charles S. Daniels, is the man you were seeking. I'm sorry to say that on April 21, 1984 he died of congestive heart failure. Have a great reunion and raise one in memory of my "DAN".

****

WILLIAM A. SHELTON - Poca, WV.

William H. Shelton, "Bub", as we knew him, who served in the 8th A.F. during WWII, was my cousin. After being discharged from the Air Force he joined the W. VA. Air National Guard, sometime during 1947.

He was the flight engineer on a plane returning to Charleston, W.V. from a training mission in the fall of 1950. The plane crashed on its landing approach to the Charleston (now Chuck Yeager) airport. There were no survivors.

****

BETTY (CHARLES L.) CASSAR - Hicksville, NY.

I am answering your letter regarding my husband, Charles L. Cassar. I deeply regret to tell you that he died on Oct. 20, 1986 of cancer.

I think it is wonderful of you and the Assn. to try to find all of your "LOST SHEEP", as you call them. I know that Charlie would have loved to attend one of your reunions. Thank you for all the time and effort it took to seek Charlie out. I do so wish he was here to answer in person. I miss him a great deal.

****

Continued on page 15

NOTES FROM OUR FRIENDS

Continued from page 14

LOUIS H. BOLCE - Cincinnati, OH.

Here's to the biggest and best reunion ever. Sorry that I can't attend because I'll be at the National Convention of the Federal Bar Assn. in New Orleans. Since I'm the president of the Cincinnati Chapter I have to attend. Good luck and I'm looking forward to the reunion next year.

RICHARD L. GRAY - Raymond, MS.

Thank you for your inquiry in your search for the Richard Gray of the 8th Air Force. How I wish I were that man. I grew up after the war but I, seriously, always had a passion for the history of the bomb groups flying out of those bases in England. I feel it is a part of history that was never seen before nor will be seen again. The courage of men like yourself and the others will always have my admiration. I can't tell you how many movies I sat through or books I've read going on these flights in my own imagination. To know there was, in reality, a Richard Gray taking part in those flights makes me extremely proud.

****

PETER T. EFFINGER - Roseville, MN.

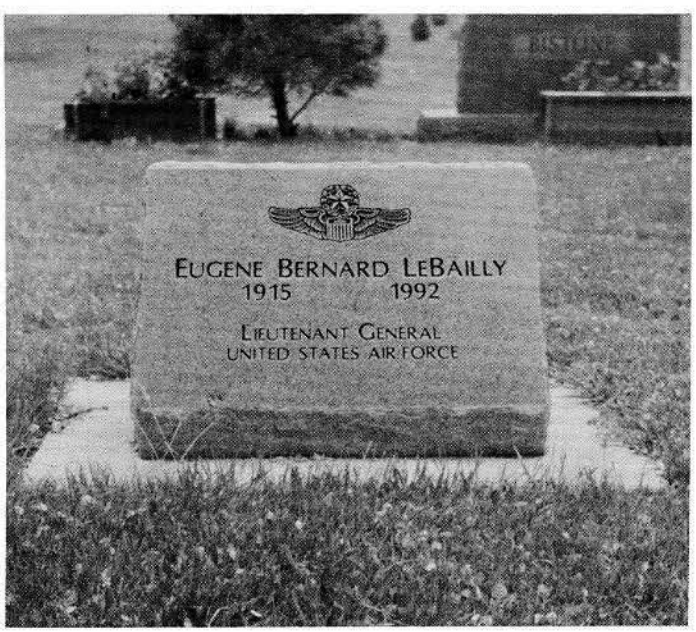
I am the brother of the Robert J. Effinger I think you were looking for. After the service years he went to work for grain brokers in Montana where he passed away, Aug. 18, 1961.

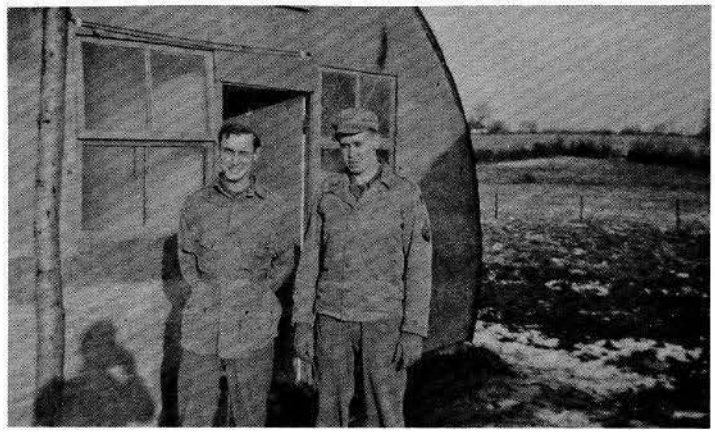
****

WILLIAM J. ORTON - Cascade, ID.

We were at the Pocatello Cemetery the day before Memorial Day and I found out that Gen. LeBailly is buried just in the next plot or section from my father-in-law.

Thinking back almost 50 years ago, I think that he was the first high-ranking officer from the 34th B.G. to come into our ORD. shop. The 34th had not arrived at Mendlesham and he was just looking around. He told us he needed a desk in his office so we pitched in real quick and built him a nice knotty pine desk. I also found out that he was from Pocatello and I was from Blackfoot, Idaho (about 25 miles north of Pocatello), so we had a lot to talk about. He visited our shop quite often.





John Krebs & Bill Sherman, 1239 QMC.

WILLIAM H. FANDEL - San Antonio, TX.

I will not be able to make the 34th reunion in the fall. I'm glad that Bill Creer, Bob Gay and Roy Tavasti can make it. My best to all.

****

MARTIN A. WEGENER - New Orleans, LA.

Permit me to share a few of my "Mendlesham Memories":

1. Life in general, living in close quarters in the barracks.
2. Bob Alves (I believe it was) with his great impersonations of F.D.R.'s fireside chats.
3. The early breakfast risers dropping their mess kits on the floor.
4. Biking down to the nearest pub for some "Half'N'Half".
5. Moonlight biking thru the English countryside when not on duty. (Did everyone on base have access to a bicycle?)
6. Those "Yellow" and "Red" alerts, particularly at night when German planes or V-1's were hopefully flying past us on their way to other targets.
7. Those evening truck trips into Ipswich. (Plays and British humor at the Hippodrome)
8. Leave visits to Norwich, Nottingham, London, Edinburgh, & Felixstowe.
9. All night Engineering Hut on duty. Those nights were many.
10. Appendectomy at a nearby hospital. Many wounded brought in nightly from the Continent.
11. Droning of aircraft headed for Nazi targets - day & night.
12. Bomber crashes on or near base; one close to Engineering Hut.
13. Apprehension on D-Day - Happiness on VE Day.
14. Awaiting to be scheduled for return to America. (Arrived Norfolk Aug. 1, 1945.)

****

LAWRENCE R. SKINNER - Eau Claire, MI.

I had often wondered why there were no reunions for the 34th B.G. I am one of those "LOST SHEEP" you have been looking for. You have found the right man this time. Thanks for finding me.

****

FEDERICK SCHOCH - Spokane, WA.

We were privileged to make history again by getting a ride in a B-17 here at Geiger Field. The Collings Foundation had their B-24 and B-17 on tour. I got to fly around the local area and in formation with the B-24. They took six of us in each aircraft. We were up for about an hour but it seemed like the time went so fast.

Anybody interested in the Collings Foundation tours can contact them at: The Collings Foundation, Box 248, Stow, MA. 01775, Phone No. (508) 568-8924.

Clara and I have all our reservations made for Little Rock and hope to see you all there in September.

NEWS FROM HERE AND THERE

From WAYNE SHEARSMITH of England we have the following:

I am a genuine collector/historian of WWII USAAF squadron and group patches. I do treasure all the patches I have in my collection. As a genuine collector I would be willing to pay $200.00 for an original 18th Bomb Sqdn. patch and another $200.00 for an original 34th Bomb Group patch. Anybody interested can write me at: Wayne Shearsmith, 27 Coniston Road, Kettering, Northants, NN16,8UL, England.

****

Photographers Russell Nelson, Dale Ganger & Don Wick.

Leo C. Aloi at the 475th Sub-Depot Headquarters.

ROSE'S CORNER

Hello, Y'all!!

After going through a lot of information on Little Rock, I've come to the conclusion that this is going to be a "Must See" city! Cameras will be clicking all over the place because there is a lot of beauty to take home with you. I see that there will be an International Festival in September, so I'm hoping it will be during the week that we are there. Festivals are very popular here, in northwest Indiana, and we would like to see and taste others. Do plan to join us in Little Rock because you are a part of our family and it sure is wonderful to meet once a year and see if we have changed!

This recipe is one that I will remember from the good old days when Woolworth's 5 & 10 cent stores were numerous throughout the country. The lunch counter served this cheesecake which was superb! I remember eating lunch, while sitting on a stool which whirled, and looking in the mirror which covered the lower part of the wall that I was facing. Those were the days! Since I'm an avid collector of recipes, I've noticed that there have been numerous requests for this scrumptious cake. I want you to try it and let me know whether it brought back some memories. If so, please write and tell us about them! Please read this recipe thoroughly before you begin, otherwise it may be confusing.

WOOLWORTH CHEESECAKE

CRUST

2 cups Graham Cracker crumbs
1½ tablespoons sugar
Dash of cinnamon
½ cup melted buter or margarine

Blend all ingredients. Cover bottom of 9x13x2 pan, making sure to press crumbs around the sides of pan. Reserve ½ cup for topping. Set aside.

FILLING

1 (4 oz.) package lemon jello
5 oz. boiling water
5 oz. cold water
1 14 oz. can evaporated milk (chilled for at least 24 hrs.)
½ lb. cream cheese, (room temperature)
2 tablespoons vanilla
1 cup sugar

Dissolve Jello in boiling water. Add cold water and mix well. Refrigerate to 75 degrees. Do not allow to congeal! In a medium size bowl, cream together with electric beaters: the cream cheese, vanilla and sugar. Beat for 3 minutes and set aside.

Put evaporated milk (chilled) in a chilled bowl and beat with chilled beaters until peaks form. Immediately add Jello and continue beating for 30 seconds. Add the cheese mixture, using medium speed only long enough to blend well. Pour into prepared crust and sprinkle top with reserved crumbs. Then refrigerate overnight.

Call your family, or your friends and neighbors, pour coffee and enjoy!!

May God bless you all abundantly.

Rose

****

ADDRESS CHANGES

CHANGES OF ADDRESS
(As of 7-22-93)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	DAVE	(A)	P. O. BOX 162931	FORT WORTH,	TX.	76161
CANNON	DALE C..	7	1917 EDGEWOOD DRIVE	SCHOFIELD,	WI.	54476
CORRIGAN	PETER H.	18	1045 BROOK LANE	CLEVELAND,	OH.	44116
CRISP	HAROLD N.	7	(City name changed to:)	GARDEN RIDGE,	TX.	78266
DUNKEL	RICHARD E.	391 LM	3226 STATE HILL ROAD	SINKING SPRINGS,	PA.	19608
FOX	ROBERT C.	18	601 NO. UNION	MONTICELLO,	IL.	61856
FURLO	VINCENT	18	1523 GRATIOT AVENUE	SAGINAW,	MI.	48602
GOLDBERGER	SID		18000 NW 68TH STREET	MIAMI,	FL.	33015
GOLDEN	JOHN J.	4	(Change in zip code)	AMHERST,	NY.	14228
HAGLER	KENNETH	7	29 AMESBURY DRIVE	BELLA VISTA,	AR.	72714
JOHNSON	DR. DONALD R.	EWACS LM	700 ESCAMBIA LOOP	LILLIAN,	AL.	36549
KINTZEL	GUY	7 LM	2680 WYNGATE ROAD	DOVER,	PA.	17315
KUBLY	A. RAY	7	(Change in zip code)	WATERTOWN,	WI.	53098
LEHMAN	RALPH M.	7 - 4	P. O. BOX 3182	PINE TOP,	AR.	85935
LISTER	JAMES L.	18	32854 LISTER ROAD	DADE CITY,	FL.	33525
LUCAS	RAYMOND E.	4	8201 ROAN LANE	AUSTIN,	TX.	78736
MEEHAN	JAMES B.	7	168 PALM HARBOR DRIVE	VENICE,	FL.	34287
MONGEON	OMER G.	18 LM	120 SHEFFIELD DRIVE	COLLIERVILLE,	TN.	38017
RADOVICH	VALD	RYAF	626 PONDEROSA DRIVE	BEL AIR,	MD.	21014
REED	JAS. RUSSELL	4	1002 B ROYAL OAKS DRIVE	MONROVIA,	CA.	91016
RICHART	GEORGE A.	391	1236 CORNELL DRIVE	LONGMONT,	CO.	80503
ROWLEY	FRANCIS O.	4	2990 MEADOWOOD DR.,SPRINGPORT RD.	JACKSON,	MI.	49202
SCHWARTZ	HAROLD		14101 MENDON ROAD	VAN WERT,	OH.	45891
SWEENEY	ROBERT E.	7	3439 SOUTH 96TH STREET	MILWAUKEE,	WI.	53227
VICKERS	ROBERT	8 AFHS	10552 MONTGOMERY BLVD. NE.	ALBUQUERQUE,	NM.	87111
WEEKS	WAYNE	18	11475 PORTERVILLE ROAD	EAST AURORA,	NY.	14052
WOLF	JOHN	18	30 WOODPECKER LN. #B-4	CARTHAGE,	NC.	28327

NEW LIFE MEMBERS

(Total 261 as of 7-22-93)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	LANCE D.	(A)	4139 NORWAY	GRAND PRAIRIE,	TX.	75052
FOX	ROBERT B.	7	4539 GAMBEL COURT	INDIANAPOLIS,	IN.	46221
HOLLOWELL	JAMES S.	7	805 SNEAD	CASA ROBLES,	CA.	93446
MEYER	CHARLES R.	391	25 RUE GRAND VALLEE	NEWPORT BEACH,	CA.	92660
MILLSTONE	MARTIN A.	391	1424 SO. FARRELL DRIVE	PALM SPRINGS,	CA.	92264
NELSON	RUSSELL E.	18	14306 WABASH AVENUE	RIVERDALE,	IL.	60627
ROCKMULLER	SIDNEY	HDQ.	555 KAPPOK STREET	RIVEREDALE,	NY.	10463
SIMPSON	ROBERT F.	4	7044 EAST 71ST COURT	TULSA,	OK.	74133

LOST SOULS - MOVED? - STRAYED?

(Mail returned when sent to these addresses - Need new addresses)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
LOGAN	EDWARD	7	17442 NORTH 105TH AVENUE	SUN CITY,	AZ.	85373
MOLLICA	JOHN	391	4345 EDEN STREET S.E.	SALEM,	OR.	97301
SWIFT	JOHNATHAN A.	391	754 CHEROKEE STREET	MARIETTA,	GA.	30060

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ADAMS	JAMES F.	4	818 FAIRVIEW DRIVE	WOODLAND,	CA.	95695
AITA	PATRICK A.		292 WESTBROOK DRIVE	TOMS RIVER,	NJ.	08757
ANDERSON	MAURICE	18	17245 GREAT AVENUE NO.	PLYMOUTH,	MN.	55447
BARTZ	HERMAN G. JR.		8924 WENONGA ROAD	LEAWOOD,	KS.	66206
BLAND	JACK W.		1409 BERNARD STREET	PASADENA,	TX.	77506
BLEEKER	BRUCE G.	7	99 PASATIEMPO DRIVE	SANTA CRUZ,	CA.	95060
BROFFT	ROBERT J.		3915 EAST MADISON AVENUE	FRESNO,	CA.	93727
BUCHMAN	WALTER	391	25 KNOLLS CRESCENT	BRONX,	NY.	10463
BURKE	DOUGLAS F.		3634 GARDEN BLVD.	GAINESVILLE,	GA.	30506
CARLSON	EDWARD R.	7	8415 CHENIN BLANC LANE	SAN JOSE,	CA.	95135
CARTE	CLYDE R.		13 MARTINDALE DRIVE	HUDSON FALLS,	NY.	12839
CASTLES	THANO G.	4	278 SOUTH 11 EAST	SALT LAKE CITY,	UT.	84102
CRAWFORD	HARRY J.	4	41295 TODD LANE	NOVI,	MI.	48375
DUNKERLEY	WILLIAM I.		2 RAY STREET	ELMWOOD PARK,	NJ.	07407
DUVAL	EMILE A.	391	14826 FACETA DRIVE	LA MIRADA,	CA.	90638
EDWARDS	RICHARD H.	4	4132 2ND STREET N.E.	HICKORY,	NC.	28601
FEHRENBACH	WILLIAM A.	7	4025 LEBOW STREET	FORT WORTH,	TX.	76106
FRIEDMAN	ANDREW	18	2765 RIVIERA DRIVE	DELRAY BEACH,	FL.	33445
GRAY	RICHARD L.	(A)	101 FACULTY DRIVE OAKLAEY T/S	RAYMOND,	MS.	39154
GRITTON	WILLIAM	303RD BG	3360 SUMMERHILL DRIVE	BARTLETT,	TN.	38134
HANSEN	ARTHUR M.	18	4166 LYND HURST COURT	SARASOTA,	FL.	34325
HARRIS	FARREN F.	4	1305 PYRAMID WAY #9B	SPARKS,	NV.	89431
HERBENER	WILLIAM J.	4	329 NORTH DELRAY ROAD	THOMASTON,	GA.	30286
HEWETT	ROBERT	HDQ.	2734 WEST COLLIDGE	PHOENIX,	AZ.	85017
HOLTZ	MONROE	18	R#3, 66791 BALK ROAD	STURGIS,	MI.	49091
HURLMAN	VINCENT G.		35 ROCKRIDGE ROAD	MT. VERNON,	NY.	10552
JAQUA	WILLIAM M.		1717 WINDSOR PLACE	FINDLAY,	OH.	45840
JOHNSON	CHESTER A.	4	BARTER'S ISLAND	TREVETT,	ME.	04571
KEITH	MORRIS J.		2737 ELM	RIVER GROVE,	IL.	60171
KOZIAR	LEON	391	18 CAMBRE CIRCLE	HOT SPRINGS VILLAGE,	AR.	71909
LaSCALA	VINCENT W.	391	101 SPRING BEAUTY ST.,#F-4	ROANOKE,	VA.	24102
LEMMON	JOSEPH F.	391	P. O. BOX 153	NORTH FORD,	CT.	06472
LOCKARD	LESTER	391	344 COLUMBIA	TIPTON,	IN.	46017
LOGODNY	RICHARD L.	7	4050 FULTON PARKWAY	CLEVELAND,	OH.	44144
LOWER	LaMAR T.		439 DIVISION STREET	UNION CITY,	MI.	49094
LYNN	JOSEPH H.	4	2685 11TH AVENUE	SACRAMENTO,	CA.	95818
MANSFIELD	JAMES	7	425 SADDLE LANE	GROSSE POINT,	MI.	48236
MAY	CLAUDE W.	7	BOX 657	NATALBANY,	LA.	70451
McCLURE	CHARLES J.	391	4 EASTON DRIVE	CLIFTON PARK,	NY.	12065
MEADOWS	WILLIS N.		2011 PALMS AVENUE	HAINES CITY,	FL.	33844
MEDHART	ERVIN		14883 MEDHART ROAD	WEST FORK,	AR.	72774
MELTON	LEWIS W.	4	4311 QUIET LANE	DALLAS,	TX.	75211
MERSEAL	DON		308 REINHARD	UNION,	MO.	63084
MEYER	CHARLES	391	25 RUE GRAND VALLEE	NEWPORT BEACH,	CA.	92660
MINGL	MICHAEL	18	P. O. BOX 2908	CHULA VISTA,	CA.	91912
MONDO	JAMES		4814 GREENWICH WAY	ST. PAUL,	MN.	55128
MORRIS	GEORGE H.	18	559 EAST H STREET	ONTARIO,	CA.	91764
MOSHER	LOUIS	93RD WG.	481 MADRIGAL	CATHEDRAL CITY,	CA.	92234
MULLIN	THOMAS J.	391	2137 EDITH AVENUE	SACRAMENTO,	CA.	95864
MURPHY	JAMES H.	7	11208 FLORINDO ROAD	SAN DIEGO,	CA.	92127
NEEDHAM	THOMAS	391	6132 GUILFORD CIRCLE	MAGALIA,	CA.	95954
NELSON	BOYD W.	4	4610 WINTER LAKE ROAD	LAKELAND,	FL.	33803
NELSON	RUSSELL E.		14306 WABASH AVENUE	RIVERDALE,	IL.	60627
NEWELL	BERT	4	2216 AUGUST DRIVE	FORT WAYNE,	IN.	46818

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
OAKLEY	WILLIAM H.	391	163 COUNTRY CLUB ROAD	SHALIMAR,	FL.	32579
OTT	CARLYLE	391	RT #4, BOX 443	MARION,	IL.	62969
PATERSON	WILLIAM		1506 AUSTIN LANE	BELLINGHAM,	WA.	98226
PAUL	ROBERT C.	391	7413 WHERNSIDE	LORTON,	VA.	22079
PODEAZA	HENRY F.	391	4495 33RD AVENUE NORTH	ST. PETERSBURG,	FL.	33713
PODULKA	PHILIP	391-4	1312 SLEEPY HOLLOW ROAD	GLENVIEW,	IL.	60025
RICHARDSON	DONALD J.		2022 MERRILL LANE 10E	BULLHEAD CITY,	AZ.	86442
RIEDEL	WILLIAM		905 MADISON AVENUE	UNION,	NJ.	07083
ROBERT	PAUL H.	18	9121 CAMULOS	MONTCLAIR,	CA.	91763
ROCKMULLER	SIDNEY	SPEC.SERV.	555 KAPOK STREET 601 6025	RIVERDALE,	NY.	10463
ROE	WAYNE H.		RT. 1, BOX 146	ALLERTON,	IA.	50008
ROSENTHAL	MILT	18	9715 NO. 100TH STREET	SCOTTSDALE,	AZ.	85258
SCHMIDT	HAROLD		11605 CORONA LANE	HOUSTON,	TX.	77072
SHELTON	WILLIAM	7	295 HARVARD ST. #408	CAMBRIDGE,	MA.	02139
SKINNER	LAWRENCE R.		8073 EAU CLAIRE ROAD	EAU CLAIRE,	MI.	49111
SMITH	FRANKLIN L.	4	1445 NW. JENNE AVENUE	PORTLAND,	OR.	97229
SNYDER	VOLNEY P.		3204 TORRINGFORD STREET	TORRINGTON,	CT.	06790
SPARROW	JAMES T.	391	RT. 1, BOX 75	ALANTA,	MO.	63530
STANBACK	PICKETT M.		707 MORVEN ROAD	WADESBORO,	NC.	28170
SUMPTER	O. E.	4 (A)	801 SURREY ROAD	HOT SPRINGS,	AR.	71909
SWANN	MARLEY B.	4	4548 SHALLOWFORD ROAD	ROSWELL,	GA.	30075
TAMACCIO	DAVID L.		739 WYNDALE	JENKINTOWN,	PA.	19046
URSICH	ALBERT J.	4	22516 SOUTH RIDGEWAY AVE.	RICHTON PARK,	IL.	60471
VAN SICKLE	RON R.	(A)	9605 DUFFER WAY	GAITHERSBURG,	MD.	20879
VANDERKLAY	MICHAEL P.		P. O. BOX 552	COTTAGE GROVE,	CA.	97424
VARBLE	CHARLES	4	314 ELLIOT AVENUE	CHAFFEE,	MO.	63740
WADE	CECIL L.		1648 WOODBURN STREET	JACKSON,	MS.	39212
WELLS	DAVID S.	18	1117 CHRISTY STREET	BOSSIER CITY,	LA.	71111
WILSON	BOYD W.		4610 WINTER LAKE ROAD	LAKELAND,	FL.	33803

Crew of "Tempest Turner" L. to R.: Top row: Jim McLeod, Gerry Buchanan, Les Thompson, James Clawson. 2nd row: Walter Moon, Leonard Kukielski, Stan Shein. On ground: Paul Blaine.

TAPS

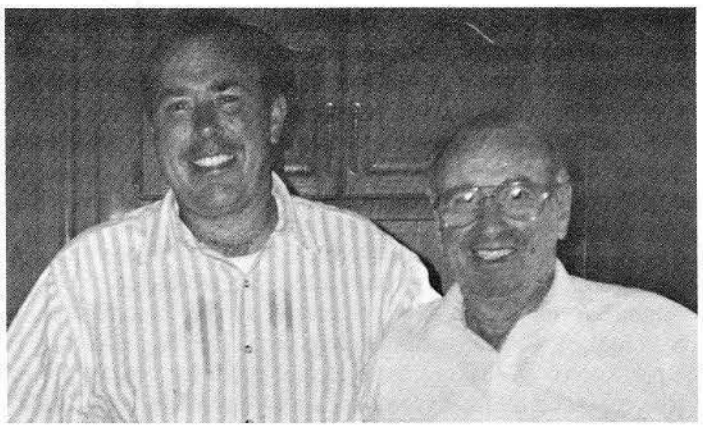
(LKA indicates last known address from 1946 34th B.G. book)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
BACHELOR	WALTER R.			AUBURN,	MA.		
BAKER	WILLIAM V.	391	5617 WEST ROMA AVENUE	PHOENIX,	AZ.	85031	
BARNES	RICHARD E.		33 PHEASANT AVENUE	BATTLE CREEK,	MI.		1976
BAUCUS	JOHN J.	7 LM	528 POWER STREET	HELENA,	MT.	59601	6-8-93
BILMEIR	KENNETH			LOS ANGELES,	CA.		1947
CASSAR	CHARLES		83 HEITZ PLACE	HICKSVILLE,	NY.	11801	
CLARK	WILLIAM W.			TENAFLY,	NJ.		
COOMBS	GERALD			RATON,	NM.		
COURTNEY	DARRELL D.			IOWA CITY,	IA.	52245	NOV.'84
CRAWFORD	BENNIE H.	18					
DANIELS	CHARLES S.	CHAP.	2105 RIDGEWOOD ROAD	HARRISONVILLE,	MO.	64701	4-21-84
DEFIEUX	WINSTON O.						
EFFINGER	ROBERT J.				MT.		8-18-61
GILLESPIE	ROBERT E.		4303 BANNING	HOUSTON,	TX.		1979
GLYNN	GERALD J.		12 SUSSEX PLACE	FORKED RIVER,	NJ.	08731	
GRADIN	ROBERT	7	1007 E. 6TH STREET	SUPERIOR,	WI.	54880	5-14-93
HAMMILL	WILLIAM	18					
HANNAH	P. W.	7	43 WYOMING AVENUE	DALLAS,	PA.	18612	
HARDESTY	THOMAS						
HARKLESS	JAMES	18					
HUGHEY	MARVIN						
HUNTER	ROSCO C.		2363-C VIA MARPOSA E.	LAGUNA HILLS,	CA.	92653	2-21-93
JOHNSON	JOSEPH O.	7	15 SOUTH STREET	SKOWHEGAN,	ME.	04976	
KNUDSON	STERLING	391-4	1634 ROOSEVELT AVENUE	BALDWIN,	NY.		
LENART	FRANK W.		311 BARCLAY STREET	PERTH AMBOY,	NJ.	08861	1-14-92
LUNDBERRY	VICTOR		34 PATRICAN DRIVE	TOMS RIVER,	NJ.	08753	10-27-91
MAHALIK	JOSEPH J.	391	3 CRESTDALE COURT	DANBURY,	CT.	06811	
MANGIONE	SAM		7120 HARRISON ST.	MERRILLVILLE,	IN.	46410	1985
MORT	JAMES L.		4280 TRACYTON BEACH RD. N.W.	BREMERTON,	WA.	98310	1-5-91
NOVICKI	JOSEPH I.	18	(LKA)5814 SO. ROCKWELL STREET	CHICAGO,	IL.		
POIRIER	SIDNEY	18	P. O. BOX 674	MARTINSBURG	WV.	25401	
POTEET	WILLIAM H.		4513 NORTHWEST 48TH ST.	TAMARAC,	FL.	33319	JUNE '93
PROJACK	ANDREW			YOUNGSTOWN,	OH.		
PUFFER	DONALD	7	P. O. BOX 202	CAPE PORPOISE,	ME.	04014	10-23-92
REEVES	THOMAS C.	4	212 W. ATLANTIC PLACE	BOISE,	ID.	83706	9-21-92
RICHARDSON	ZACK				MA.		
SATTERWHITE	MINOR		2301 SOUTH 12TH STREET	CHICKASHA,	OK.	73018	1-10-90
SEGNER	GEORGE	HDQ.	(Drowned homesteading in Alaska)		AK		1946
SHELTON	WILLIAM H.				WV.		1990
SIMON	BEN	7	4800 NW 35TH ST., APT.#608	LAUDERDALE LAKE,	FL.	33319	
SINGER	JOHN L.						
SZAJKOVICS	CARL		(LKA)541 EAST 91ST STREET	CHICAGO,	IL.		
TANNER	MALCOLM L.		10 KENDRA COURT S.W.	WINTER HAVEN,	FL.	33880	10-11-78
VAN SICKLE	WILLIAM			BARTLESVILLE,	OK.		
WACK	JOHN	7					
WAGNER	NORMAN			MIAMISBURG,	OH.		
WALLACE	ARNOLD						1985
WILLIAMS	ARTHUR D.	GRP. LM	1043 ELDORADO AVENUE	CLEARWATER BEACH,	FL.	34630	5-30-93

Then and Now

ALBERT GLENN

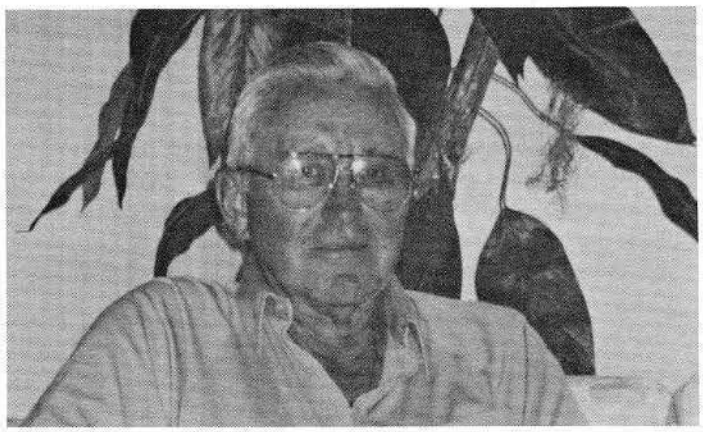
1945



1992

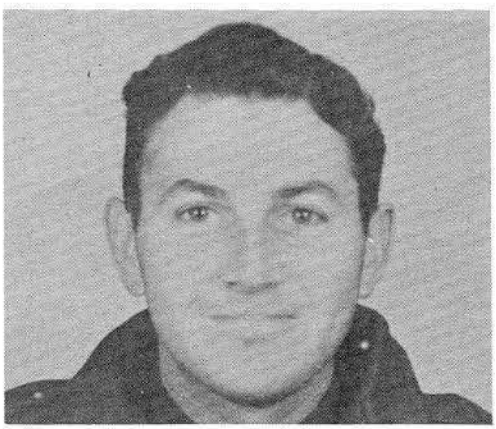
EDWARD J. LONERGAN

1945

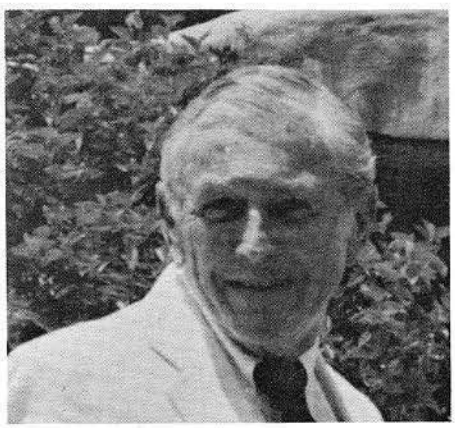


1992

GEORGE MUELLERSCHOEN



1945



1992

Memories

ONE MORE RIVER TO CROSS (Continued)

by Ray Kubly (as edited)

We all had a little party at the Hulsker home in Leersum prior to our departure for another attempt to go through the front lines. Jack Murrell and I were then led by two girls to the home of the Idenburg family. After hiding in the chicken coop, the girls brought us some "Spek" which they thought would be a special treat. We got "Spek" sick but survived the ordeal. While there, a German patrol came through the area looking for anyone suspicious. Jack and I hid under some evergreen trees from where we could see the Germans' feet as they walked by. Luckily we were not spotted.

Exactly where we stayed next cannot be remembered, but we ended up in the woods between Ede and Otterlo where Gerit Van Ee was our underground guide. We were issued English uniforms and ordered to hide in the woods for the arrival of Major Maquire and his other underground friends. Abraham De Bois, known as "Ham", was sent to organize the project. He was replaced by Major Maquire for competitive reasons. This is still very sensitive to this day according to Dutch I.S. agents. There were blunders or mistakes made.

Finally we got going after dark. It was a very dark and overcast sky. It was November 18, 1944. Each of us tied a cloth rope to our belt behind our back so we could hang on to each other and not get lost. The experienced English rangers and airborne fellows were up front, while we "fly-boys" brought up the rear. We were all excited because they said we would be across the river by midnight and be drinking wine! We were to cross the Rhine between Renkum and Wageningen. There were about 50 different people in this group.

After walking across fields and down through fire lanes in the woods, we heard a voice calling "Halt". All at once someone yelled "Germans". Then machine gun fire erupted up in front of the group. We threw our English sten guns in the woods and ran as fast as we could in the direction we were coming from. Our idea was to get back to the wooded area where we assembled and try to contact the underground again.

From the 50 men that started out on this mission, 40 or more were taken POW with 8 being wounded and one killed. As far as we know, Jack Murrell and I were one of the few to have evaded capture.

After several hours we were tired and thirsty! It was cold, 35-40 degrees. We licked moisture from the evergreen trees to quench our dry mouth and thirst. We finally lay down under some big evergreens. We had accumulated some leaves and pine needles on the ground to make a dry and comfortable place.

At daybreak we were extremely thirsty, hungry and tired. We saw a small farm building in a clearing in the woods where we had tried to sleep. Jack and I cautiously approached as a dog came barking at us. Shortly after an old farmer came out and we told him we were "Tommies". We wore English uniforms. Could he give us something to eat and drink? After going into the house he gave us some warm milk and some kind of hot porridge. Did that ever taste good! Then we asked if we could sleep in the barn loft. He showed us where to cover up with some hay and we slept all day in the barn.

After we woke up we found the barn door was locked and the farmer not around. Jack and I discussed the situation and decided we would take off and see if we could find the underground again. After walking an hour or so we stopped at a house with a family named Donkers. He said he thought he knew someone in the underground. Soon someone came and led us to a little country guest hotel named LEPERKOEN, owned by a Mr. Schreuder. Jack and I were asked to stay in the attic so none of the guests living there would know we were there. They had strict rules that we could only go down to the toilets when the guests were out or eating a meal in the dining room. After about 10 days at below freezing temperatures, the attic was no longer a place for us. We asked to get a better place so we could have a warmer room.

The Dries Klooster home in Barneveld, Holland, was our next stop. Mr. Klooster was the postmaster in town and knew lots of people and whom to trust. His family included Dries Jr., Jan-

Continued on page 23

Crew of "Misschief" - Standing L. to R.: Weddell, Logan, Hollowell, & ?? Kneeling: Parker, Stonefield, Gray, Thomas and Davis. Seated: Kitteridge.

MEMORIES

Continued from page 22

nes, and several sisters who were student s in school at the time. The boys were used as couriers and for other underground activities. After about four days Mr. Klooster came home and said we would have to move again. The Germans would probably be ocming to their home looking for us. That evening we moved out to the Cor Lof home on the outskirts of Barneveld.

The next morning the Germans came looking for us and, of course, the Kloosters denied anyone was there. Mr. Klooster hid under the stairway while the "Jerrys" were deciding what to do. The Sgt. went back to his headquarters while his aide stayed with Mrs. Klooster. While she served tea to the German in the kitchen Dries slipped out of the house. He then had to hide with other underground people until the end of the war. The Canadians came to town on the last day of the war to get the Germans to surrender. Dries was leading the troops to the command post of the Germans when they threw a hand grenade and killed him.

The time between December 5th and late February in 1945 went slowly as the "Battle of the Bulge" was going on nearby. We saw lots of air battles when the sky was clear. Cor Lof and family, plus Jan Mulder and Kasper Reinstra, were our contact with the Dutch underground.

Ben Lockett, Angus Low and Robert Boyd of the British airborne group plus John Sjursen of the Canadian army joined Jack and me during this period of time. They had avoided capture or had escaped from the Germans. Many ideas were discussed as to how we could get across the Rhine to freedom. At the end of February the three Englishmen were successful in returning through the front lines.

A new route through the "Biesbosh" on the river Waal was developed and many individuals were taken across successfully during February and March. About that time Mick Tapson, an Australian Mosquito pilot, was brought to our group at Cor Lofs'. With the help of Cor Lof's underground group they led us to the Chris Cornelius home in Amerongen, Holland.

From his home we were to go to Schoonhaven. Bert Monster and Jan Voges, from the village of Vreeswijk, were to be our guides. Mick Tapson was leading our group of four across a dike near Vianen to meet Bert Monster and Jan Voges. Mick got past the German check point but John Sjursen, who was right behind, got stopped. I was next in line, but when I saw what was happening I turned around and said "Let's get out of here!" We rode our bikes "Hell Maal Schell-footsie" which means "Get the hell out of here!" The last I saw of John Sjursen was when he was taking off his farm coveralls and showing his army uniform. After the war I contacted him and learned that he had been put on bread and water for about a week and then sent to a German POW camp. Later I heard that he was murdered in Canada, but to this date, no details.

Jack and I got back with the underground group at Vreeswjyk. Mick Tapson went on with Jan Voges and Bert Monster and completed the crossing. In a few days another attempt would be made. Our guides took us to the Henk Ryneveld farm near Schoonhaven where we crossed the Rhine river without any problem. This area between the Waal and Rhine was still in German hands. After we crossed the Rhine Dick Van Der Brugge and Klaas Hejboer and their underground group were in charge of us. A young lady, named "Map" Kerling Dogterom, was one of our guides in this area. We biked to Sliderecht, located on the north shore of the Waal river. The "Biesbosh" is a marshy area forming the mouth of the river into the North Sea. Here the tide flows in and out daily. It can be fresh water or salt water.

After a wait for a dark and moonless night, the underground said we were going through the "Biesbosh" and would be free by midnight. Jack, Paul d"Albenas, a Canadian, an unknown Polish spitfire pilot and myself set out in a small rowboat with a Dutch guide. We had to be very quiet as there were German patrols watching for any activity. This was the front line! The Canadians were positioned on the south shore of the Waal river and would be waiting for us as we had radio contact with them. They knew where and when we were to land.

After we made the crossing in the boat we landed on the south shore. Someone yelled "Halt!" I remember yelling, "Don't shoot - we're Americans!" The Canadians asked us to come up and over the dike with our hands over our heads. They informed us "You are now free!!" What a wonderful feeling! They took us to their headquarters for a wonderful welcome. Some wine showed up and we toasted our new freedom. This was March 12, 1945.

We were then sent to headquarters in Antwerp, Belgium, where we were interrogated by the British and Canadians. After several days we flew to Paris and spent another few weeks being interrogated by the American intelligence service. After completing this activity I was sent to the 8th Air Force HQ. to lecture on escape and evasion tactics at other bomb groups in the 3rd Bomb Division.

A three-week trip to Holland in September and October of 1992 has prompted the completion of this memory. Many thanks go to all my Dutch friends for their gracious hospitality and the cooperation in visiting the many places I stayed at. Also, a thank you to Jack Murrell for his input of memories.

****

REMEMBERING -- THAT DREADFUL NIGHT!

by Jack Blackham

I was a member of the second plane that was set on fire by the German night fighter over the field on June 7, 1944. It was the second mission of the day and we returned from Tours, France (railroad yards). I was the flight engineer on B24H, 92-42911, crew #17, 4th Bomb Squadron on our 6th mission.

As we came over the channel it got dark about 2300 hours. As we got about 20 miles from Mendlesham I was in the top turret. I could see the wing tips. We had our lights on. Suddenly pieces as large as pie plates started leaving the top of the wing and I heard loud rapid fire. I couldn't see what it was and got out of the turret and stood between the pilot and co-pilot. I yelled "What's going on?" The radio operator handed me a note to the pilot. It said to 'turn out your lights and head west. A bandit in your formation'. This plane hit us again and we caught fire. The intruder was an ME-410, not a JU-88 as most people thought, and he gave us what they called "Schrogen Musik" or Jazz music.

It was a 20 mm cannon pointed 90 degrees up out of the back cockpit and 11 degrees to the vertical. They flew under us and fired into our wing roots, not the bomb bay, because they didn't want to ignite the bombs with them so close, about 300 feet below. They had been doing this to Limeys for years. Anyway, we crashed about a mile north of the field. The plane on fire, flying across the field, was ours. I bailed out and the plane crashed about 300 yards from where I landed.

They sent out an ambulance and a jeep for me. I rode back in the jeep. As I got to the field the equipment building was on fire from the first B-24 they shot down. Three of our crew were killed - navigator, tail gunner and ball gunner. And, yes, we had our guns ready and all men were in their turrets at the time. The seven of us left went on to fly our 30 missions - three in a B-17. We returned to the states in November, 1944.

The above event is chronicled in the book, "Intruders Over Britain" by Simon.

Address Correction Requested

HDQ.

18 391 4 7

34th Bomb. Group

Eli Baldea
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(219) 988-4607

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

A NARRATIVE HISTORY OF THE 34TH B.G.

As prepared by Capt. Robt. N. Provence
on April 2, 1945

While the 8th Air Force has only been in operation 31 months, it has built its strength from 12 B-17's to approximately 3,000 Fortress and Liberator aircraft. Three divisions compose the air units under Lt. Gen. Doolittle's command. There are 12 B-17 groups in the First Division, 12 B-24 groups in the Second Division and 14 B-17 groups in our Division, the Third. The Third Division has four Combat Bombardment Wings, the 4th, 13th, 45th and 93rd. The 93rd Wing is made up of the 34th, 385th, 490th and 493rd groups.

While the 34th is the oldest group in the ETO in point of service in the Air Force, it is one of the youngest in length of time in this theater, having flown its first mission on the 23rd of May, 1944, attacking an airfield at Etamps Montdesir, France. Up to the first of April, 1945, this group had completed 155 missions against every type of target in Germany, France, Belgium and Holland. Industrial facilities, forts, bridges, dock and port areas, oil refineries and oil storage depots are included in the list of targets bombed by combat crews of this unit.

During the first 100 missions, which were completed on the 12th of December, 1944, against the marshalling yard at Darmstadt, Germany, over 6,800 tons of bombs had been dropped and 20,000 operational hours flown. Aircraft airborne during that period carried over 30,000 men, or the equivalent of more than two full infantry divisions.

The first 63 combat missions were flown in B-24 aircraft from May 23, 1944 through August 24, 1944, when this group conducted a raid on Kiel, Germany. On September 17, 1944, the first mission in B-17's was flown with the assigned target Arnheim-Durstedt.

During the first 100 missions 4,228 bombs were loaded on aircraft and 3,366 bombs actually were carried on takeoffs. The tonnage includes 12,250 loaded; 9,749 taking off. The daily average number of aircraft on the station for 100 missions was 64.1 with 79 percent of these the daily average operational percentage. 382 men maintained these aircraft with 6 men on average per plane. There were 31 engine changes during the first 100 missions. Figures for the remaining 55 missions to date will vary some from these original computations but, on the whole, an improvement is evident rather than a decline for overall maintenance and operational statistics.

797 aircraft have been damaged by a number of opposition factors during these 155 missions, most of them by flak. Only once in these 11 months has the group been hit by enemy fighters. On the mission to Dresden, March 2, 1945, enemy aircraft engaged our gunners. No aircraft from the 34th formation were lost and gunners racked up claims of 8 destroyed, 2 probables and 8 damaged.

For all operations 90 men have been killed in action, 46 wounded and 203 carried as missing in action. 76 men are prisoners of war and 8 are still interned in Sweden.

Personnel of this group have received 6,651 awards including the Silver Star, Distinguished Flying Cross, Purple Heart, Air Medal and all clusters.

In spite of the fact that this group arrived as one of the last units in this theater of operations, many believe it has compiled an enviable record for operations, maintenance and training.

Maj. Joe Garrett, C.O. of the 4th Sqdn.

VOLUME XVII NUMBER 4 DECEMBER, 1993

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

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Changing Of The Guard

Past President
Bruce Sothern

New President
Sam Wolstencroft

Happy Holidays!

OBSERVATIONS

The 1993 34th B.G. reunion at Little Rock has come and gone. Those of us attending had an especially enjoyable time, meeting with old friends and making a lot of new ones. We had more than 30 first-timers with us and were told by most of them how much they enjoyed the hospitality and friendliness of the old-timers.

We did have a shock with the death of Ray Summa just days before the reunion. Rose and I flew down to Little Rock on Wednesday which allowed me to attend the funeral service in Anderson, Ind. on Tuesday. It's a 3½ hour drive each way but I was able to do it and I'm happy I did attend.

The head table at the banquet had two vacant seats for Ray and Hannah. Ray's napkin was black. Gen. Bill Creer gave a very good memorial address which is printed later in this issue. Also, the scholarship program has been renamed "The Ray L. Summa 34th Bomb Group Scholarship Program". Considering all that Ray has done for our group he deserves all that and more in commendation. Those of us who worked with him will miss him greatly.

With the passing of Ray there was to be a void in our services. We are fortunate, however, that Hall Province has volunteered to take over Ray's chores. Ray was one of the most devoted contact men imagineable. Along with the computer program purchased for Hal Province, with 34th approval, and a lot of hard work from both Ray and Hal, many thousands of letters have been sent out which, as you may have noted from recent issues, has brought in a multitude of new-found members.

This issue covers the reunion as best we can. The photographs portray most, if not all, of the attendees. Some of the photographs were too unclear for our printers so some of our people may not be seen. However, the useable pictures were all used to cover the majority of those attending.

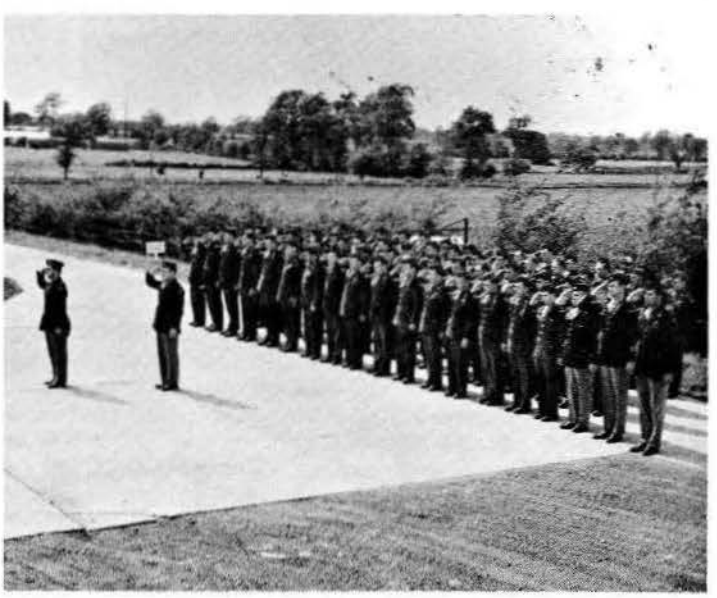
Sometime after this issue is in your hands Rose and I will be heading down for our yearly sojourn in Florida. The March issue will be put together and printed while we are there. Our deadline date for any items to be used in that issue is January 21, 1994. Don't forget, our address in Florida is:

1107 W. Riviera Blvd.
Oviedo, FL 32765

After late December all items for the newsletter should be mailed there.

With the holidays coming, Rose and I want to wish all of you the most glorious of holidays and a happy and prosperous new year. May all your highest aspirations come true!!

Eli Baldea,
Editor



1446th Ord. Supply & Maint. Company formation.

PAST PRESIDENT'S MESSAGE

Another reunion has come and gone. I hope everyone enjoyed our get-together in Little Rock as much as I did. I thank all who contributed to such an enjoyable occasion and a special thank-you to all those who helped make this past year's mission a success--"Bombs on target with minimum flak damage".

To all those who could not or did not attend, you missed a well-planned and very well attended reunion. Sure was great to see so many first-timers. Shows how valuable the phone disks have been in locating "lost sheep". Keep up the good work, Hal.

Muggs and I thank you all for the lovely Mikasa Crystal Canape Tray and the Attache Case.

Many of you took advantage of some of the entertainment in the Ozarks and Branson. Muggs and I were fortunate to spend three nights in Branson with our special friends, Frank and Alda Sivret and Everett and Peggy Rose, where we did some sightseeing and took in a total of four shows. Hey, how about Bill Anderson and "The Old School"? That thirty minutes of entertainment they provided us with on Saturday night at the banquet sure went by in a hurry! Very difficult to sit still with that kind of foot-stomping music. We also stopped at Carthage, MO where we saw "Precious Moments". Just another reason for having the reunion in different sections of this great U.S.A. every year. There are so many things of interest to see and do.

Next year it's on the east bank of the Mighty Mississippi, 150 miles south of its origin at St. Paul. Then, in '95, we can saddle up and join forces in Huntsville, Alabama.

We wish you all a Merry Christmas and a safe and healthy 1994.

Respectfully submitted,

Bruce Sothern,
Past President

PRESIDENT'S MESSAGE

It is a great honor for me to be elected as your new President for the ensuing year and I hope I can fulfill all your expectations. September has been a great month for me, not only as becoming President, but Peggy and I celebrated our 50th anniversary on Sept. 14th.

The reunion at Little Rock was great, as usual, and congratulataions are extended to the committee for all the planning and leg work involved. They have done a remarkable job over the years. Eli, our editor in publishing the Mendlesham Memories, the Board of Directors, PX workers, - your dedication and performance should be commended.

We were happy to see so many new members plus all the familiar faces. We hope you enjoyed yourselves as much as we did. Each year you will meet different people and make more friends.

As you all know, it was a sad time, as we lose comrades that we have grown to know and like so much. Ray Summa will be sadly missed, not only for his friendship, but for all the tireless work and responsibilities he undertook for all of us as Contact Man and Corresponding Secretary and in so many other areas. I think it was Walt McAllister who called him the "Godfather" of this organization. General Creer delivered a very inspiring eulogy to Ray, which touched us all.

We missed all who couldn't attend and hope we all attempt to make the next reunion in St. Paul, Minnesota, so start planning now. Peggy and I wish you all a Merry Christmas, Happy Holidays and a Happy and Healthy New Year.

Sincerely,
Sam Wolstencroft

FROM THE TREASURER'S COMPUTER

For many of you reading this I know that you are in shock upon hearing of the death of Ray Summa. It is a great loss for the 34th Bomb Group Assn. and I know that your thoughts and best wishes are with Hannah and her family in this time of bereavement. I'm pleased that the 34th Bomb Group Assn. saw fit to honor Ray by renaming the Scholarship Awards in his honor. I can think of no other 34th Member who better deserves such a memorial.

To you who missed the reunion, you really missed a good reunion! I feel it wil be hard for the reunion committee to improve upon the quality of the 1993 Reunion! And I'm equally certain the reunions in the future will be on a par with the Little Rock Reunion! We had a good location for the PX and took in a record amount of money in sales. The Friday night Ozark Supper gave us plenty of time to socialize as did the hospitality room. The Gala Banquet on Saturday was highlighted by the memorialization of our departed comrades. Special recognition, by ribbons, for our "first-timers" was gratifying and I hope that we can continue to recognize those "first-timers"! The city tour and golf tournament rounded out the activities.

I know that Sid Rockmuller is working on the next reunion and is trying to reassemble the band called the "Jive Bombers". Won't that be a feat? Someone has suggested that we might be able to put together a barber-shop chorus for our entertainment. If any of you, who plan on attending the St. Paul reunion, sing in a barber-shop chorus we'd like to know about it. Please let me know about it! Maybe we can plan on a sing-along or greater for one of the night's entertainment! We have a pianist who can accompany us on a "SING-ALONG", John Doronski!

Now for a (soft) hit at some wallets! If you haven't paid your dues for 1994, I ask you all to sit down and send me a check for the 1994 dues! And, if you're not certain as to your status, look at the address label on this issue of Mendlesham Memories. If the number after your name is less than 94, then YOU OWE FOR 1994! The number will be encircled in red if your dues are due. Just prior to the reunion Ray sent over 230 letters to 34th'ers who hadn't paid their 1993 dues, noting that they were delinquent in dues and would not receive future copies of the newsletter. The response was gratifying and we've had more than 100 respond with not only their 1993 dues, but many paying their 1994 dues as well. I am presently in the process of sending out September copies of M/M to those who have updated their membership. And, for the rest of you, remember this! We'll send you the March issue, and the June issue goes to all on the roster but, after that, you won't be on the mailing list for the next issue of Mendlesham Memories unless you've paid your 1994 dues!!

We're still getting responses to our Lost Sheep letters. I'm making a new list of names to contact with another letter. I've added about 100 names, derived from several orders bestowing the Air Medal or clusters on those who earned them. Many of these are from crews who arrived at Mendlesham after the original crews, flew their tours, and left before the base was closed. If you have any copies of such orders, I'd appreciate a copy of them. I've received the updated phone disks and will be searching them for new addresses as I find some spare time.

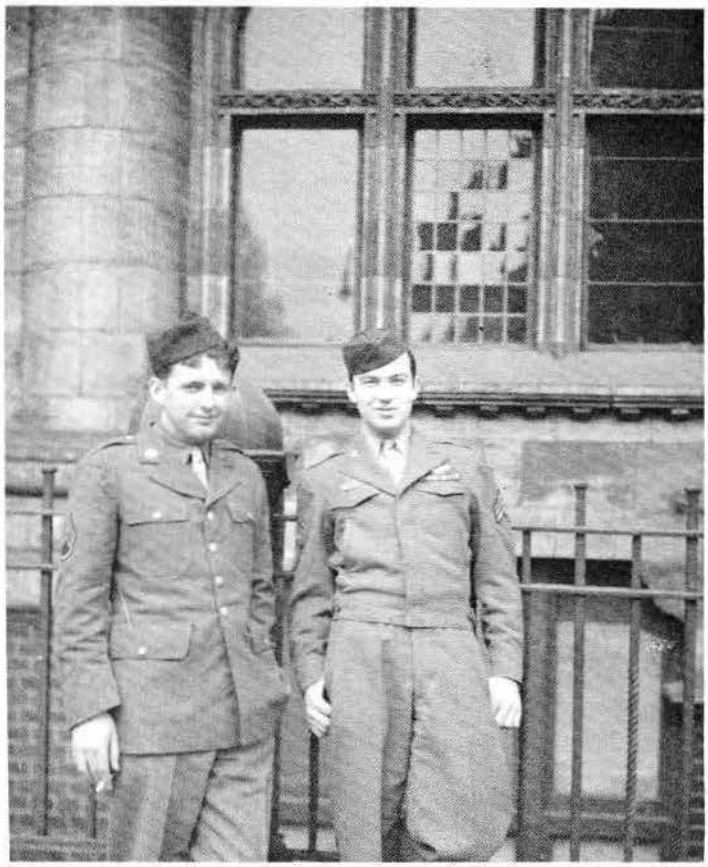
I know it's a little early but "GREETINGS OF THE SEASON" to y'all!

Harold Province
Treasurer & Corresponding Secretary

Capt. Bob Provence doing news briefing at 34th bomb gp. base theater Mendlesham, England during 1944-45

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426



John Hurley & Dale Ganger

IN MEMORIAM

Ray Summa, 77, died suddenly on Sept. 18, 1993. Following is the memorial address made by Gen. William Creer at the reunion banquet on Sept. 25, 1993:

Ladies, Comrades of the 34th Bomb Group Association, and guest. I am honored to be with you fine folks this evening.

My purpose - on behalf of us all - is to recognize and pay our respects and gratitude to Ray L. Summa who served so honorably for so many years.

As you may know, Ray passed away at his home in Anderson, Indiana on Sept. 18, 1993. He was much like the rest of us who served during the WWII period. He was from the earth of our country. Ray was born on November 5, 1915 in Mill Shoals, Ill. but spent most of his life in Anderson, Ind. He graduated from high school in 1932 and married Hannah Patterson in 1939.

THEN CAME HITLER!! Ray volunteered his services to our country. He served on war time active duty with the Army Air Corps from 1942 until 1945. His service with the 34th Bomb Group made a significant contribution to the success of our operations during World War II.

After the war Ray chose to take the high road. His deep compassion for his fellow compatriots blossomed. He elected to spend large portions of his time and talents to create a better life for his fellow men. By that I mean - we members of the 34th B.G. Association here in this room and elsewhere.

The 34th Bomb Group Association did have a representative at Ray's services last Tuesday. At our membership meeting this morning members voted unanimously to name our scholarship fund: THE RAY SUMMA 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP FUND.

In my view we owe Ray our greatest expression of respect and gratitude. On this occasion may I suggest we bow our heads in a moment of silence and reflect on our good fortune for having had Ray L. Summa as a key member of the 34th Bomb Group Association and as a loyal companion.

Thank you and God bless.

Editors note: Survivors include his wife of 53 years, Hannah, a daughter, Mrs. Jerry (Catherine) Davis, two grandsons, two brothers and several nieces and nephews.

We of the 34th B.G. Assn. owe Ray a resounding "THANK YOU" for all that he accomplished. Without his ardor we would not be what we are today. "THANK YOU, RAY!!!"

We have received a letter from Hannah Summa to all her friends in the 34th Bomb Group Assn. as follows:

Dear Friends;

Words cannot express the thoughtfulness of the 34th B.G. The monetary gift was not necessary, but was greatly appreciated.

How kind of the group to rename the scholarship fund in Ray's name. I'm sure he's smiling. He so loved working for the 34th and what a thrill when he found a new one.

This is a very difficult time. My family has been very helpful. Cathy and her dad were always close as were the grandsons and son-in-law. I miss him so very much, but I have many fond memories.

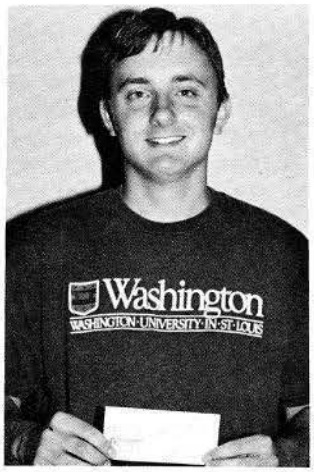
The cards, letters, phone calls and flowers are so meaningful. I treasure them in the caring words of friends - as a card from one of his doctors says, "World War II vets have always been my heroes".

Thanks again for caring.

Love to all,
Hannah & family

1993 SCHOLARSHIP AWARDS

The winners of the 1993 34th B.G. scholarship awards are:



1st Place - $1,000.00:
Breck Stuart Polley
4544 Woodstower Drive
Newburgh, IN 47630
Sponsored by:
George Schmitt

2nd Place - $500.00:
Angela Stufflebeam
530 E. Prospect
Farmington, IL 61531
Sponsored by:
Donald L. Stufflebeam
Lewistown, IL

The other applicants, to whom we want to wish our best, are: Jennifer Autterson, Jon Boyson, Leah Butler, Brian Buss, Kathryn Coburn, Christopher Clemens, John DeHaan, Daynon Fellows, Conrad Frazier, Celeste Hendrickson, Shannon Henke, Mark Howarter, Jeanette Jaeggi, Kirsten Kliensmith, Grant Prentice, Janelle Schmidt, Cassandra Writz, Jennifer Zimmerman, Allison Zugeneid.

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Cleveland Romero writes:

I have received a check in the mail from Randall and Shirley Martin in the amount of $500.00 to be put into the Scholarship Fund in Ray Summa's honor. Randall stated in his letter to me that Ray Summa had devoted most of his life towards the good of the 34th Bomb Group and that he felt that he wanted to do something in his honor.

****

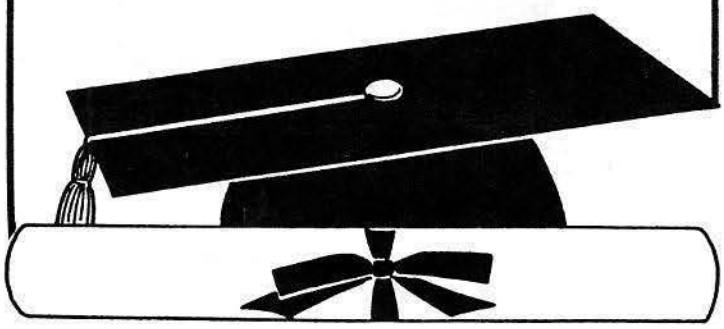
From George Schmitt we have the following:

This letter is to thank you and your committee for selecting my grandson, Breck S. Polley, as the first place winner of the 34th B.G. Assn. Scholarship Award for $1,000.00. I'm sure he will not disappoint you with his performance.

****

From Angela Stufflebean we have the following:

I would like to thank all of the members of the 34th Bomb Group Assn. and especially the members of the Scholarship Committee for the $500.00 scholarship which I recently received. As I promised in my application, I have put the money to good use, using it to pay for books for the fall semester. The scholarship was greatly appreciated and I thank you again for selecting me as the second place winner of your award.



CLARIFICATIONS

It seems that our printers have never seen the "White Cliffs Of Dover" and have made a small error in printing the picture on page 11 of the September issue. If you'll turn it upside down you can see them as they appeared to us upon return from a mission over mainland Europe. Sorry about that!

****

From Paul J. Hansen, Producer at Dane Hansen Productions, we have the following about our latest information in the September issue regarding their video tape, "Bombardier, The Real Story". This pertains to mistaken location and accessibility information based on letters we had received from some of our members:

"Please let members of your organization know that we are alive and well. We changed our 1-800 number and the previous company would not forward our calls. Our address remains the same. We're sorry if this has inconvenienced anyone. Our new phone number is 1-800-546-8871."

****

From Dirk Gombert we have the following:

Seeing the picture of the B-24 going down in flames on page 8 of the September issue on August 7, 1944 brings to my mind some sad memories. It was flown by Capt. Irwin. Seeing my plane go down is sad enough but, in this case, it hurt me even more because it happened to be the plane and crew I had flown with ever since Blythe. On that day I was flying with Lt. Culver on Irwin's left wing. The picture was taken out of the waist window of Culver's plane. I do not remember who it was that took the picture.

As of this date only three members of Irwin's original crew are still among the living. They are Roy O. Jones, Lawrence Babcock and myself.

(See letter below)

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From Rolland Whited we have the following:

I wanted to let you know about the B-24 on page 8 of the Sept. issue. Our crew was in that plane which was a loaner from the 7th Sqdn. as ours was in for engine repairs. In any event we had a fire in #3 engine and, as the picture shows, we are turning away from our element lead to handle it. Ned Brown, our co-pilot, extinguished the flame with the fire extinguisher in that engine. We came home on three engines and a good amount of luck. At least flak had nothing to do with it.

****

From Leroy Robinson we have the identifications of Coupland's crew shown on page 3 of the March, 1993 issue. They are: Standing L. to R.: R. McColl, L. Robinson, T. Coupland, M. Lopock and M. Rosenzweig. Kneeling L. to R.: H. McNeill, D. Wells, J. Gordon and R. Barnett.

****

We have had letters with identifications for several of those pictured on pages 12 & 13 of the September, 1993 issue. They are: No. 1, August H. Luhrsen; No. 5, William Boyd; No. 7, Gordon Barbaras; No. 10, Dan Staley; No. 13, Henderson??; No. 18, William Kenyon; No. 21, Andrew Champion; No. 24, Connelly Ferguson; No. 26, Michael Angelo Torre; & No. 28, Harold Roosa. Thanks to those who wrote in.

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INFORMATION, PLEASE!

In a letter received from the Netherlands, some infomation is requested. Any material regarding the raid of September 17, 1944 will be appreciated. British info indicates the target was "Wolfheze-Building". The target was indicated as "BUILDING 662803 (Target co-ordinate)". Please send any information to: Mr. Cor Janse, Appollostraat 5, 6991 GW Rheden, The Netherlands.

REUNION COMMITTEE MESSAGE

To the 34th Bomb Group Membership:

The Reunion Committee has the pleasure of thanking everyone that attended the reunion at Little Rock. It is our sincere wish that everyone had a good time.

We were happy to see so many first-timers and hope we will all meet again at St. Paul, MN in 1994.

We mourn the passing of Ray Summa. His loss to the 34th Bomb Group will be felt by all.

The Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

8TH AIR FORCE REUNION NEWS

The 34th Bomb Group will be making a return trip to England - June 1 to June 10, 1994. You will be receiving a brochure from TAMARAC TRAVEL, INC. regarding land packages, but NOT the airfare. Tamarac Travel will give a discount on Senior Coupon books and offer a discount on individual flight schedules if you IDENTIFY YOURSELF as a MEMBER OF THE 34TH BOMB GROUP or the 8TH AIR FORCE. Their telephone number is: 1-800-228-9690, and they will be able to offer tours before or after our reunion.

The reason for our JUNE DEPARTURE DATE is that MEMORIAL DAY will be celebrated JUNE 3 so that Government Officials can attend D-DAY SERVICES.

The 19th ANNUAL REUNION of the Eighth Air Force was held in Chicago. BUD AND LUCILLE BABCOCK joined HAROLD AND GEN. RUTKA as representatives of the 34th Bomb Group. The Babcocks took in all the sights, joined us for the dinners at the WHITE EAGLE, the RENDEZVOUS DINNER, and the GALA BANQUET.

The theme for the 8th Air Force was a salute to the POLISH AIR FORCE; their WORLD WAR II started 1 SEPTEMBER 1939 against the Germans, then the Russians. They escaped to fight with the French and then with the RAF in England. We had the opportunity to meet with the POLISH VETERANS, and the CHICAGO POLISH VETERANS provided us with OUR HONOR GUARD.

The next 8th Air Force Reunion will be held: 5 to 9 OCTOBER 1994 in SAN DIEGO, CA. The 34TH BOMB GROUP will hold its reunion: 7 TO 11 SEPTEMBER 1994 in ST. PAUL, MN. This will give some of you a month to recover and join the 8TH AIR FORCE IN SAN DIEGO, CA.

HAROLD C. RUTKA
8th Air Force Reunion Chairman

P.S. A question asked many times is how many reunions have we had on our own and where were they?

1984 - Nashville, TN
1986 - Colorado Springs, CO
1987 - King of Prussia, PA
1988 - Virginia Beach, VA
1989 - Shreveport, LA
1990 - Seattle, WA
1991 - Louisville, KY
1992 - Las Vegas, NV
1993 - Little Rock, AR

In 1985 our reunion was held with the 8th Air Force at Wichita, KS.

34TH B.G. BOARD MEETING - SEPT. 23, 1993

The meeting was called to order by Pres. B. Sothern at 10:11 a.m. Sam Baglio led us in prayer, with a special remembrance for Ray Summa.

Pres. B. Sothern asked the Record. Secr. to call the roll. Those present were Pres. B. Sothern, 1st V.P. S. Wolstencroft, 2nd V.P. E. Baldea, Secr. P. Anderson, Treas. H. Province, F. Schoch, W. Griffis, A. Hanson, G. Pine, H. Rutka, S. Baglio, V. Ames, P. Shull & J. Farley.

P.X. Report - P. Shull gave the following financial accounting:

Beginning Balance	$ 684.00
Income from sales	2066.00
Expenses for merchandise, postage, etc.	-2054.00
Balance	$ 696.00

P. Shull told of new shirts, wind breakers and watches available in the PX this year. The question was asked if the $500.00 limit on PX funds before being transferred to the General Fund was too restrictive on the PX manager. J. Farley noted that, if the constitution needs to be revised, this is the time to do it as other changes need to be made. R. Wright moved that the Addenda to the Constitution be revised to allow the PX manager to obtain additional funds from the treasurer when necessary for certain business transactions. The motion was seconded and carried.

The Board and General Meeting Minutes of 1992 were read and approved.

Treasurer's Report - H. Province gave a detailed report of the 34th Bomb Group Ass'n. financial status. Following is a summary of the various funds:

	Sept. 14, 1992	Sept. 21, 1993
General Fund	$13,963.84	$9,598.16
Scholarship Fund	1,809.42	2,471.92
Memorial Fund	2,934.39	2,941.89
Life Membership Fund	22,113.57	25,094.69
TOTALS	$40,821.57	$40,106.98

The General Fund figure includes $721.16 which is in a bank in England for the upkeep of the 34th B.G. Memorial at Mendlesham. G. Stedman has indicated to H. Province that this amount should be sufficient for the Trustees of the Mendlesham Memorial through 1994.

Anticipated expenses through the rest of 1993 are approximately $3,000.00.

H. Province reported we have 746 paid members for 1993 plus 267 Life Members. He expressed appreciation for the purchase of the CD ROM reader and the phone number software authorized last year. It has helped locate, and/or relocate, many of our "Lost Sheep".

Reunion Committee-R. Wright gave the committee's financial status as follows: 1992=$2,475l.49...1993=$23,413.33.

The 1993 reunion expenses were not as yet taken out of the 1993 balance. He noted that since 1985 the reunion committee submitted $10,195.00 to the treasurer in surplus over the $2,500.00 operating account they are allowed to maintain. J. Farley asked if the constitution should be revised to include a note similar to the one just approved for the PX manager. H. Rutka asked if he was authorized to incur the expense for dinner meetings, medalions for the Mendlesham women and other misc. expenses on the trips to England. After some discussion S. Wolstencroft moved that the Addenda to the Constitution be revised to allow the Reunion Committee to exceed the $2,500.00 limit on their operating account when circumstances require. The motion was seconded and carried. E. Baldea moved that the Reunion Committee be allowed to handle trips to England in the same manner as in the past. The motion was seconded and carried.

G. Pine hoped everyone was happy with their accomodations. He noted that 261 had signed up for the tour of Little Rock, and 25 for the golf tournament. He explained why the hospitality room could not be next to the PX and was moved to room 1622. He also told of the very generous donation by Golden Eagle Distributors of beer, golf and door prizes, signs, paper cups and plates, etc. for our reunion. The Golden Eagle Distributors are owned and operated by the son and daughter-in-law of member Charles Yockey.

The 1994 reunion will be held at the Raddisson Hotel in St. Paul, Minn. Sept. 6 through Sept. 11. The 1995 reunion will be in Huntsville, Ala. Sept. 14 through Setp. 17. A discussion followed on the problem of avoiding reunion dates conflicting with some religious holidays. A. Hanson asked if the reunion committee needed any additional help. A discussion followed on how do we train new people for the committee and what happens as we all grow older and less physically able to handle the tasks of setting up a reunion. Another discussion followed on the Pros and Cons of having the reunion during the week or on weekends.

Scholarship Committee - Report was given by H. Province in the absence of C. Romero. The response this year was good, with some twenty applications. The 1993 34th B.G. Assn. Scholarship $1,000.00 first place award goes to Bret Polley, grandson of George Schmitt. The $500.00 second place award goes to Angela Stufflebeam, grandaughter of Don Stufflebeam.

Mendlesham Memories - E. Baldea noted he is beginning his tenth year as editor. He described changes that have taken place during this time and asked for written comments on those changes or suggestions for additional changes to be made. He stated we need someone to contact a photographer for the 1994 St. Paul reunion. H. Rutka suggested we have the 8th A.F. insignia on the Mendlesham Memories. E. Baldea also asked for help in writing the eulogy for Ray Summa. He also noted that, with Ray's passing, we need a new corresponding secretary.

Constitution - J. Farley reported on two problems. We have one person holding two elected offices at the same time in violation of 4.4 of the Constitution. Also we need a Corresponding Secr./Unit Contact. He suggested that 4.4 be revised to allow a person to hold two elective offices at the same time, when approved by the Board of Directors as an emergency vacancy occurs. After some discussion R. Wright moved that J. Farley be allowed to revise the Constitution to delete the positions of Editor and Corresponding Secr./Unit Contact from the list of elected offices, and make those positions permanent members of the Board of Directors. Motion was seconded and carried.

Pres. B. Sothern noted that H. Province had been giving considerable help to Ray Summa in his job as Corresponding Secr./Unit Contact for some time. He felt that, with the new computer equipment and software, H. Province could take on the responsibility of Treasurer and Corresponding Secr./Unit Contact. Pres. B. Sothern asked the Board for approval to combine these positions. It was granted. H. Rutka moved that H. Province be authorized $100.00 to update the telephone number software for the computer. R. Wright noted that we have 35 first-timers at this reunion, many of them found with this software. Motion was seconded and carried.

H. Rutka moved to rename our scholarship fund "The Ray L. Summa 34th Bomb Group Assn. Scholarship Fund". After discussion, the motion was seconded and carried.

Pres. B. Sothern told of plans to honor Ray Summa at the Sat. night banquet. It was further decided to ask Gen. Creer to say a few words in memory of Ray Summa. J. Farley agreed to be a back-up in case Gen. Creer chose not to do so. Pres. B. Sothern told of a card at the registration desk for all to sign, to be sent to Hannah Summa. Also it was agreed to take up a collection for her at the Sat. night banquet.

Audit Committee - 1993 committee members are F. Schoch, V. Holcomb and E. Maciel.

W. Griffis asked for help in completing a scrap-book of B-24 crews which he has been working on. He will have the scrapbook in the PX or the hospitality room.

Pres. B. Sothern stated we may have some films from the 8th A.F.H.S. library to show at the next reunion. F. Schoch asked if the Collins Foundation could be asked to bring their B-17 and B-24 to the next reunion. H. Prillaman was appointed to look into the feasability of doing this.

A motion to adjourn was made, seconded and carried. Pres. B. Sothern adjourned the meeting at 1:03 p.m.

Respectfully submitted by
Paul Anderson, Secretary

34TH B.G. ANNUAL MEETING
SEPT. 25, 1993

The annual meeting of the 34th B.G. Assn. was called to order at 9:12 a.m. by Pres. B. Sothern. After the Pledge of Allegiance our Chaplain, S. Baglio, gave the invocation.

H. Rutka moved to dispense with the reading of the minutes as they were previously published in the Mendlesham Memories. Motion was seconded and carried.

Treasurer's Report - H. Province gave a detailed report of the various group funds. Fund balances are as follows:

	Sept. 14, 1992	Sept. 21, 1993
General Fund	$13,963.83	*$9,598.16
Scholarship Fund	1,809.42	2,471.92
Memorial Fund	2,934.39	2,941.89
Life Membership Fund	22,113.93	25,094.69
TOTAL	$40,821.57	$40,106.98

*This figure includes approximately $721.16 in the 34th B.G. Memorial Fund in a bank in England. Anticipated expenses for the remainder of 1993 are $3,000.00. H. Province also reported we now have 746 paid members plus 267 Life Members for 1993. Those figures for 1992 were 692 and 233.

Scholarship Committee - H. Province gave the report in the absence of committee chairman, C. Romero. This year's $1,000.00 first place winner is Bret Polley, grandson of George Schmitt. The $500.00 second place winner is Angela Stufflebeam, granddaughter of Don Stufflebeam. H. Province noted there were 21 applications this year. He also stressed the importance of including all required information on the applications. H. Rutka explained to the General meeting that at the Board of Directors' meeting it was voted to rename our scholarship fund "The Ray L. Summa 34th Bomb Group Scholarship Fund". The announcement was well received.

Reunion Committee - R. Wright gave the committee's financial report as follows: After expenses were paid the fund ended 1992 with a balance of $4,843.33. $2,468.00 was turned over to the General Fund to bring the Reunion Fund down to the allowable $2,500.00. There is presently $23,413.33 in the fund, with 1993 expenses yet to be paid. G. Pine announced that the 1994 reunion site will be the Radisson Hotel in St. Paul, Minn. The 1995 site will be at the Marriott Hotel in Huntsville, Ala. The 1996 site has not as yet been determined. Many sites are under consideration, on both the east and west coasts. It was suggested from the floor that a site be chosen which did not require a change from a major airliner to a feeder airliner for those who fly in.

Nominating Committee - V. Ames presented the following slate of nominees:

President	S. Wolstencroft
1st V. Pres.	E. Baldea
2nd V. Pres.	A. Hanson
Treasurer/Corresponding Secr.	H. Province
Recording Secr.	P. Anderson
Board of Directors - Class of '95	A. Israelsen*
Class of '96	R. Palmer and C. Stemen

*A. Israelsen replaces A. Hanson who moves to 2nd V. Pres.

The floor was opened for additional nominations. None were heard. G. Ritchie made a motion to close the nominations and accept the slate as presented. The motion was seconded and carried. Pres. B. Sothern thanked the two outgoing board members, E. Maciel and V. Holcomb, for their efforts.

Audit Committee - F. Schoch reported all of the 34th B.G. Assn. books were audited, found correct and signed off.

J. Clarkson spoke on the progress of the 8th Air Force Heritage Center. He gave details of an agreement signed by Chattam County, Georgia and the 8th A.F.H.C. for the development of this center. He noted that five bomb groups have already pledged $25,000.00 to this development. A motion was made to appoint a committee to study the advisability of the 34th B.G. Assn. pledging money to this project. Motion was seconded but failed to carry. Gen. Creer noted we should have more than just verbal information before committing to a large sum of money.

L. Crook spoke on the disposition of the painting of the two B-17's flying in formation which was donated to the 34th B.G. Assn. at the Louisville reunion. The picture has been framed and is now in the museum at the Barksdale Air Force Base. He also asked for recognition of Rober Ragan, son of Glen Ragan, a waist gunner in the 7th Sqdn., who is here with his mother.

It was proposed that Hannah Summa be made a Life Member of the 34th B.G. Assn. It was noted that this is automatic for spouses of Life Members.

Pres. B. Sothern recognized those attending a 34th B.G. Assn.. reunion for the first time.

E. Baldea said there would be a photographer for the Sat. night banquet. He asked people to use care to assure accuracy in filling out the name cards at the tables.

H. Province explained the CD ROM reader and computer software purchased last year and used to find 34th B.G. members not previously located. He has sent out over 11,000 letters this past year. The system has been very valuable in helping to locate our "Lost Sheep".

B. Cole recognized P. Shull and his wife for their work in the PX and asked if we had a count of attendees. R. Wright said his last count showed 360 attendees, but was not complete. He noted that 35 of these were first time attendees.

G. Ritchie suggested Savanna, GA. for the 1996 reunion. J. Clarkson noted that some of the 1996 Olympic events will be taking place there at that time and hotel space will be in very short supply.

C. Forister suggested we have 34th B.G. stickers to put on envelopes. P. Shull said he would look into it, and that he was always looking for new items to carry in the PX.

P. Mueller asked for help in locating members of the group's "Jive Bombers" band while we were in Mendlesham. Pres. B. Sothern noted that maybe we should find talent within our group for our future entertainment.

W. Griffis thanked the crew of "Frivolous Sal" for their donation to help in the support of the B-24 flown by the Collins Foundation.

A motion to adjourn was made by H. Rutka, seconded and carried.

Pres. B. Sothern adjourned the meeting at 11:40 a.m.

Respectfully submitted by
Paul Anderson, Secretary

Jerry Thompson, Don Wick & Dale Ganger.

1993 REUNION ATTENDEES

Aldridge, Frederick
Alexander, James & Katherine
Allen, Donald
Ames, Vern & Millie
Anderson, Lance
Anderson, Paul & Beryl
Armstrong, Denton & Eileen
Ashburn, John
Attridge, Charles & Evalyn
Babcock, Lawrence & Lucille
Baer, Robert & Rose
Baglio, Samuel & Lee
Baldea, Eli & Rose
Marianne Mandich &
Mark Tiernan
Ballantyne, Roy & Millie
Barclay, Charles & Roberta
Baughman, Cleo & Freddie
Bell, Robert & Barbara
Berglund, Fred & Hazel
Berry, Edward & Lois
Bob & Dan Berry
Bess, Leonard & Helen
Blair, John & Mary
Bland, Jack & Josephine
Bloczynski, John & Marge
Steve & Linda Mau
Boreen, Lloyd & Bobbie
Bourquin, Paul & Ann
Brauks, Wallace & Doris
Brown, Bill & Nita
Bruning, Mike & Pat
Bujalski, Francis R.
Burnell, Bill & Margaret
Bush, Ralph & Marge
Clarkson, John & Dorothy
Clemins, James & Lois
Cobb, Junius & Virginia
Betty Graves
Cole, Bob & Ginny
Collins, Don & Darlene
Conklin, Claude & Genevieve
Coutros, Tony & Mary
Crawford, Harry
Creer, Bill & Vivienne
Crook, Lonnie & Dorabel
Day, George & Marquerite
De Santis, Louis & Anne
Dietz, Edwin & Sue
Dineno, Al & Elsie
Donahue, Herbert & Eunice
Donoho, Kirby O. (94th B.G.)
Dooley, Lawton & Joan
Doronsky, John
Beverly Stearns
Dwyer, Harold & Darlene
Evans, Charles
Farley, John & Bernadette
Fillman, Don & Betty
Finley, Dale & Margie
Fix, Leonard & Mary
Forister, Carroll & Sylvia
Fossum, Lee & Bonnie
Ray & Kim Fossum
Fox, Robert & Jean
Franco, George & Felicia
Frank, Dale & Esther
Frank, Earl & Mary
Freysinger, Carl & Imogene
Funk, John & Caroline
Galloway, Robert & Beth
Gardner, Molly
Velma Gardner
Gaumer, Basil & Lorene
Gay, Robert & Phyllis
Gibbs, Claude & Audrey
Glass, James
Goerner, Hugh & Virginia
Gradin, Ginny
Griffis, Willis
Grimes, Bryant & Myrtis
Habiger, Tony & Joan
Hanrihan, James & Joy
Hansen, Arthur
Hensen, Milton & Kathryn
Hanson, Ambers & Jean
Hardee, Daniel & Elizabeth
Harris, Ferron F.
Henry, Glen
Herget, Charles & Eileen
Hetherington, William & Lula Mae
Hinchee, Ray & Marge
Hohnstreiter, John
Holcomb, Verbal & Betty
Hood, Jack
Bonnie Lasseigne &
Scott & Pat Middleton
Hudecek, Tom & Yvonne
Humphrey, Clyde & Annette
Israelson, Al & Agnes
Ivey, Kivett & Lucille
Jackson, Ken & Velma
Bill Jackson
Jacobbauski, Mike & Margie
James, Eugene & Helen
Jansky, Bob & Jo
Janson, Wendell & Annie
Jones, Eddie & Ianthia
Jones, Wyatt
Jordan, Dexter & Beulah
Klier, Herbert & Rita
Bessie Wood
Kline, George & Margaret
Lampey, Bob & Beth
Leath, John & Ethel
Lewis, Bill & Eula
Lindia, Joe & Dottie
Lonergan, Ed & Birgit
Lundeen, Ralph
Maciel, Earl & Helen
Marks, Joseph & Katherine
Martin, James & Betty
Matthews, Clyde
Mayer, Norman & Schatzie
McAllister, Walter & Ruby
McBride, James & Barbara
McDannold, Bill & Erma
Meeder, Paul & Twyla
Miller, George & Faye
Mongeon, George
Eloise Rollins
Moor, Ted
Moreno, John
Morlock, James
Morris, Cletus
Muente, Fred & Ginny
Newton, Tom & Mildred
Joe & Gloria Conklin
Noe, John & Elizabeth
Northrup, John & Margaret
Ott, Carlyle & Loretta
Pacholski, Bob & Ginny
Palmer, Raymond & Bula
Patterson, William L.
Paxton, Ken & Kathleen
Pedigo, William E.
Perry, Harry & Willie
Pine, Gerald & Wanda
Podulka, Phillip
Poole, Wally & Joan
Prillaman, Harold & Georgia
Province, Harold & Jan
Ragan, Mrs. Doris
Roger, Glen & Fred Ragan
Reed, Russell & Martha
Reid, Roy & Sybil
Reynolds, Thomas P.
Richmond, Floyd & Miriam
Thelma Warfield
Ricker, Conrad & Patricia
Ritchie, George & June
Rockmuller, Sidney
Rose, Everett & Peggy
Roy, Herb & Dotty
Rutka, Harold & Gen.
Sakal, Charles & Rose
Saxen, Robert
Lawrence Saxen &
Velma Ronsella
Schildman, William & Jean
Schneider, Charles S.
Schoch, Fred & Clara
Schwartz, Robert & Laura
Share, Jack & Marian
Shee, Don & Bonnie
Shull, Paul & Pauline
Simpson, Robert & Betty
Simpson, Ronald & Martha
Sivret, Frank & Alda
Smith, James C.
Sothern, Bruce & Muggs
Stemen, Carl & Peg
Stiver, David & Ethel
Sturdivan, Walter & Lois
Swanson, Samuel & Thea
Swenson, Elbert & Betty
Syverson, Marvin & Avis
Tavasti, Roy & Kate
Thompson, Clifford E.
Tobiason, Henry & Audrey
Varble, Charles
Walker, Oral
Jim Walker
Waltz, Fred & Rachel
Wells, David
Dan Wells & Jane Stewart
Wessel, Jerome & Dorothy
Wolstencroft, Sam & Peggy
Wong, Joseph & Marilyn
Wright, Robert & Esther
Wright, Thomas
Wright, Wayne & Ondine
Yockey, Charles & Virginia
Zeldes, Ben & Edith

ROSE'S CORNER

Warm Greetings to all!!

Wasn't it fun? Of course it was because meeting our old friends and new friends was a real pleasure! Having our own Hospitality Room really made it easy to sit around and gab with a lot of our 34th family. It was very difficult to go anywhere in Little Rock with public transportation (Did anyone see any local buses?).

We stayed in the 4-Star Hotel Excelsior which I've been calling Hotel Excessive because of the restaurant prices. Of course, in a high-priced, classy hotel, it's to be expected that one will pay exaggerated prices. If one is working and has an expense account it's also to be expected, but that certainly doesn't make it right!

We enjoyed the Ozark dinner which was served buffet style featuring the famous Arkansas Catfish and fried chicken. They were accompanied by baked squash, black-eyed peas, potatoes and gravy, plus countless others. The dessert ran out before the end of the line was served and many were disappointed. We had a lot of people there and everyone was very hungry. I'm not aware as to whether this big hotel made any special effort to rectify the situation. Perhaps it did? Most hotels will do all they can to make everyone happy.

We are looking forward to the St. Paul reunion next year. About 10 years ago we had a delightful one there with lots of places to go, things to see and the food was real good! Our reunion committee will be working hard to make the next one memorable.

This newsletter will get to you just about the time that Christmas is just around the corner. If you are still thinking about some last minute baking, do try these. They are as good as they look and will melt in your mouth. I'll be waiting to hear whether you guys and gals tried them. Please write! Send a postcard with a short recipe you may have liked a lot. I love hearing from you.

LINZER CIRCLES

1½ cups (3 sticks) butter, softened
¾ cup plus 1 tbsp. confectioners sugar
1 egg - room temperature
2 cups all purpose flour
1 cup cornstarch
2 cups ground pecans
5 tbsp. seedless raspberry jam

Beat butter & ¾ cup conf. sugar until light and fluffy. Beat in egg. Add flour, cornstarch and pecans. Mix well. Wrap in plastic and refrigerate overnight.

Remove from fridge and roll out half of the dough on a lightly floured surface to 1/8" thickness.

Cut into 30 circles with 3" cutter or drinking glass. Cut smaller circles out of centers with 1" cutter or a small shot glass. Roll out the remaining dough plus the scraps and cut out 30 solid circles with 3" cutter. Place cookies ½" apart on an ungreased cookie sheet.

Bake in preheated slow oven (325 deg.) for 15 minutes until edges are barely golden. Cool on wire rack.

Sprinkle the 1 tbsp. conf. sugar over circles with cutouts. Spread rounded ¼ tsp. jam over center of each solid circle. Place cutout circles over solid circles so that the jam shows in the center. Store at room temperature. Enjoy!

May you have a blessed Holiday and take care of each other. Stay well until we meet again and ever after!

P.S. I found out a few secrets to staying young by talking to several of you who looked very fit and energetic and I'd like to share them with you. Roy Tavasti loves working on his boat and watches his diet. Ralph Bush is exercising and eating fish and poultry. Vivienne and Bill Creer continue to keep active and there's very little fat in their diet. Phyllis and Bob Gay work on their ranch and she loves her horses and blazing trails thru the woods! Good going, everyone! Keep up the good work! I'd love to have this kind of energy. If everyone would send me some of your secrets I'll be sure to share them with our 34th B.G. family. Thanks!

With Love!
Rose

Fred Sanders, radio operator of "Evaidin Maiden".

NEWS FROM HERE AND THERE

Dorothy Carter, an associate life member, and sister of our deceased member, Leslie C. Carter, is hoping she can get some help from all of you. She is doing research work on WWII and is using our newsletters as references where possible. However, she needs as many back issues as she can get. Anyone who has some back issues and are not interested in keeping them would do her a great favor by sending them to her. After her research she will donate them to some Memorial Center for others to look at, providing you don't ask for them back. If so, she will return them. If you have any back issues send them to:

Dorothy Carter, 224 South 12th, Salina, KS. 67401.

****

From IAN HAWKINS we have the following:

"The Imperial War Museum Duxford is pleased to announce a new programme to establish personal tributes and memorials at Europe's top aeroplane museum.

"Duxford visitors may now commemorate family members and friends by purchasing a memorial bench. Each bench will carry a bronze plaque bearing the inscription of your choice."

Editor's note: A Duxford Memorial Bench costs 300 pounds, British currency. Anyone interest can write to:

Vanessa Crosby, Memorial Seating Programme
Imperial War Museum
Duxford Airfield, Cambridge CB2 4QR

****

BOARD MEETING

1 thru 4

GENERAL MEMBERSHIP MEETING

5. A view of the gathering.

6. Another view of the gathering.

7. Treasurer Harold Province gives his report.

8. President Bruce Sothern calls the meeting to order.

P.X.

9. Pauline Shull & Margaret Hinchee in PX.

10. Paul Shull in the PX.

HOSPITALITY ROOM

11. Harold Rutka & Gerry Pine tending bar.

12. Jo & Bob Stansky (Newcomers).

13. Norm Mayer & Willis Griffis.

14. Schatzie Mayer with Everett Rose & Bob Wright.

15. Jean & Ambers Hanson.

16. Danny Hardee with Hal Province.

17. Annette & Clyde Humphrey.

18. Sue & Ed Dietz with Mike & Pat Bruning and Darlene Collins.

19. Josephine & Jack Bland with Bud & Lucille Babcock and Birgit Lonergan.

20. Dottie & Herb Roy.

21. Schatzie & Norm Mayer.

22. John Doronsky with Bev Stearns.

23. Ted Moor & Harry Crawford (Newcomers).

24. Evelyn & Charles Attridge.

25. Rose Baldea with Claude Gibbs.

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Page 10

★★★★★★★★★

"GETTING DOWN TO BUSINESS"

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REUNION '93

EARLY ARRIVALS AT DINNER

1. John & Marge Bloczynski with Don Allen.

2. Peggy & Everett Rose with Bruce and Muggs Sothern.

3. Bill & Lula Mae Hetherington with Charles & Virginia Yockey.

4. Velma & Ken Jackson with son, Bill.

5. Reunion Committee dining with ????.

6. Raymond and Margaret Hinchee.

7. Sam & Lee Baglio with Lou & Anne DeSantis.

8. David & Ethel Stiver with Dotti & Joe Lindia.

9. Paul & Beryl Anderson with son, Lance and Pauline & Paul Shull.

10. Margaret & George Kline with Arlene & Sam Wolstencroft.

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THE GOLFERS

11. L. to R.: H.H. Goerner, Virginia Goerner, June Ritchie & George Ritchie.

12. L. to R.: Jim Clemins, Lonnie Crook, Herb Roy & Art Hansen.

13. L. to R.: Bob Cole, Roy Ballantyne, Bob Wright & Jim Hanrihan.

14. L. to R.: Jack Clarkson, Paul Shull, Harry Crawford & Jack Bland.

15. L. to R.: Ray Hinchee, Bob Simpson, Jim Clemins & John Blair.

16. L. to R.: Ed Lonergan, "B" Lonergan, Fred Muente & Arnold Prillaman.

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TOUR

17. Group waiting to board tour bus.

18. On the tour bus.

19. On the tour bus.

20. Ruby & Walt McAllister with Marianne Mandich & Mark Tiernan having tour lunch at Spaghetti Factory.

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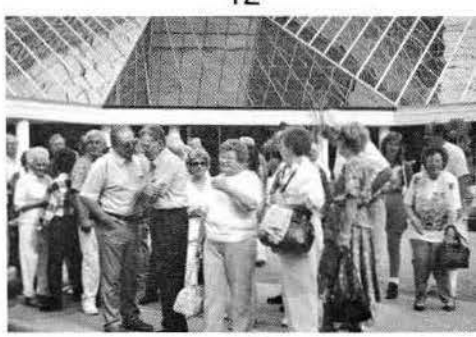

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SUNDAY MORNING BREAKFAST

21. Esther Wright, Harold Rutka & Wanda Pine at Sunday breakfast.

22. Walt McAllister with Rose & Eli Baldea at breakfast.

23. Muggs & Bruce Sothern with Betty Martin at breakfast.

24. Sam & Arlene Wolstencroft at breakfast.

25. James T. "Pete" & Barbara McBride with Bill Creer at Little Rock. "Pete" was the chauffeur of the 34th B.G. Hdq. staff car at Mendlesham.

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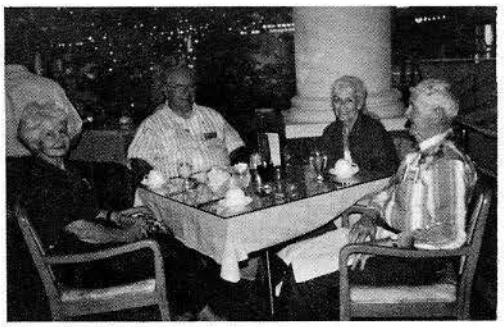
"MISCELLANEOUS ACTIVITIES"



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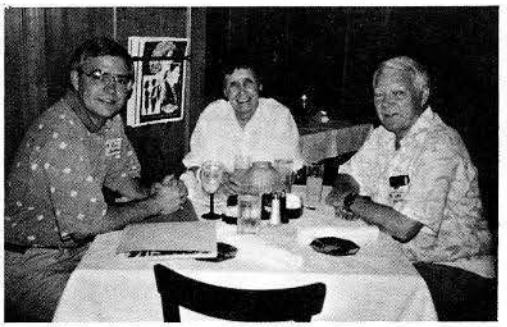

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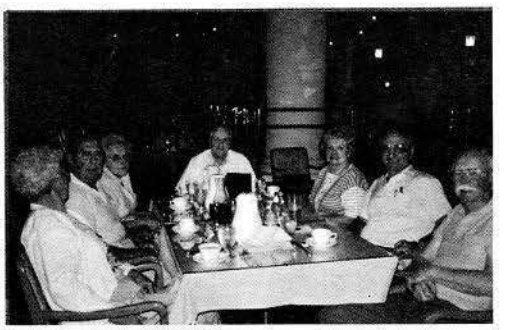

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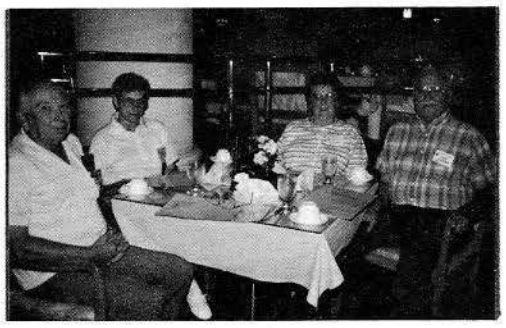

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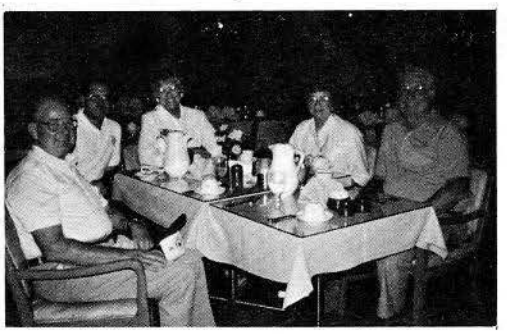

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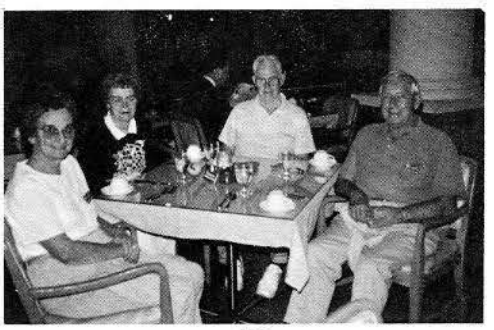

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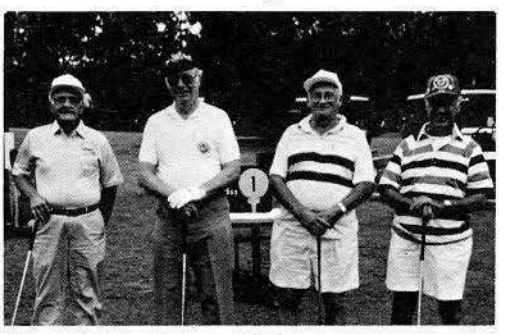

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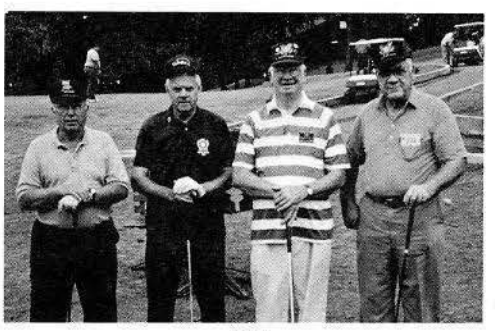

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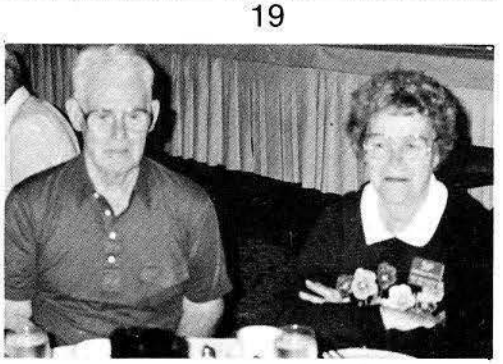

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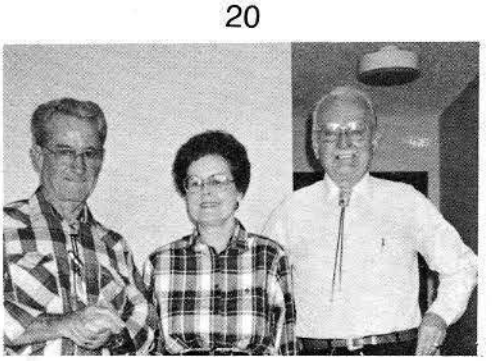

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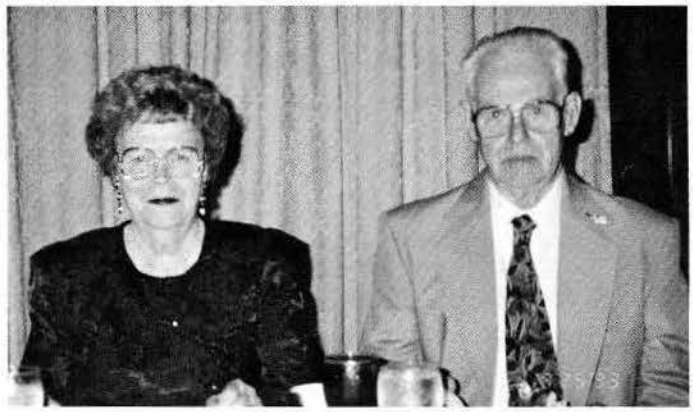
REUNION '93 "GALA BANQUET"

"THE HEAD TABLE"

President Bruce Sothern telling everyone to enjoy their meal.



Incoming president Sam Wolstencroft and Arlene.

Secretary Paul Anderson & Beryl.

President Bruce Sothern & Muggs.

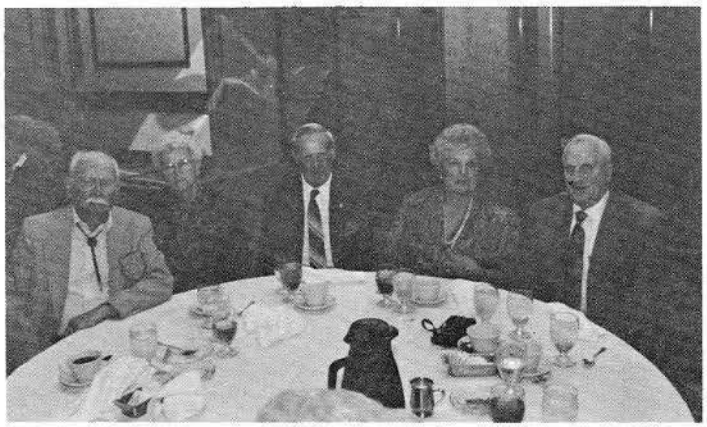
Chaplain Sam Baglio with Lee.

Editor Eli Baldea and Rose.

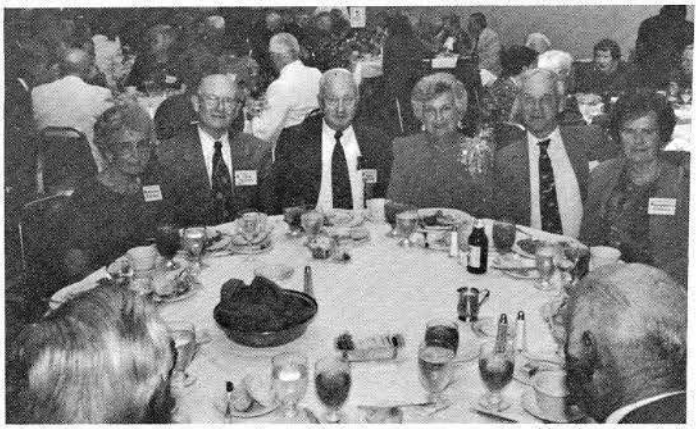
Treasurer Hal Province & Jan.

Golf Chairman Ed Lonergan & Birgit.

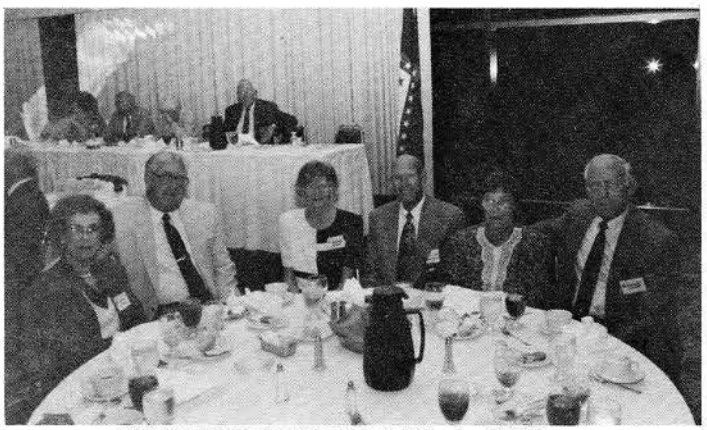
REUNION '93 "GALA BANQUET"



Gerry & Wanda Pine with Glenn Henry and Gen & Harold Rutka.



Kathleen & Ken Paxton, John & Margaret Northrup and Claude & Genevieve Conklin.

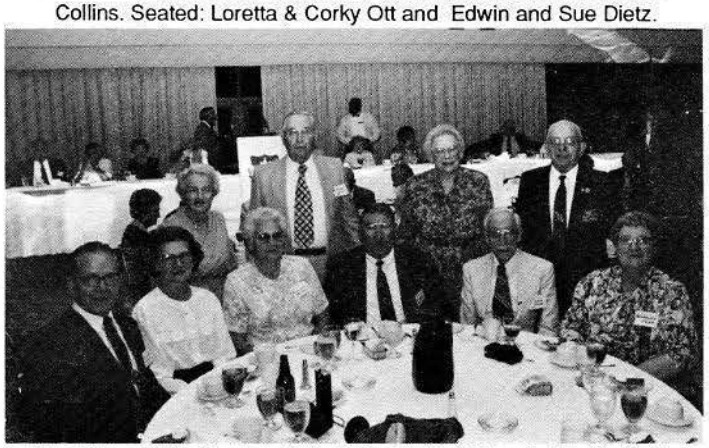


Eula & Bill Lewis with Bessie Woods, Cliff Thompson and Rita & Herbert Klier.

Bryant & Myrtis Grimes, Margie Jacobbauski, Peggie Schwartz & Hazel Berglund.

All newcomers: Standing: Mike & Pat Bruning and Don & Darlene Collins. Seated: Loretta & Corky Ott and Edwin and Sue Dietz.

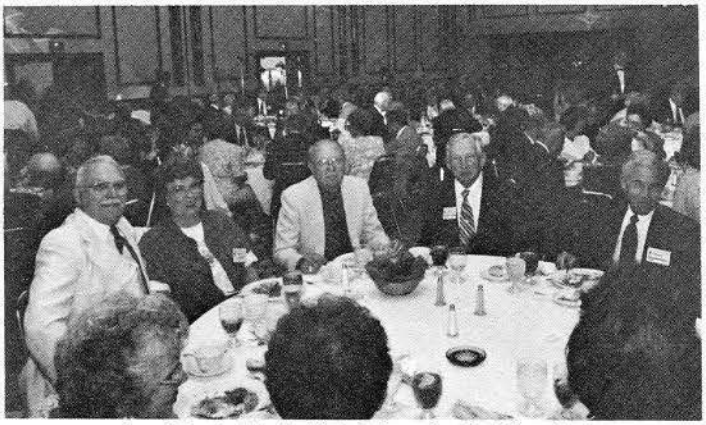
Standing: Bob Gay, ???, Roy Tavasti. Seated: Phyllis Gay, Vivienne & Bill Creer, Dorabel & Lonnie Crook and Kate Tavasti.



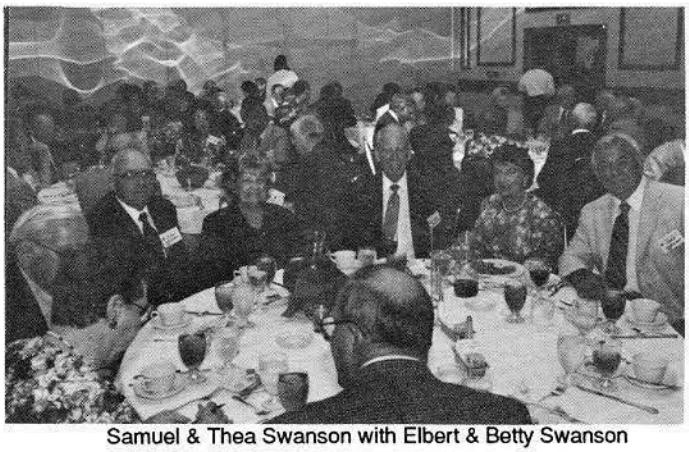
Standing: Mollie Gardner, Robert Saxen and Clara & Fred Schoch. Seated: Gene & Helen James, Georgia & Harry Prillaman and John & Caroline Funk.

Al & Elsie DiNenno, Lorene & Basil Gaumer and David & Ethel Stiver.

REUNION '93 "GALA BANQUET"

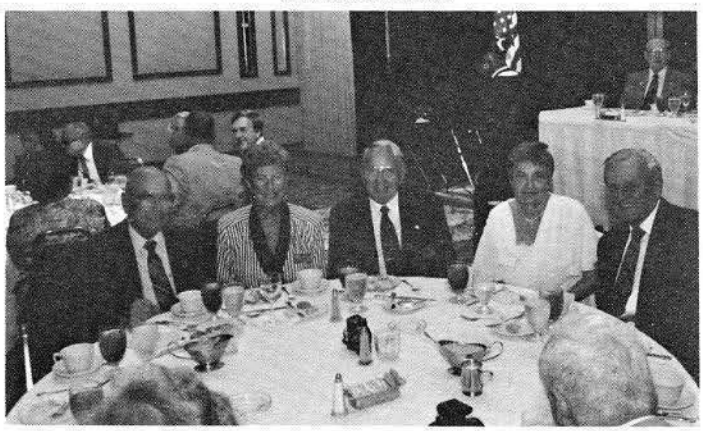


Joe & Dottie Lindia, Bob Schwartz, Fred Berglund and Mike Jacobbauski.



Samuel & Thea Swanson with Elbert & Betty Swanson and John Moreno.

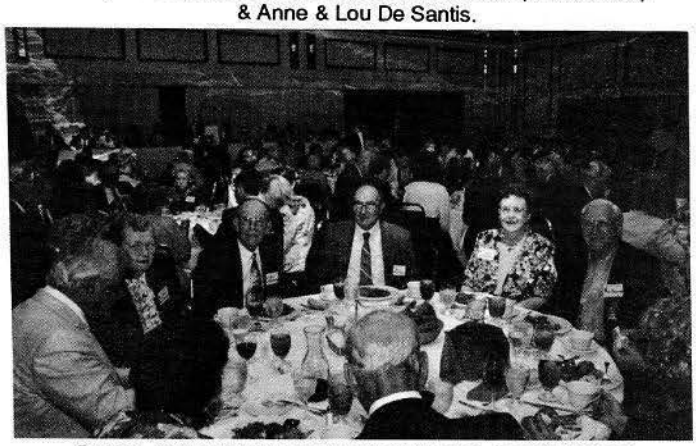
Frank Bujalski, Anthony & Mary Coutros and Jack & Bernie Farley.



J. C. Smith with Ginny & Fred Muente and Ginny & Bob Pacholski.

Marge & Ralph Bush with Conrad & Pat Ricker (Newcomers) & Anne & Lou De Santis.

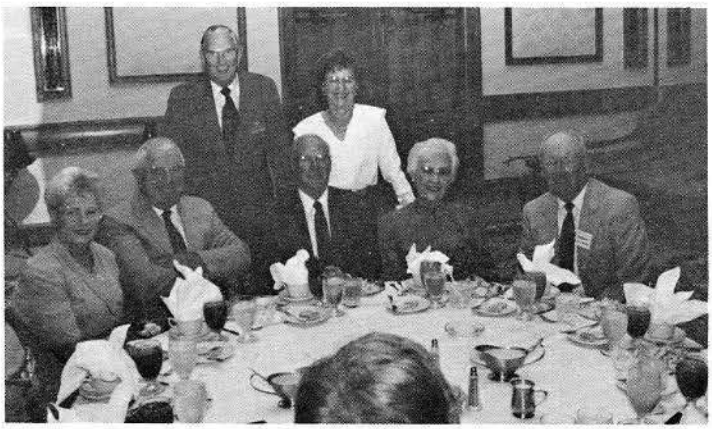
Audrey & Claude Gibbs with Lucille & Kivett Ivey and George & Margaret Kline.



Erma & William McDannold with William & Jean Schildman and Phil Podulka.

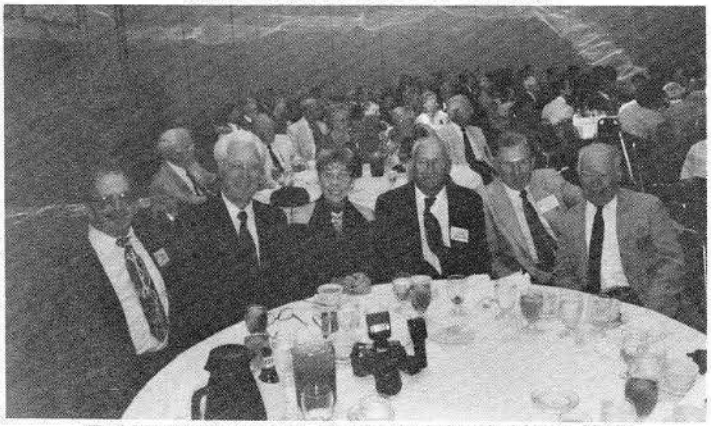
L. to R.: Roy & Sybil Reid, Freddie & Cleo Baughman and Tony & Joan Habiger.

REUNION '93 "GALA BANQUET"



L. to R.: Liz & Jack Noe, Darlene Dwyer, Bob Bell, Harold Dwyer & Beth & Bob Galloway.

Milton & Kay Hansen with Doris, Roger, Freda and Glen Regan.

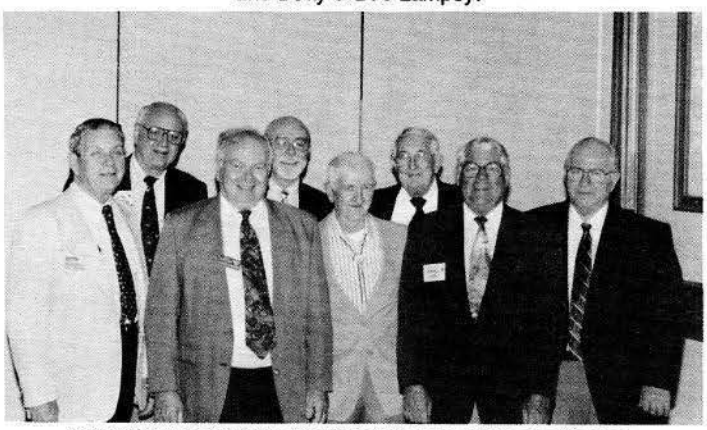


Ted Moor (Newcomer), Norman & Schatzie Mayer, Harry Crawford (Newcomer), Ralph Lundeen and Willis Griffis.

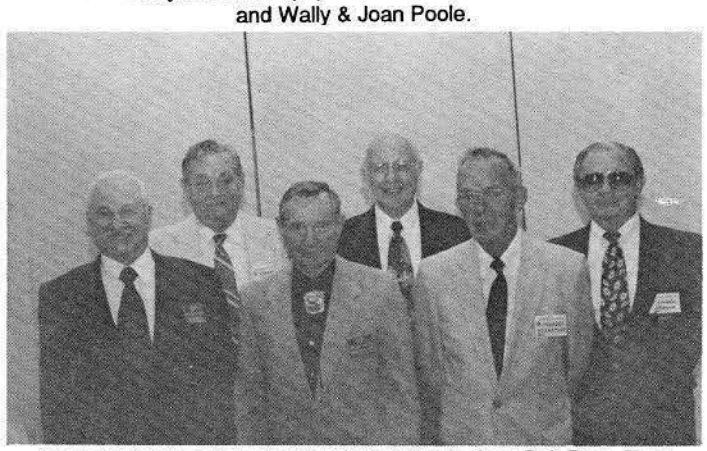
Jim & Joy Hanrihan, Ginny & Bob Cole and Millie & Roy Ballantyne.

Joe & Katherine Marks with Carl & Peg Stemen and Betty & Bob Lampey.

Betty & Bob Lampey with Jack & Marian Share and Wally & Joan Poole.



Crew of "Gallopin' Ghost" of the 4th Sqdn.: Charles Yockey, Hebert Roy, Wm. Hetherington, Ben Zeldes, Jim Glass, Fred Aldridge, Don Shee and Charles Herget (Largest crew attending).



Crew of "Perry's Pirates" of the 18th & 4th Sqdns.: Bob Baer, Tom Newton, Charles Schneider, Jerome Wessel, Harry Perry & George Franco (2nd largest crew attending).

REUNION '93

1. S. Wolstencroft getting the gavel from B. Sothern.
2. Gen. Bill Creer presenting his "Memorial" to Ray Summa.
3. Sue & Edwin Dietz with Pat & Mike Bruning waiting to enter dining room.
4. Evalyn & Charles Attridge with Lloyd & Bobbie Boreen.
5. Paul & Twyla Meeder with Beulah & Dexter Jordan.
6. Bill & Margo Burnell with Tom Wright & Jack Ashburn.
7. Faye & George Miller with James Morlock.
8. David Wells with Jane Stewart, Dan Wells and Kirby O. Donoho, Jr.
9. Wayne & Ondine Wright with Rose & Charles Sakal.
10. Patty Middleton, Jack Hood and Bonnie Lasseigne.
11. Margie & Dale Finley with Ferron Harris.
12. Jim Walker, Oral Walker and Ron & Martha Simpson.
13. Ron & Martha Simpson with Mary & Leonard Fix.
14. Robert & Betty Simpson with Henry & Audrey Tobiason.
15. Avis & Marvin Syverson with Herb & Eunice Donahue.
16. Pat Paterson, Raymond & Bula Palmer and Charles Evans.
17. Wally & Doris Brauks with the memorial flower board.
18. Walt McAllister putting a flower into the memorial board.
19. George Ritchie putting flower into the memorial board.
20. Betty & Jim Martin.
21. Laurence Saxen & Velma Ronsella.
22. Eddie & Ianthia Jones.
23. Beverly Stearns & John Doronsky.
24. Robert & Jean Fox.
25. Some of our younger attendees: Front: Patty Middleton, Marianne Mandich & Lance Anderson. Rear: Tom Reynolds, Glen Ragan, Roger Ragan, Jim Walker & Mark Tiernan.

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"GALA BANQUET"

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REUNION '93

1. Mark Tiernan & Marianne Mandich with Ruby & Walter McAllister.
2. Betty & Jim Martin with June & George Ritchie.
3. Vivienne & Bill Creer.
4. Marilyn & Joseph Wong (newcomers) with Paul & Ann Bourquin.
5. Mary & Earl Frank with Dale & Esther Frank.
6. Paul & Pauline Shull with Lucille & Bud Babcock.
7. Marguerite & George Day with Imogene & Carl Freysinger.
8. George Mongeon, Eloise Rollins, Tom Reynolds and Betty & Don Fillman.
9. Verbal & Betty Holcomb with Jean & Ambers Hanson.
10. Wallace & Doris Brauks with Russell & Martha Reed.
11. Russell & Martha Reed with Caroll & Sylvia Forister.
12. Charles & Roberta Barclay with Al & Agnes Israelsen.
13. Betty & Jim Martin with June & George Ritchie.
14. James & Lois Clemins with Lance Anderson & Ginny Gradin.
15. Betty & Bob Lampey with Jack & Marian Share.
16. Wyatt & LaVonne Jones with Don Allen and Ed & Joan Dooley.
17. John & Margaret Bloczynski with Linda & Steven Mau.
18. Lois & Walter Sturdivan with Bob & Jo Jansky (Newcomers).
19. Bob & Esther Wright with Katherine & James Alexander.
20. June & George Ritchie with Mary & John Blair.
21. Miriam & Bennett Richmond with Thelma Warfield and Virginia & Hugh Goerner.
22. Vern & Millie Ames with Leonard & Helen Bess.
23. Alda & Frank Sivret with Peggy & Everett Rose
24. Nita & Bill Brown with Anne & Bud Janson.
25. Waiting for the ballroom doors to open.

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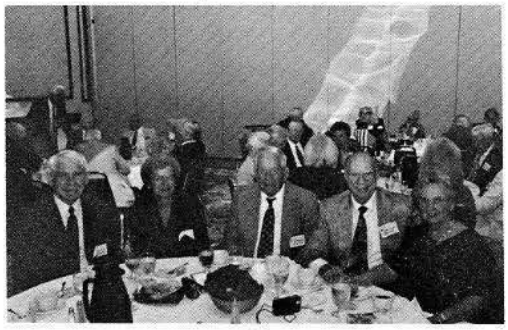

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"GALA BANQUET"

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Notes From Our Friends

(Editor's Note): Hannah Summa has received very many letters of condolences and sympathy which she has sent on to us. We find that, along with our normal mail, and the fact that the December issue is always our largest due to reunion news and pictures, we aren't able to print all her letters and to print only some doesn't seem right, somehow. Therefore, please be advised that she has received them and is very thankful for your kind words.

****

GEORGE R. MORRIS - Ontario, CA.

I just recently received a copy of Mendlesham Memories and a roster. Needless to say, I was happy to receive them. I was unaware that the 34th even had an association, but pleased to know they are organized.

I had a phone call from Walter Sturdivan and, a couple of days later, a copy of his book "Shake Hands With A Soldier". Walt was our radio operator/gunner. The book is wonderful and I was pleased to receive it. I'm proud a member of our own crew published a book so well written after all these years. It sure brought back a lot of memories.

****

GINNY (ROBERT) GRADIN - Superior, WI.

Bob and I have so enjoyed many, many of the 34th Bomb Group reunions and were looking forward to Little Rock this September. With much sadness I have to tell you that Bob passed away on May 18, 1993. Through these reunions we have met so many nice people and, hopefully, I will be able to continue with these friendships and be at the reunions. As of now I plan on attending the reunions. As of now I plan on attending the reunion at Little Rock. See you then.

****

WALTER STURDIVAN - Stockton, CA.

The pictures of the Windmill Theater in Picadilly Square in the March issue brought back a lot of memories.

Three crew members and myself went into the Windmill one day in 1944, much emboldened by a bottle of scotch. We laughed and talked in the wrong places. Sensing disaster, we escaped to the rest rooms. When we thought the way was clear we took leave of the premises.

The ever-present baton-carrying M.P.'s, however, intercepted us about a block away. By chance, Lt. Myron Levi, who had flown with us several times as a lead navigator, arrived at the scene. He helped us escape further humiliation, but we had to return to the base.

****

RICHARD L. GRAY - Raymond, MS.

Thank you for your response and offer of an Associate Membership in the 34th B.G. Assn. It comes as an Honor and Privilege. As the saying goes, "Words cannot express my appreciation".

****

7TH SQDN. GROUND CREW - Standing: Wright & Ulam. Kneeling: Unidentified.

WILLIAM (PETE) GRAY - Virginia Beach, VA.

Enjoyed the last M/M. It's one of the best of this type of publications I've ever seen. And it seems to get better with every issue. Hope you're still doing it 100 years from now and that I'm still around to read it. Rose too!!

Had a check-up a while back and everything came out fine. Have, however developed a small problem - my ankles have become quite swollen and are very uncomfortable at times. The doctor gave me some pills and is keeping an eye on them. I never mentioned the two fingers of bourbon I take every night and neither did he. The extremely hot weather might have something to do with it.

****

PAUL R. YOUNGHOLM - Jefferson, NH.

Thank you for your persistence in finding me! Please send any and all information available - particularly any lists that show what has happened to some of my buddies. Chances are I won't make the Sept. '93 reunion, but I'm all set for '94. Keep me informed, please!!

I'd like to say a word re Carter B. Magendi who is listed in the latest TAPS roster. We were in the 391st as bomb loaders and armament maintenance. I was among the younger ones and, you can imagine, quite green. However, Sgt. Magendi was great to work with. He treated me and others in such a way that we wanted to do a good job. Though the promotions were slow or not forthcoming, I know he was very fair and his evaluations were "the way things were". May the record show that Carter Magendi was deeply appreciated by this one-time young fellow and his influence still lives on!

****

CLARENCE WALKER - Walker, LA.

Thank you for contacting me. I was one of the cooks in the 4th Sqdn. and would so much like to make it to the reunion but am unable to do so. If possible, I would like to have the names of those in attendance there, especially of the 4th Sqdn. I would bring back a lot of memories to see the names and to know they are still alive.

****

WELDON K. BURNS - Plano, TX.

Thanks for your letter. I was in the 18th Sqdn. and I think our crew was no. 44. I would appreciate receiving any information about the group and its activities, not only during my time of service, but afterwards. I am in the process of writing my memoirs and would like all the information I can get and, of course, will be willing to share anything I have with others.

****

Continued on page 23

NOTES FROM OUR FRIENDS

Continued from page 22

AUGUST NIEMANN - North Pole, AK.

I was glad to hear from you. I am retired from the Alaska R.R. where I worked until 1973. Then we went to Arizona for 7 years where we had a Christian bookstore. We returned to Alaska in 1980, where I am now the Assoc. Pastor at a church here.

****

KENNETH L. HORTON, JR. - Winston-Salem, NC.

Your letter was forwarded to me by my son, Kenneth L. Horton, III, who lives in Raleigh, NC. I did serve with the 34th and would appreciate any information you can send regarding the group.

****

JACK W. BLAND - Pasadena, TX.

I was very glad to hear from you and enjoyed the Mendlesham Memories very much. I haven't been in touch with any of my old friends since I left the service. I will try to make it to the reunion at Little Rock, AR. I love to play golf.

****

GORDON BREEDING - Alpena, MI.

Thank you very much for locating the long lost buddies of the "Dugan Wagon". Now we have located all members of our ship, whether living or passed away.

****

PETER GASKIN - (FOTE) - England

To all my friends in the 34th:

I have just received the card (via Harold Rutka) that you all signed at the Little Rock reunion. It was a really nice gesture. It is little things like this that help to buck you up when you are down in the dumps as I have been in the last few weeks. I won't be really happy until I get wheels again and, hopefully, that won't be too long now. Once again, thank you for your kind thoughts. P.S. Will be in touch in the near future.

****

DELORES H. (ROBERT) GRIFFIT - Tonawanda, NY.

I'm sorry to report that Bob passed away in 1966 at the age of 44. I still hear from a man I've never met who flew with Bob. He is Bob McWay of Arcadia, CA., who has kept in touch with the rest of the crew all this time. Happy Reunions!!

****

PATRICK AITA - Toms River, NJ.

I was happy to receive your letter and all the rest of the material. I am sorry that I will not be able to attend the Little Rock reunion. My wife is in the process of taking medical tests and, until we know exactly how the tests turn out, we cannot make any plans. Hopefully, we can attend the reunion in 1994.

****

Bill Sherman & George Zulch, 1239 QMC

JAMES F. ADAMS - Woodland, CA.

I am, indeed, the man for whom you have been looking. I didn't know I was LOST and now I am FOUND! I was an original member of the 34th B.G., 4th Sqdn. that was put together at Blythe, CA. I've lost touch with my crew and would find it most rewarding to find out what has transpired with them after all these years. In the press of making it as a civilian, I've lost touch.

****

U. JAMES ANGLISANO - Lindenhurst, NY.

I was very happy to hear from you. I won't be able to make the 1993 reunion but hope to make it in 1994.

****

JOHN MOOERS - Fountain Valley, CA.

Yes, I was with the 34th B.G. in "Jolly Old England" during the period of May, '44 to June, '45. Any information of the 34th B.G. Assn. would be appreciated.

****

ROBERT W. CHEETHAM - Ocala, FL.

I have no idea where you obtained my name and address, but I did fly as a tail gunner on a B-17 with the 391st Sqdn. of the 34th B.G. I would be very interested in any additional information regarding the association.

****

HAROLD M. FONDREN - New York, NY.

This is the first contact I've had with anyone since the war. It seems to me to be a huge undertaking to locate people fifty years later and, just so it won't be a "thankless task", I thank you in advance for contacting me.

****

THOMAS J. MULLIN - Sacramento, CA.

Thanks for your letter. It feels great to be back in the 34th B.G. again. Sorry I can't be with you in September but I am committed to another reunion. See you in 1994!

****

IRVING LEVY - Phoenix, AZ.

I would like to say a good word about the group finding Joe Wong. Besides being the sheet metal expert who patched all the flak damage, he had another talent as a volunteer. When the inboard super-chargers had to be changed he had the small stature to crawl inside the wheel well while somebody else worked on the outside. I never heard him complain and it was a very unique job for a kid his size.

I see by his picture in the Sept. issue that he hasn't put on too much weight. It was good to see him again, especially with those two beautiful fish. Welcome back, Joe!

****

WELDON K. BURNS - Plano, TX.

In the Sept. '93 issue the story, "Remembering - That Dreadful Night" brought back many memories. My best military friend, Junior Craft, and his crew were shot down that night. Three of his crew died and a fourth had to quit flying because of the trauma of the event.

Our crew, "Bachelors Baby", were on the same mission and picked up flak damage - no big thing, just a hole about the size of your thumb - but it cut the left ailern cable. We went into a spiral and lost some 7,000 ft. before "Pappy", C.W. Harris, finally got us leveled out and headed home at about 12,000 ft.

Next, two things happened. As I recall, #3 supercharger ran away and we had to throttle back. Then #4 prop ran away and we pulled it down with the feathering button, but when that didn't work we cut the fuel and let it windmill. We started looking for a place to land and it turned out to be P-47 base. We got permission to land. With all props turning and all landing gear down, our plight wasn't obvious.

On the down-wind let Pappy called out for more power and was told there wasn't any to be had. He then banked into the dead aileron and leveled out at about 30 deg. from parallel to the runway. We fell out of the air at 110 mph and bounced. We landed again and skidded to a stop just 500 ft. short of a stack of 500 lb. bombs.

Clayton W. Harris was decorated with the D.F.C. for this heroic landing and, I believe, he was the first person in the 34th B.G. to be so honored.

Continued on page 24

NOTES FROM OUR FRIENDS

Continued from page 23

RUTH (EARL) HARTLINE - Pomona, CA.

Thank you for your letter. Earl was a ground crew man in the service. He was a corporal when discharged. We moved to California soon after he was discharged. I don't have any information regarding anyone who was with in the 34th. Sorry.

****

WILLIAM L. PATERSON - Bellingham, WA.

After receiving the information you sent when I joined I wrote to several of our crew members, one being Col. Freeman. "Bucky" was the best C.O. I had in the Air Force. I received a great letter from Ray Palmer and a reply from Reichman, our ball turret gunner. I was happy to read that Ray & Mrs. Palmer planned to attend the Little Rock reunion. I plan to be there. Ray was the first pilot that I worked with in the Air Force.

****

THOMAS J. MULLIN - Sacramento, CA.

I am overwhelmed at the information regarding the 34th B.G. Assn. I had no idea there was such an organization. I thought that everyone went their own way after the war and that those glorious and tragic days of our youth were left to the historians. Inasmuch as I would like to attend the reunion in Little Rock, I'm afraid I can't make it. I'm already committed to a B-57 pilot's reunion at the same time at Langley AFB. I'm looking forward to seeing everyone in '94.

****

JAMES W. SPARROWN - La Plata, MO.

I was very glad to receive my membership card. Thank you very much. I made some very good friends at Mendlesham and hope to see or hear from some of them. They may remember Nov. 17, 1944, when Gwen, who is British, and I were married at Mendlesham. It was raining hard that day so there were no missions flown. Quite a few attended and made our wedding very special for us.

WAYNE ROE - Allerton, IA.

Yes, I did serve with the 34th at Mendlesham from Feb. 1945 until May, 1945. I've always wondered if anyone had interest in the group. I hope someday I can get together with some of you.

****

JOSEPH F. LEMMON - Northford, CT.

I did, indeed, serve with the 34th B.G., 391st Sqdn. I would like to have more information on the association.

****

CHARLES J. McCLURE - Clifton Park, NY.

I did, indeed, serve with the 34th B.G. as a bombardier in the 391st Sqdn. from Feb. 1st to June 20, 1945. It certainly was a surprise to learn of the 34th B.G. Assn., and I would appreciate hearing more about it. Many thanks for tracking me down.

****

JAMES STUTHERS - Venice, FL.

Thank you so much for contacting us. Unfortunately, Kay, myself and family have been very busy attending to our #2 son's confinement in the hospital and eventual death both before and after his funeral. He died August 29th and was buried Sept. 2nd here in Venice. We were fortunate to have him with us the past year through his illness and suffering with cancer. He was 42.

We hope to clear up the "loose ends" here and get away from Florida, heading north and west, eventually stopping a few days in Little Rock to attend the 34th Reunion.

****

WILLARD M. FAGER - Idaho Falls, ID.

I do want to be remembered as a member of the 34th B.G. The 34th was as good a bomb group as was ever organized. The men were very dedicated in their many responsible jobs. I was a crew chief in the 391st Sqdn. and am proud to say that the two planes I oversaw flew 59 missions without having to abort because of mechanical failure.

****

Continued on page 25

The good ship "EMILY".

NOTES FROM OUR FRIENDS

Continued from page 24

HAROLD C. SCHMIDT - Houston, TX.

I was glad to hear from someone about the 34th B.G. I was with the ground crew as Refuel Unit Operator & Maintenance. I will try to make the reunion.

****

CHARLES D. ALLEN - Highlandville, MO.

I certainly enjoy the publications about doings and members of the organization. My memories of the war are both good and bad as I am sure they are for many others.

I was with Lester Bennett's crew until they were all killed attempting to avoid a crash over the base. I then finished my tour flying with Elmer Sherkenbach's crew. If they decide to attend a reunion I would like to join them, however, I will probably not attend otherwise.

****

MICHAEL J. DERENGE - Port Charlotte, FL.

Sorry I'm late with my dues but, because of a lot of sickness, it slipped my mind. Helen has been very ill and had major surgery. She had part of her colon removed as well as part of her small intestines. Thank God she's slowly recovering.

****

ROBERT M. PLATZ - Ottsville, PA.

Sorry about the late dues. This summer just went to hell. I still have one foot in the hell hole of recuperation for gradruple heart bypass. All is well now and I expect to be back to normal for another 50 years.

I appreciate all you people do and I do not attend reunions, etc. since I am now just about completely DEAF!

****

SID ROCKMULLER - Bronx, NY.

Words can't begin to explain what a great time I had at the reunion. My only regret is that I didn't know about the assn. years ago.

Bob Gay, Roy Tavasti and Bill Creer asked me to try and get the "Jive Bombers", our jazz combo, together for next year's reunion. To this end I would appreciate help from anyone reading this. If you have any information regarding addresses, etc. of the musicians, please contact me. I need information on our drummer, trumpeter, basist and sax. Lou De Santis was at the reunion and Doug Culver, who is now a minister, will be contacted by one of our friends at the reunion. Any help in locating the others would be greatly appreciated.

****

DALE FINLEY - Crothersville, IN.

Just a few words about Ray Summa. He was a man who loved people and never met a stranger. He was always alert to find new people and friends, especially in the 34th B.G.

He was a dedicated person who worked hour after hour, day after day, for the organization in which he took great interest. Ray made the association better for us all and gave us the possibility to become re-acquainted after many years. The last several years, although he didn't feel up to par, Ray still held up his end of the battle to any challenge before him.

Ray was a husband, a father, and a grandfather. He went all out to please each and every one. Now Ray has lowered his flaps and gear for his final landing. "MAY HE REST IN PEACE".

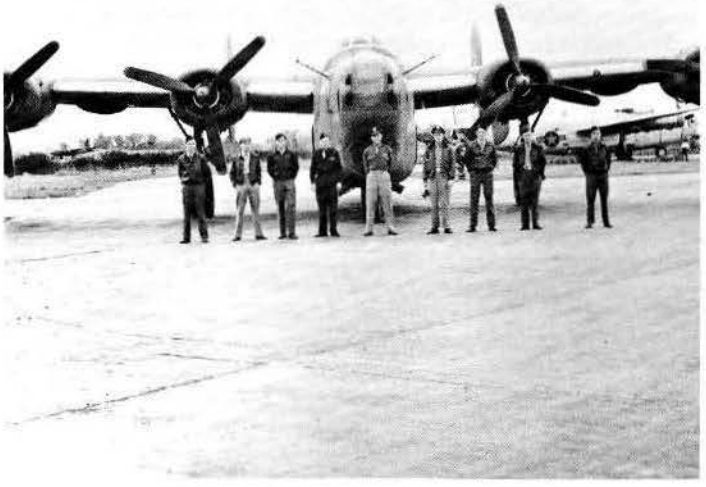
****

JANE (FRED) GOETZ - Westlake, OH.

It has been very difficult to write to our out of town friends, telling of Freddy's death on Dec. 3rd. I must tell you how much we both enjoyed the 34th newsletter. He saved them all to reread. Our only regret was not being able to attend a reunion. How tickled he was when he found the picture of his crew printed in one issue.

I would enjoy receiving the newsletters, etc. in the future.

****



L. to R.: Logan, Weddell, Davis, Gronouski, Hollowell (the pilot), Smith, Thomas, Stonefield and Gray.

ROBERT J. FILIP - LaGrange Park, IL.

Bingo! Your letter found its mark. Needless to say, I had lost contact with all my crew members, but your letter stirred up a lot of memories. I won't be able to make Little Rock this year but maybe St. Paul next year.

****

HUGH A. THOMPSON - Phoenix, AZ.

Thank you. I don't know how you are able to run down the whereabouts of people after such a long time. Send me whatever information you have regarding the 34th B.G. Assn.

****

DEXTER JORDAN - Huntersville, NC.

Thanks to everyone who had a part in setting up our reunion. It was a great shock to hear of Ray's death. He did so much in so many ways to keep the group together and help it grow. I have lost five close friends in just over one year; Ray Summa, William Cloud, James Miller, Jesse Gardner and George Schmitt, who died on Sept. 20th. George's daughter, Nancy Mainville, at 320 Dixon Street, Kaukauna, WI. would love to hear from all of George's friends. (Edidtors note: Dex didn't give a proper zip code for Kaukauna, WI.)

****

ERNESTINE (HOMER) SCHINDLER - Tacoma, WA.

I appreciate receiving the picture of my husband, Homer, who died in 1978. I do enjoy Mendlesham Memories a lot. I hope the '93 reunion was fun for everyone.

****

EDWARD J. LONERGAN - Fort Myers, FL.

Although only 24 golfers played in Little Rock, I think everyone had a good time. The Golf Committee wishes to thank the Reunion Committee for their preliminary work in obtaining the facility, the collection of fees and assisting the chairman in Little Rock to assure a successful outing.

Special thanks are again extended to Beth Yockey and Golden Eagle of Arkansas, Inc., the Budweiser Distributor, for their making our outing even more enjoyable with their donation.

****

BILL CREER - Las Vegas, NV.

Ray Summa and I had a very interesting and gratifying association though the years (give and take). On the long flight home from Little Rock I had time to reflect on my remarks.

In summary, I concluded that there is much more that needs to be said. Let's not miss an opportunity to develop and chronicle a more in-depth coverage of Ray's many activities that contributed to the betterment of our Association.

ADDRESS CHANGES

(As of 10-24-93)

ALLEN	CHARLES D JR	18	142 DOGWOOD LANE	HIGHLANDVILLE,	MO.	65669
ANDERSON	MAURICE	18	17245 3RD AVENUE NORTH	PLYMOUTH,	MN.	55447
ARMSTRONG	DENTON	4-18	2916A WEST LONG CIRCLE	LITTLETON	CO.	80120
BAMBAUER	GILBERT R.	392 BG	974 FAIRWAY DRIVE	DEWEY,	AZ.	86327
BOEHMLER	BART	4	1703 HIGHWAY 3	HAMPTON	IA	50441
BROFFT	ROBERT J.		5915 EAST MADISON AVENUE	FRESNO,	CA.	93727
DAVIS	KENNETH J.	18	3244 FAIRMEADOW DRIVE	BILLINGS,	MT.	59102
HANSON	AMBERS	391	1505 LEE ROAD 51	AUBURN	AL.	36830
JUDD	J.E.	391	15648 NORTH 35TH AVENUE	PHOENIX,	AZ.	85023
KENNEDY	GRANT W.	18	(CHANGE OF ZIP CODE)	DUNNELLON,	FL.	34430
KNOWLTON	ROBERT W.	18	2865 CALLE LAS CASITAS	ST. GEORGE,	UT.	84770
LE BAILLY	MARGARET	GRP.	4725 4TH AVENUE N.E.	SEATTLE,	WA.	98105
LINDIA	JOSEPH	7	(CHANGE OF ZIP CODE)	HERNANDO,	FL.	34442
MAJCHRZAK	AMBROSE J.	391	109 EASTERN AVENUE	MOON TWP.	PA.	15108
MINGL	MICHAEL	18	(CHANGE OF ZIP CODE)	CHULA VISTA,	CA.	91912
PLATZ	ROBERT M.	391	1711 SWEETBRIAR ROAD	OTTSVILLE,	PA.	18942
ROWLEY	FRANCIS O.	4	2820 MEADOWOOD DRIVE	JACKSON,	MI.	49202
SPARROW	JAMES W.	391	301 E. BATES ST.,APT. 11	LA PLATA,	MO.	63549
SWEENEY	ROBERT E.	7	3499 SOUTH 96TH STREET	MILWAUKEE,	WI.	53227
VENNE	DERRICK J.	7	RR. 2, BOX 212-A	SWANTON,	MD.	21561
WAGNER	JAMES H.	7	P. O. BOX 3504	GROTON LONG PT.	CT.	06340

NEWLY FOUND

(As of 10-21-93)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	MAURICE	18	17245 THIRD AVENUE NORTH	PLYMOUTH,	MN.	55447
ANDERSON	MILTON D.		BOX 371	OVERTON,	NV.	89040
ANGLISANO	UMBERT J.	18	811 NO. JEFFERSON AVENUE	LINDENHURST,	NY.	11757
BENSCOTER	DON	18	R.R.1, BOX 132	LAPWAI,	ID.	83540
BENSCOTER	DONALD	18	RT. #1, BOX 132	LAPWAI,	ID.	83540
BERRY	BOB	7A	1920 LYNNWOOD	BENTON,	AR.	72015
BERRY	DAN	7A	5 FELDSPAR COURT	LITTLE ROCK,	AR.	72212
BLACKWELL	S.D.		9601 VAUGHN DRIVE	LITTLE ROCK,	AR.	72205
BOLI	RAYMOND		5212 S.E. 60TH STREET	PORTLAND,	OR.	97206
BURNS	WELDON K.	18	2601 EAST 15TH STREET	PLANO,	TX.	75074
CHEETHAM	ROBERT W.	391	8707-D S.W. 95TH LANE	OCALA,	FL.	34481
FIGEL	HENRY B.	7	3 McDONALD ROAD	ALBANY,	NY.	12209
FILIP	ROBERT J.	391	601 HOMESTEAD ROAD	LaGRANGE PARK,	IL.	60525
FONDREN	HAROLD M.	18	1150 FIFTH AVENUE	NEW YORK,	NY.	10128
FRANCO	GEORGE A.	18-4	108 EAGLE LANE	HAMPSTEAD,	NC.	28443
GRAHAM	HERBERT W.	4	6229 FAIRFAX WAY	NORTH HIGHLAND,	CA.	95660
HORTON	KENNETH L.	18	732 ELDERWOOD AVENUE	WINSTON-SALEM,	NC.	27103
IVERSON	RICHARD	4	510 SPYGLASS DRIVE	EUGENE,	OR.	97401
LINDEN	SAMUEL	18	430 GOLDEN ISLES DRIVE #404	HALLANDALE,	FL.	33009
MAZZARELLA	EDWARD	18	30 CORNELIUS AVENUE	WATERBURY,	CT.	06706
MERRELL	RICHARD	391	2360 BRYAN AVENUE	SALT LAKE CITY,	UT.	84108
MOORS	JOHN E.	7	16310 CANDLEWOOD STREET	FOUNTAIN VALLEY,	CA.	92708
NIEMANN	AUGUST	391	3399 VENUS DRIVE	NORTH POLE,	AK.	99705
PERLONGO	PAUL		5400 S. WALNUT	DOWNERS GROVE,	IL.	60515
RICHARDSON	LUTHER	18	326 EAST 127TH AVENUE	TAMPA,	FL.	33612
THOMPSON	HUGH A.		11645 N. 25TH PL. APT. 222	PHOENIX,	AZ.	85028
TUCKER	WILFRED S.	4 LM	10100 HILLVIEW ROAD	PENSACOLA,	FL.	32514
WALKER	CLARENCE	4	30655 BOBWHITE STREET	WALKER,	LA.	70785
YOUNGHOLM	PAUL R.	391	P. O. BOX 3	JEFFERSON,	NH.	03583

NEW LIFE MEMBERS

(Total 271 as of 10-24-93)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BRUNING	MERLIN J.	391	512 WASHINGTON STREET	CARROLL,	IA.	51401
BURKE	DOUGLAS F.	4	3536 GARDEN BLVD.	GAINSVILLE,	GA.	30506
COHEN	CECIL	7	HCR 1, BOX 16A	MARGARETVILLE,	NY.	12455
COLE	DAVID E.	391	33 BITTERSWEET ROAD	FAIRPORT,	NY.	14450
ELMO	SALVATORE S.		19 STRATTON WAY	BRANFORD,	CT.	06405
FAGER	WILLARD M.	391	734 EAST 15TH STREET	IDAHO FALLS,	ID.	83404
GRIMES	BRYANT E.	7	7819 GRAHAMCREST	HOUSTON,	TX.	77061
PODULKA	PHILIP	7	1312 SLEEPY HOLLOW ROAD	GLENVIEW,	IL.	60025
TUCKER	WILFRED S.	4	10100 HILLVIEW ROAD	PENSACOLA,	FL.	32514

TAPS

(As of 10-24-93)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
BEACH	VIRGIL		24 ELM STREET	FRASNKLINVILLE,	NY.	14737	
CHESHIRE	HAROLD L.	4	1119 FULLER STREET	WENATCHEE,	WA.	98801	3/31/93
GOETZ	FRED W.	4-18	2959 SOUTH BAY DRIVE G11	CLEVELAND,	OH.	44145	12-3-92
GOLDSTEIN	IRVING	4	1930 WHIPPLETREE AVENUE	LAS VEGAS,	NV.	89119	NOV.'92
HARTLINE	EARL A.		2253 HEATHER WAY	PAMONA,	CA.	91767	10-16-86
KEEF	WILLIAM E.			FORT SMITH,	AR.		NOV. '88
LITCHENSTEIN	ALVIN D.		423 EUDORA STREET	DENVER,	CO.	30220	
LONG	ERNEST		5512 SEAGRAPE DRIVE	FT. PIERCE,	FL.	33450	1987
LUX	CHARLES W.	391	317 VILLAGE WALK DRIVE	MACUNGIE,	PA.	18062	OCT. '92
O'BRIEN	EDWARD J.	18	14 WATER STREET	ASSONET,	MA.	02702	6-26-93
RICHART	GEORGE A.JR.	391	1236 CORNELL DRIVE	LONGMONT,	CO.	80503	OCT.'92
SCHMITT	GEORGE J.	7	315 W. 8TH STREET	KAUKAUNA,	WI..	54130	9-20-93
SUMMA	RAY L.	18 LM	2910 BITTERSWEET LANE	ANDERSON,	IN.	46011	9-18-93
WALCH	STEPHEN	18	18 WESTVIEW COURT	SAGINAW,	MI.	48601	5/29/90
WIGGINS	ROBERT		906 RIDGEVIEW ROAD	ROLLA,	MO.		

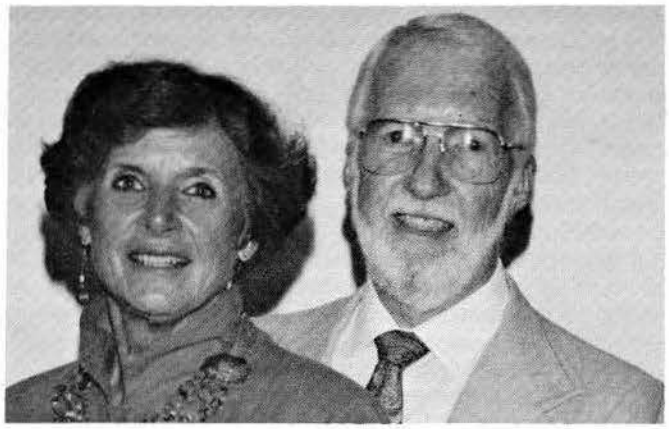
LOST SOULS-MOVED?-STRAYED

(Mail returned when sent to these addresses - Need new addresses)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
LOGAN	EDWARD	7	17442 NORTH 105TH AVENUE	SUN CITY,	AZ.	85373
MOLLICA	JOHN	391LM	4345 EDEN STREET S.E.	SALEM,	OR.	97301
SWIFT	JONATHAN A.	391	754 CHEROKEE STREET	MARIETTA,	GA.	30060

BYRON SHEESLEY

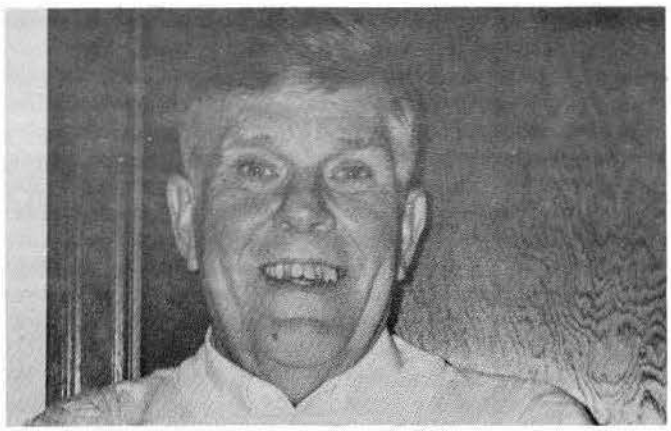
1945



1992

CARL STEMEN

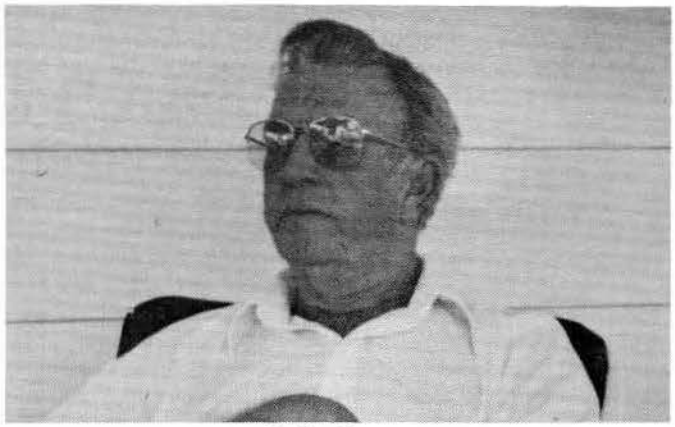
1945



1993

RAYMOND SWAN

1945

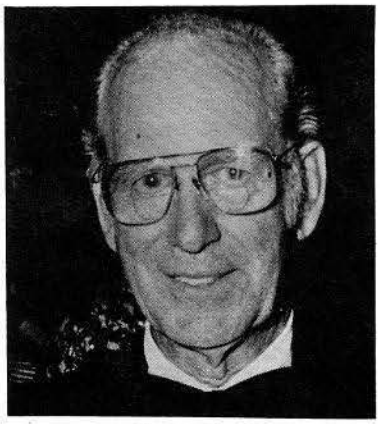


1991

Then and Now

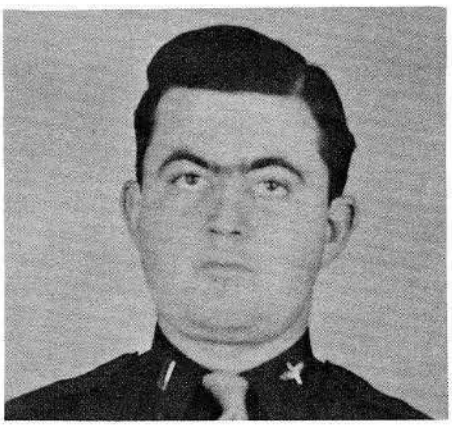
ELBERT H. SWENSON

1945



1992

CARL TRAUERNICHT

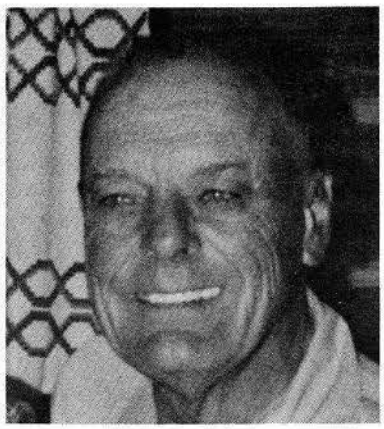


1945

1992

CHARLEY "TEX" WEAVER

1945



1991

Memories

COMING HOME - WWII MEMORIES

by Walter W. Studivan

The Ile de France was the third largest ocean liner in the world. She was able to cross from Liverpool to New York in five days. She was fast enough to keep ahead of the Nazi subs that lurked about in the Atlantic, but much too slow for the thousands of American servicemen aboard, some of whom had been away for five years.

I roamed her decks from deep in the hold to the promenade deck, where 200 English war brides drew much attention from the American soldiers. There's no stopping an American in love or war.

From the bow, I allowed my eyes to follow the curvature of the earth where the sea met the sky. Below the fantail, great billows of foam and spray cascaded up from the giant propellers, each revolution moving us closer to home. My friends in the 34th B.G. continued to fly, hoping to finish their tours of duty. Some did, some didn't. It was February, 1945.

I was 22 but had aged fast that last year. War does that to a man. Mere boys were running a war. Late 20's was considered old, if you lived that long. Twenty-five missions with 5 percent losses. Figure it out. Thank God for the P-51 fighter. It changed things.

Thirty missions to hell and back. Mine numbered 27. I was

Lois and Walter Sturdivan in 1945

no hero. We left them lying quietly under white crosses at Cambridge or scattered at other places on the Continent where they had come down in flaming bombers or shredded silk to meet the anger of sharpened pitchfords or cruel bayonets.

New York harbor!! The spine-tingling euphoria. We lined the rails, watching...and then we saw her! Standing grandly with her torch reaching 305 feet above Liberty Island, the Statue of Liberty! Most of us had never seen her before. Now our eyes rested upon the symbol of the principles men were dying for, liberty under God!

Now a small ship came alongside with a band playing...our welcoming committee. The thrill of patriotism welled up inside. America was proud of us.

Small tugboats nudged us up to the pier. The giant engines that throbbed rhythmically for five days now were silenced. Men, some in the deep bowels of the ship, were lost in thought. Five years was a long time to be gone from home and loved ones. Letters and pictures, at best, were poor substitutes for flesh and blood. Will I be accepted? Is she still faithful?

And the nagging question for some of us...will it be more clouds of flak and cannon fire in the South Pacific? Time will tell.

As we stepped off the gangplank the earth felt good under our feet. American soil at last! And then we saw them...American women at their best...the Red Cross ladies! Do we deserve it? They seemed to think so. The outstretched hands with refreshments. Welcome home!! Oh, I could have hugged every one of them. But time was of the essence...we were still marching to the military drum. Buses were waiting.

Behold the contrast. Automobiles were everywhere between the great canyon walls formed by brick and mortar. Cars were scarce in England, as was everything else, except grit, guts and tenacity. Once again, we had come to our brother's aid with more than words. Liberty is purchased with blood. But night fell, as did sleepy eyelids. And then Camp Kilmer opened its gate for us, and a delicious meal was served for the weary transients. Now, blessed sleep on American soil.

But the journey was only half over for me. Three days later I heard the click of Pullman wheels under me. The great wheels of the steam locomotive swiftly covered the land from east to west. Forests, rivers, mountains and great plains flashed by the dirty, film-streaked windows. Chicago, Denver, Salt Lake City were all a home to some serviceman of the 11 million under arms. Camp Beal beckoned first and, then, an all-night ride in my friend's car.

Soon after awakening I found myself standing alone on Colorado Boulevard in Glendale. A kindly man slowed at my outstretched hand, then stopped. "Where to, soldier?"

Colorado Boulevard broadened as it reached Pasadena. It was nearly deserted. Standing with my B-4 bag I hailed a taxi.After a short ride I found myself on Mountain Street. All was quiet. It was Sunday morning. I was dirty and disheveled from traveling. I stood by the front door. Life means different things to people. Behind that door was the light of my life, my war bride.

I knocked gently. A relative quietly opened the door. In a few seconds I stood before another door, the last separation. I opened it slowly. The pretty blue eyes opened. I had forgotten how beautiful she was. I stood for a moment feasting upon her presence. She smiled, "You did come back."

Continued on page 31

34th B.G. Headquarters personnel at Mendlesham.

MEMORIES

Continued from page 30

"AN UN-ARMED SOLDIER"

by Wm. "Pete" Gray

During World War II it was the Army's policy to have every soldier going overseas to carry a rifle with him aboard the troop ship. There were several reasons for this but, mainly, it was just a way of getting a large number of these weapons over into the combat zone without using a lot of valuable cargo space. And the 34th Bomb Group, being a part of the Army, "Army Air Corps.", folowed this same procedure as it prepared for its overseas movement back in early 1944. It issued rifles to all its enlisted personnel shortly before shipping out from its base near Blythe, California.

All the personnel, that is, except one - me! Now, the reason they didn't give me a gun was that on the day they were passed out I was somewhere over the Arizona desert flying with Lt. Gerald Holmes and his crew in the B-24 "Tiger Rag". If I remember rightly, we were checking out its automatic-pilot.

Late that afternoon, upon our return to the base, I was told to report to the Armament Shack to get my gun. But the Armament people told me they had run out of rifles and I would have to take an ominous looking thing they called a sub-machine gun. Now I was born and raised in the City and had never fired a gun in my life so I was completely in awe of that menacing-looking weapon. It looked like something Al Capone might have used and I had no idea how to operate it.

Fortunately, there were several "experts" on guns in my barracks who, after examining that appalling piece of equipment, advised me that there was something wrong with its firing mechanism and that I should return it and get a replacement.

Armament agreed with their diagnosis but then informed me they had run out of sub-maching guns as well as rifles so I would have to wait until they received another shipment before I could get my gun.

So, every few days I checked with them but the shipment never arrived. By then I wasn't too enthused about getting a gun anyway. Everybody that had one complained about what a nuisance they were. They had to carry them everywhere they went, even to the mess hall as well as to the latrine. The only time they didn't have to worry about them was when they were sleeping. So, when Armament was unable to provide me with a gun, I was not too put out, as you might expect.

However, the captain there informed me, rather curtly, that I would positively be issued one at the Port of Embarkation. "Every soldier had to have a weapon", he explained to me almost peevishly. I think he was just a mite testly because I didn't have to carry around a gun with me while he had a bulky .45 on his hip which was weighing him down on one side.

Shortly thereafter we left Blythe for the POE. which was Boston, Mass. During the long train ride across the country those rifles continuously got into everybody's way. We were always stumbling over them or else they were bumping into something or someone. I felt kind of guilty - but fortunate - that I didn't have to carry one.

Now, by that time, I had been in the Army long enough to know when to keep my mouth shut so, when we arrived in Boston, I didn't mention to anyone my lack of a gun. I figured that it was now the Army's problem, not mine, so I kept quiet about it. Yet, during our short stay at the POE, no one ever contacted me about a gun. Maybe they would take care of it at dockside, I thought to myself.

When the time came to board the troop ship we marched up the gang-plank one by one, each with a rifle slung over his shoulder - except me, of course. I felt a bit conspicuous and fully expected to be called out from the formation at any moment. But nothing happened. No one seemed to notice me and, I expect, I was probably the only one of that horde of soldiers going off to war without a weapon.

Gene Tigges, Ed Thaete & Sam Sinden in front of "Big Ben".

All during our trip across the Atlantic those guns again proved to be as much of a nuisance aboard ship as they had been on the train. Then, after some eight days at sea, we finally arrived at the port of Liverpool, England. Here we transferred to a train that carried us across England to East Anglia and the small village of Mendlesham in Suffolk County.

Soon after we had settled in at our new base we received orders to turn in the rifles we had brought over with us. That was one order everyone was anxious to comply with. And, as long as the war lasted, we never again were bothered with any guns. It was as if the Army had come to the conclusion that we had been trained as aircraft mechanics and knew nothing about guns, so they let us be mechanics.

Several months after the war ended I was scheduled to board the Queen Mary, along with several thousand other G.I.'s, for our return to the States. We had moved to the port of Southampton in south England and there I fully expected to be issued a rifle. I thought the Army would want us to carry back some of those we had brought over there almost two years earlier.

But, once again, the Army left me a little disconcerted as to the way it operated. It failed again to issue me a gun and I came back just as I had gone over there - completely un-armed!!

Continued on page 32

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

34th Bomb. Group

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MEMORIES

Continued from page 31

WHY DO WE COME? THE REUNION

by Lee Bergee
(borrowed from the 97th B.G. News)

What is it that binds combat vets together? It isn't friendship. We all have friends. You go to a company picnic or a convention and you will not feel the same emotions in the air as you do when you attend a veterans' reunion. It is something beyond regular friendship. It is the knowing that "you and they have been to Hell and back". It is a deep-rooted emotion that binds you together. It is the knowledge that when things were tough, you and your buddies stuck it out and lived through it. You can attend high school reunions, college reunions, company conventions...the whole civilian works, but there isn't the "band of brothers" feeling that you feel when combat buddies get together!

You and your buddies may have less hair on top and a lot more inches around the beltline, but deep within all of you is the same comradeship that you had during those terrible days of war. Whether it is 10 years or 40, when combat buddies meet it seems like yesterday! All of your memories begin to assemble in your mind...memories that you thought had been pushed back into the recesses of your memory bank..."Whatever happened to...?" and "Remember when...?"

You try not to let on that these old veterans mean a lot to you, but by the time Auld Lang Syne is played and the flags are furled and the stations wagon is packed, there is a lump in your throat and a tear in your eye as you part company with the men who once lived and fought beside you.

You tell your wife "Damn, it was good to see them again"...And, it was! "Old Charley" might have gained 50 or so pounds, but he sure could fire that machine gun. "Chief" looked almost as young and fit as he did when he crawled up and gave you first aid under fire. "Danny Boy" is still the comedian, although he left both legs over there. "Big John" is now almost bald, but he was quite a sergeant in those days and "Jimmy the Polack" gets around pretty good with one glass eye and one arm. YES, memories flood your mind as you head for home. No one know the feeling except those of us who were there. You wonder if you will ever see any of them again. Combat was hell and you have terrible memories of death and destruction, the memory of total camaraderie with men who shared Hell will forever be embedded in your heart. There is no friendship like that of combat buddies. It is something that lasts forever.

Crew of "Set 'Em Up"
Standing L. to R.: C. Pavlicek, H. Glover, H. Graham, & W. Vernville.
Center: L. to R.: D. Spher, T. Mascarella & K. Westenburger.
Kneeling: L. to R.: W. Griffis, M. Chapman, J. Crouch, H. Crawford, R. Hendricks & W. Oneschak.

MOVING????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug., and Nov. 1 for the March, June, September and December issues. Send your change of address to: HAL PROVINCE, 111 PROVINCE LANE CARRIERE, MS. 39426 before the labels are printed to ensure the correct arrival of the MEMORIES!!

VOLUME XVIII NUMBER 1 MARCH, 1994

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

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REUNION '94 SEPT. 6-11
ST. PAUL, MN.

OBSERVATIONS

Hallelujah!! We finally got to Florida on Dec. 29th. Grandma Rose decided we were to stay up north to celebrate Christmas with our grandchildren, who are all up north. None of our own children in the south have produced offspring. In any case, it was a most enjoyable Christmas. We had 14 for dinner and the opening of presents. It was a real old-time type of holiday.

Now that we are here we have spent some time with Walt and Ruby McAllister, going bowling, to dinner and, periodically, to an afternoon movie. We do enjoy it. However, I am being kept quite busy trying to get the March issue ready for the printer by late January.

I am getting more and more mystified by some of the mail I've been receiving, either from Ray Summa in the past or Hal Province now. Many people write that, inasmuch as they have no address to reach me, they are sending material for M.M. to them. Now, let me ask you - how much clearer can we be? On the address side of every issue is our address. Even if we are in Florida the mail will be forwarded to us. I just can't believe that people can't find my address on their copy of M.M. It's easy to find.

With this issue I begin my 10th year as editor of Mendlesham Memories. My, the years have gone by rapidly. When I volunteered to take over from Ray, back in late 1984, I had no idea I would still be doing it 10 years later. I must say that I have enjoyed it. Because of it Rose and I have made friends of far more of our members than we would have under other circumstances. But, it has not all been enjoyable. There are times when I don't print whatever someone has sent in and I am sometimes berated for it.

Please believe me. In the "Notes" section I try to include at least a part of everyone's letter. However, in the "Memories" section, I do have enough mailed-in materials for about 20 to 30 issues so I try to pick that material which I feel, as editor, is of interest to most of our members. If I'm wrong I'm sorry, but I must follow my instincts. The same applies to photographs. With what's on file and with more coming in, I have anywhere from 80 to 100 pictures on hand at any one time. I use only 12 to 15 in each issue so, you can see, I must use those which I feel are of most interest to our members. I do try to be impartial as to who sent the material in.

Now, enough of that. Rose and I expect to be here in Florida until mid-March. Our local address, as stated in the December issue is 1107 W. Riviera Blvd., Oviedo, FL. 32765. However, even if mail is sent to our Crown Point address, it will be forwarded here. The deadline on incoming materials for the June issue is to be April 22, 1994. Please try to comply.

In other matters, as promised, this issue will include a complete "TAPS" list, which we were unable to print when we sent you our last "Roster". We do try to keep our word.

Rose and I are looking forward to our next reunion at St. Paul in September. We have been there before and have found that area very interesting. We do hope many of you who have not joined us in recent years will try to come. You will enjoy it - we promise you.

Eli Baldea,
Editor

DEADLINE

Any material or items to be inserted in the June issue of Mendlesham Memories should reach me on or before April 22, 1994. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

PRESIDENT'S MESSAGE

Another year has come and gone and another reunion is on the horizon. We had a great turnout in Little Rock but, hopefully, all records will be broken in St. Paul. If you haven't attended a 34th B.G. reunion, you certainly are missing an enjoyable time. The first time I attended was in Nashville in 1984 and I didn't know a soul there, but today I think I can count on a friend in almost every state. Our reception committee is outstanding so come join us. Bring your wives, girl friends, sons and daughters. Meet your old buddies and new ones from your service years.

At home, here in little old Rhode Island, the "Siberian Slammer" moved into our small state and brought us severely cold weather - 10 degrees for a couple of days and windy. Guess we are lucky after hearing about temperatures in N. Dakota, Minnesota and other states. Today it has risen to 30 degrees and, supposedly, more snow. Well, that's New England weather for you. If you're in the south or where it's warm, soak up that sunshine while you can.

To the members of the 34th B.G. who haven't attended any of our reunions and to members who will join us for the first time in St. Paul, I'd like you to meet three of the most dedicated ladies you will ever meet. They will probably be the first people you will meet at the reunion.

They travel with the reunion committee to select a hotel and to make sure nothing is forgotten. On arrival they check you in, make sure you have your name tags, your banquet tickets, breakfast and sight-seeing tickets and all other information you might need.

May I introduce you to Mrs. Esther Wright, Mrs. Genevieve Rutka and Mrs. Wanda Pine, from left to right.

Ladies, a great big thanks for all the services you perform for the 34th Bomb Group, above and beyond the call of duty.

And we hope all our 34th members have a Healthy, Happy and a properous New Year.

Sam Wolstencroft
President

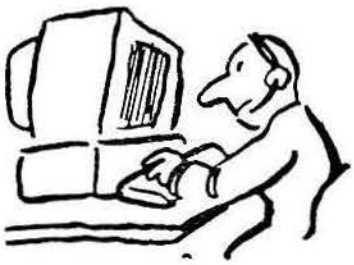
Mendlesham Memories

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

FROM THE TREASURER'S COMPUTER



It appears that the deadline for items for the March issue of M.M. is at hand and Eli is expecting something from me. There are so many items that I might write about that I don't know where to start! In view of what I've read in some of Eli's "NOTES", I feel that we need to look over our history and reiterate some items for our "NEW FOUNDS" (and perhaps some of our older members). So here we go!

DID 'JA KNOW-

-the 34th BG was originally formed from the 2nd Bomb Group which included the 4th BS, the 7th BS, and the 18th BS?

-the 391st BS was originally the 1st Reconnaissance Sqdn.?

-some call the 34th BG the Father of the 8th Air Force? There were 5 or 6 other bomb groups formed by cadres from the 34th BG.

-the 34th BG flew 133 missions over enemy territory before they were hit by fighters on March 2, 1945 over Dresden? (This doesn't include the June 7th intrusion by the Germans as the group was landing at Mendlesham).

-the 34th was one of the 10 groups picked to drop food to the starving Dutch people (CHOWHOUND MISSIONS) in early May '45?

-any 34th BG member who flew on a CHOWHOUND MISSION is a member of the MANNA/CHOWHOUND INTERNATIONAL ASSOCIATION? A letter to ROBERT COOPERMAN, 17 ALDEN AVENUE, SYOSSET, NY. 11791 with your name, organization and date you flew the food drop will place you on the MANNA/CHOWHOUND membership list. Prince Bernard of the Netherlands is the Sponsor of the association.

-Gene LeBailey and Hal Province represented the 34th BG at the 40th anniversary of the Food Drops in 1985?

-there are 34th BG Memorial Plaques at the Air Force Museum at Dayton, Ohio; at the 8th AF HDQTRS. in Bossier City, LA.; at the USAF Cemetery at Colorado Springs, CO.; and at Mendlesham, Suffolk, England and that the 34th BGA was responsible for all the memorials?

-the 34th BG was selected to go into transition training on B-29's following defeat of Germany in 1945 but the atom bomb made such training unnecessary?

-the Tavasti Provisional group was called "ILL-FATED" before going to England? I wonder what the story is behind that tag.

I'm sure there are other DID 'JA KNOW? items that some of you can remember.

Thanks to those of you who have sent me copies of orders awarding oak leaf clusters and such. I've been checking names against our roster and currently have almost 6,000 addresses of men to send our "Lost Sheep" letters. I've request a copy of our "not-for-profit" letter from the IRS so that I can obtain a third class mailing permit from the Postal System. The wheels of government move very slowly! Cheers to all.

Hal Province

34TH BOMB GROUP REUNIONS		PLAN TO ATTEND!
Saint Paul, Minnesota	Radisson Hotel	Sept. 6-11, 1994
Huntsville, Alabama	Marriott Hotel	Sept. 14-17, 1995

Henry Shanley and Kenneth Burcham

CLARIFICATIONS

From Tom Beauchamp we have received some more identifications of some of the photos on pages 12 and 13 of the September, 1993 issue. They are: #1 - Raymond Westcott, #2 - Frank Balzer, #17 - ??? Martin, #25 - Robert Gose, and #29 - Earl Thonander. Thank you.

****

We have received from Paul Shull a copy of a letter he got from The Battery Press, Inc. as follows:

"As part of our year end activities, we have inventoried our holding of the 34th Bomb Group History which we sell at discount to your organization. Unfortunately, we are now at the point when this item must be withdrawn from discount sales. While we still have a limited number of copies, the discount no longer applies."

(Please note that the book is still on our PX list but now at a higher price.)

****

Roy Jones writes:

I have good reason to agree with Dirk Gombert's letter in the December issue of MM. Sometime in 1945 I received two photos of the airplane - one from Dirk and the other from Bud Babcock. Immediately on seeing the photo in the Sept. MM I dug out my prints and confirmed my belief that it was the same airplane. My identification was not based on the a/c itself, but on the smoke pattern from #3 engine. They're identical and so is the angle of descent.

****

Willis Griffis writes that, on page 32 of the December issue, there was an error in the names of those in the center row. The correct names are L. to R.: D. Sphar, J. Morrell and W. Soderlund. He also tells us that the dog's name was "Flak".

****

INFORMATION PLEASE

From Helen Nusbaum (Howard Marn's sister) we have the following:

As Howard's sister, I am writing to you in an effort to find out certain things about his service. He is still in the nursing home where he has spent many years. He is no better and no worse but I am wondering if I have the correct information.

Howard once wrote this down for me and I wish I knew it was right. He was a turret gunner on a B-17 in the 7th Sqdn. in the 34th B.G. based in England. His crew, as he remembered it was: Gibson, Peiffer, Glenn, Shuliuski, Bailey, Kramer, Marn and Harksweat. He didn't name his plane. Most of his pictures and other memorabilia have been lost due to a divorce in 1957-8 and his many years in V.A. hospitals and nursing homes. I would appreciate hearing from anyone with knowledge of his war years. My address is: Helen Nusbaum, 235 Kendall, Topeka, KS. 66606.

****

From Jack Blackham we have the following:

I would like to know the name of the man who painted A-2 jackets in the 4th Bomb Sqdn. I finished my missions and shipped out on Oct. 5, 1944. The man who painted 30 bombs and a B-24 & B-17 on the back of my A-2 jacket was a corporal armorer? He lived in the 2nd hut from the orderly room. He painted with the yellow, red and white paint - all we had in England. Anyway, I want him to know I still have the jacket and the scenes he painted on it. What's his name? If you know write me at: Jack Blackham, 8809 McFall Drive, El Paso, TX. 79925.

****

REUNION COMMITTEE MESSAGE

To The Membership of the 34th Bomb Group:

It is 16 days into 1994 and I'm still writing 1993 on most of my correspondence. I was extra careful to date this correctly as I am writing to the Editor of the prestigious Mendlesham Memories.

Between Pro Football playoffs and basking in the glow of the Wisconsin Badgers winning the Rose Bowl, I was pretty near tardy on getting this message to the editor.

Harold Rutka and I will meet in St. Paul early this year to finalize the St. Paul reunion. We have drafted the services of past President Bruce Sothern. He is a local resident and will be a great help in organizing tours. An old bus driver like Bruce should know all the ins and outs of the bus business.

Remember ladies, the largest mall in the country is only a short trip from the hotel. For you husbands that could care less about shopping in a mall, we are making arrangements to visit a museum full of the type of airplanes that were in "Our Time". We will also arrange for the annual golf outing. This will let our golf "PRO", Ed Lonergan, breathe a tad easier.

And, President Sam, we have you in mind for some entertainment to ease the banquet evening proceedings.

Thanks to editor Eli for reminding me that time, tide and the press waits for no one.

Gerald Pine
34th Bomb Group
Reunion Chairman

Don't Forget

To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

Bill Orton mowing the lawn

34TH BOMB GROUP (H) RETURNS TO MENDLESHAM, ENGLAND JUNE 1 - JUNE 10, 1994

The 34th Bomb Group is scheduled to land in England - June 2, 1994 and ALL OF YOU should receive your brochure from TAMARAC TRAVEL AGENCY regarding the details of the trip. They are able to arrange AIRLINE TICKETING and to arrange extensions on your tour. Their TOLL FREE NUMBER is: 1-800-228-9690. Check your PASSPORTS and if you do not have one - now is the time to apply for one. The following have signed up for our trip back to England as of 14 January, 1994: JACK AND BERNIE FARLEY, DALE AND ESTHER FRANK, EDWARD AND BIRGIT LONERGAN, DWIGHT AND MARJORIE McKINNIE, WILLIAM AND NAOMI ORTON, AND HAROLD AND GENEVIEVE RUTKA.

There will be NO CENTRAL DEPARTURE POINT. Assembly will be in ENGLAND at HEATHROW AIRPORT - THRUSDAY, JUNE 2, 1994. Departure from Heathrow will be at 9:00 a.m. to the HOLIDAY INN in CAMBRIDGE (This could vary because of aircraft arrival schedules)

MEMORIAL DAY will be celebrated on FRIDAY, 3 JUNE at the AMERICAN MILITARY CEMETERY in MADDINGLY. We will visit our old base and memorial and the 390th Control Tower at Framlingham. Saturday evening we will host a dinner for the group that has maintained our Memorial at Mendlesham for the past 40-some years.

We will visit DUXFORD AND RAF HENDON AIR MUSEUMS, and shopping will be available in CAMBRIDGE, STRATFORD-UPON-AVON AND LONDON. SIGHTSEEING TOUR IN LONDON, ST. PAUL'S CATHEDRAL AND THE CHURCHILL'S CABINET WAR ROOMS. Also other points of interest.

Harold C. Rutka,
Back to England Coordinator

8TH AFHS ANNUAL REUNION

The Eighth Air Force Historical Society will hold its 20th ANNUAL REUNION in San Diego - October 5 to 9, 1994. I have been asked the question "What has the 8th Air Force done?" We are all part of the answer. Remember when we returned from England and were all "VERY PROUD TO DISPLAY THE 8TH AIR FORCE PATCH" on our uniforms? Yet, there are very few of us that attend any of these reunions. We possibly wouldn't have a 34th Bomb Group Association if some of our members hadn't attended the 8th AIR FORCE REUNIONS. Since 1985 the 8th AFHS has been instrumental in forming 38 STATE CHAPTERS. These units have made it easier for us to maintain contact with fellow 8th AFers. The 8th Air Force has financed the video "THE EIGHTH AIR FORCE - START ENGINES PLUS 50 YEARS", which has been shown many times on TV. PAUL SHULL, 391st Sqdn., 34th Bomb Gp., is one of the men interviewed in that video. The 8th AFHS is arranging for another video about P.O.W.'s that should be out shortly. They also put out a quarterly newsletter that is on a par with the Mendlesham Memories. The annual reunions are always interesting, and you always meet some very nice people. I hope this will help to explain a small part of what the 8th AFHS has accomplished.

Harold C. Rutka
Secretary, 8th AFHS

SPECIAL NOTICES

We have been informed that both Randall Martin and William Dorrance have made substantial donations to the scholarship fund in honor of Ray L. Summa. We wish to give them thanks, both from Hannah Summa and the 34th Bomb Group Assn. "THANK YOU!"

****

We have been asked by Paul Bourquin & Henry Jurgens to ask all 18th Sqdn. ground crew members to try to attend the reunion at St. Paul, MN. next September. If you would like more information on this contact either Paul or Henry. Their addresses are in your last roster.

****

It has been suggested by Molly Gardner that, now that some of our boys are gone and we still have their wives with us, maybe it's time to add a "Single Again" column to the newsletter. I know she was just joshing, but the more I thought of it, the more I felt that, just maybe, there is some merit to something of that sort. If anyone has some idea of how it is to be done, and volunteers to handle that column, please contact me at the address shown on the address side of this issue. I'll be glad to listen to any reasonable thought on the idea.

****

As we go to press we are informed that Hannah Summa has had an accident and is suffering from some broken bones. We understand she is on the mend, but we're sure she'd like to hear from some of her friends. Her address is: 2910 Bittersweet Lane, Anderson, IN 46011.

James Mort on the right - Recognize anyone else?

ROBERT SCHROEDER - American Falls, ID.

We didn't make it to the reunion this year because of family problems. We missed seeing everyone. We both look forward to reading Mendlesham Memories. Thanks for a job well done. We know it must be a lot of work. We also hope we can make it to the reunion next year.

****

MAURICE ANDERSON - Plymouth, MN.

I received Ray Summa's letter, perhaps the last one he wrote before his demise. I am so pleased to have found the association in order to renew acquaintences with others who shared our experiences.

****

MRS. GWEN (WAYNE) HIBBS - Monroe, MI.

In regards to your letter asking about Wayne Hibbs, yes, you have found the right man. He was with the 8th A.F. stationed in Mendlesham, England. I met and married Wayne in Ipswich. But, sad to say, we will not be able to join you at the reunion. After 45 years of marriage my husband passed away last year.

Best of luck on your getogether. Hope there are many who will attend with lots of memories.

****

JOE WONG - Alameda, CA.

We had a terrific time in Little Rock. Everyone was so nice and friendly. It was one big happy family reunion. We're looking forward to next year!

Also, Hannah, we hope to see you next year in St. Paul. We want to have the opportunity to meet the woman behind Ray Summa!

****

JOHN WITTE, Editor for 452nd B.G. newsletter

Received your Dec. newsletter and had a shock to see that Ray Summa had died. I had talked with him on the phone a couple of times and exchanged a couple of letters. I know what his wife is going through as I lost my wife Sept. 2nd of this year and it is very hard. He seemed to be a wonderful person.

****

NANCY MAINVILLE (GEORGE SCHMITT'S DAUGHTER) - Kaukauna, WI.

I regret to inform you that my father, George Schmitt, passed away peacefully on September 20th. He had been having problems with his legs for about 2 years and underwent an operation in Feb. to bring more circulation to the legs. Since then he has ended up in ICU three times when his lungs would fill up with fluid due to his heart's inability to deal with the problem. Even though he resented hospitals, he was always quickwitted with all the doctors, nurses and staff.

We find comfort in knowing he left this world in his own home, without pain and struggle and is now with our mom. (Editor's note: If you'ld like to write to Nancy, her address is: 320 Dixon Street, Kaukauna, WI. 54130.)

****

Continued on page 6

NOTES FROM OUR FRIENDS

Continued from page 5

FRED MAUNDREL - Mendlesham, England

The parish has asked Mr. Barrie Chester, who designed the nave, altar, tabernacle and a credence table, to design two chantry book cases with toughened glass to house our two chantry books that are regularly used at Mass. One contains the names of departed relatives, friends and parishioners that have been given to us over the past nineteen years. The other contains the very beautiful chantry book executed by Mr. Meldwyn Williams containing the anniversaries of the U.S. airmen who lost their lives in the service of their country during the 2nd World War.

Both books will be in a case surmounting a column on wheels to facilitate the removal of books, as occasion arises, to the altar where monthly Requiem is said or to the Lady Chapel for Remembrance Sunday. It is appropriate that the American dead are prayed for at our daily service on the day they died - the first time they have been commemorated here in this way for 51 years.

****

STEVE FELTOVICH - Willoughby Hills, OH.

I was a member of Ray Myer's crew. This is the crew that ended up in Poltava, Russia 49 years ago this coming March 18th. Our aircraft was crippled over Berlin and our pilots, Myers and Cardiff, accomplished a great, wheels up, belly landing into a pasture in Poland. We were very fortunate that no one suffered any injuries and we feel that Myers and Cardiff never received the credit due them. They deserve it.

We didn't leave Russia until the war ended.

Ray Myer's Crew - Standing L. to R.: H. Costello, T. Brown, H. Gilreath, R. Jetton, J. Lee and & J. Connor
Kneeling: L. to R.: S. Feltovich, R. Myers & D. Cardiff

WILLIAM H. DORRANCE - Kailua, HI.

I heard of Ray's passing from the latest issue of Mendlesham Memories. While Ray and I never met, he had a grateful admirer in me. I am sure he was a wonderful man and he will be missed and remembered by all.

****

JOAN (ISVENO) MACCARNI - Bronx, NY.

My husband really enjoys reading about the old days. He often tells me stories and I just thank God he came home.

****

ALFRED P. BERNARDO - New Cumberland, PA.

Just a line to let you know I had a very nice experience this fall. My wife and I stopped in Charleston, WV. on our way home from Tennessee. I knocked on Jack Whiting's door. He opened it and I said "Hi, Jack". He said, "Should I know you?". I said, "You should. You flew 30 missions with me!". Then he recognized me. What a beautiful afternoon we spent together, reminiscing. It was the first time I had seen him since we left England in 1945.

****

PAUL W. CARTER - Salisbury, NC.

What a pleasant surprise to open the Dec. issue of MM and find the B-17 pictured on p. 24, in which I flew most of my combat missions. But you did misname the airplane: rather than "Emily", its name was the "The Big Gear". I have no picture as good as the one you have published, so I'm happy you did.

****

ROY JONES - Atlanta, GA.

At the Las Vegas reunion I made a "self-ful filling" prophecy - that it was my last reunion due to the progress of crippling arthritis. Nine months later I had surgery for cancer of the small intestine. While the medics were trying to find the problem I lost another 20 lbs. (I lost 45 a few years earlier.) Because of the loss of "several feet" of intestine I can no longer eat fats, so have remained at 120 lbs. - not much for my 6 foot height. It's the slow kind, and they say I may live another 10 years. But I hope not because I now have chronic diarrhea for which I take much medicine and no longer can take medication for arthritis.

****

MRS. MICHAEL MARKOWSKI - Enfield, CT.

I'm sorry to say that Michael passed away June 3, 1985. How I wish we could have been found earlier and enjoyed your past reunions. We have had our own reunions every year - sometimes here and in Florida. We did have one here when the four guys got together after 40 years - it was some day!!

****

BASIL GAUMER - Greenville, IL.

Mendlesham Memories is great. I get much pleasure out of it. I attended the reunion at Little Rock and had a great time. Although we knew nobody there, there were no strangers there, either. My wife hadn't wanted to, but now she is looking forward to St. Paul.

****

ROBERT HASSETT - Houma, LA.

I sure enjoy the Mendlesham Memories. I'm sorry to hear about Ray Summa's death. I talked to him a few times on the phone. My pilot, Zack Richardson, died in 1993. We were a lead crew for our last 15 missions and he was a good one. He was a West Point grad and we liked him.

****

Continued on page 7

MOVING?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug., and Nov. 1 for the March, June, September and December issues. Send your change of address to: HALL PROVINCE, 111 PROVINCE LANE CARRIERE, MS. 39426 before the labels are printed to ensure the correct arrival of the MEMORIES!!

NOTES FROM OUR FRIENDS

Continued from page 6

FREDDIE (CLEO) BAUGHMAN - Stockton, KS.

I loved the people but, frankly, Little Rock was even worse than Louisville for an "interesting city"! I've tried to get them to go to San Antonio - but "they" won't listen.

****

PAUL ANDERSON - Everett, WA.

We enjoyed the Little Rock reunion very much, and think our son had a good time also. The 8th AFHS reunion at St. Paul was the first we had attended so we are looking forward to going back in September.

****

EDWARD L. HARRIS - Silver Spring, MD.

I'm very happy that you found me after all these years. Please add my name to your roster. I was an original member of the 34th Bomb Group, 391st Sqdn., from Blythe, CA. to Mendlesham, England.

I would like to get re-acquainted with all my old crew members. I find three of their names on the 1993 roster, Nigg, Tallichet and Trutanich. I do enjoy reading "Mendlesham Memories" and look forward to future copies.

****

MARGE (JOHN) BLOCZYNSKI - Marshfield, WI.

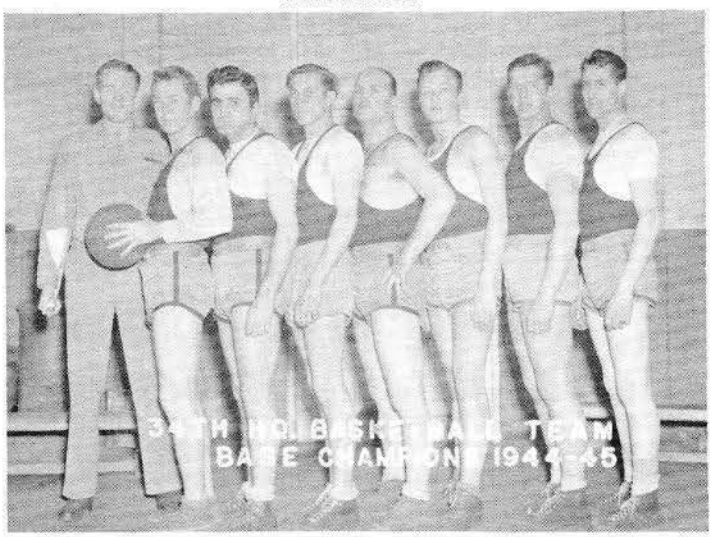
It really was special to have our daughter, Linda, and her husband, Steve, with us at the Little Rock reunion. I know they enjoyed every minute of it. They said, "Mom and Dad, we knew you enjoyed those reunions so much, but we didn't realize how much until we saw you there with all your friends and how much you really care about each other". Thank you for the fine job you all do in making these reunions such a big success.

****

MOLLY GARDNER - Bagley, IA.

After enjoying a fantastic reunion and meeting old and new friends, I received a letter that another 34th, 7th Sqdn. member had passed away. He was George Schmitt of Kaukauna, WI., a good friend of my late husband's, Jesse. I have received a letter from George's daughter, Nancy Mainville. I'm sure she would appreciate cards from her Dad's G.I buddies. (Nancy's letter on page 5.)

****



34th HQ base champion basketball team 1944-45
Coach: Maj. Robert S. Gay
Team: Burcham, Hammond, Watkins, Knudson, Scherr Janson, Sava and Sevetz. (Photos not necessarily in order listed) . Manager was S/Sgt. Bartholomew

34th B.G. B-24 ON MISSION

DALE FINLEY - Crothersville, IN.

Can't say enough about the enjoyment we get in reading the MM. Thank you for all the time and energy you people put into the newsletter. We also enjoyed the Little Rock reunion very much. I got re-acquainted with John Funk, whom I hadn't seen since England, 1945. He was a crew member I trained with before going to England.

****

ROBERT ALVES - Olmstead Twp., OH.

Well, 1993 was a nightmare for me. Back in April I had to have repair surgery on a hernia which was done 12 years ago. Then, just 3 weeks after the hernia surgery I was back in the hospital because of considerable blood loss thru the colon. An examination revealed cancer in the very low part of the colon. Fortunately, there was enough left of the colon to splice. I am on chemotherapy and this will continue until July.

****

BERT NEWELL - Ft. Wayne, IN.

I'm sorry to hear about Ray Summa. I regret I didn't have the opportunity to meet him personally. At the time I received his "lost sheep" inquiry I telephoned him and we had a brief conversation. His home city of Anderson, IN. is just about 60 miles south of Ft. Wayne.

I won't be able to make the trip to England. I suppose someone will make some tapes that we will be able to purchase from the PX. Should be a best seller! I may be able to get to the next reunion at St. Paul.

I have been receiving and certainly enjoy each copy of "Mendlesham Memories". Thanks a lot for a very interesting news publication of the 34th.

****

EDGAR GEOGHEGAN - Naches, WA.

Just a note to say "Thanks" for the fabulous job you and your co-horts are doing keeping the 34th Bomb Gp. alive with old memories for us retirees. I had nothing but fun while being on active duty (maybe too much fun?), but it ended when the other group started firing back with live ammunition.

****

AL N. STEINER - Basking Ridge, NJ.

I'm sorry to have missed the past few reunions and will not be able to make the England trip. I do hope to get to one of the stateside events during the next few years.

Last year Jean and I had lunch and spent the afternoon with Allen and Agnes Israelsen and Frank Dukes in Silver Springs, MD. Tom Campbell also visited us recently and we were able to catch up over a few beers.

****

Continued on page 8

NOTES FROM OUR FRIENDS

Continued from page 7

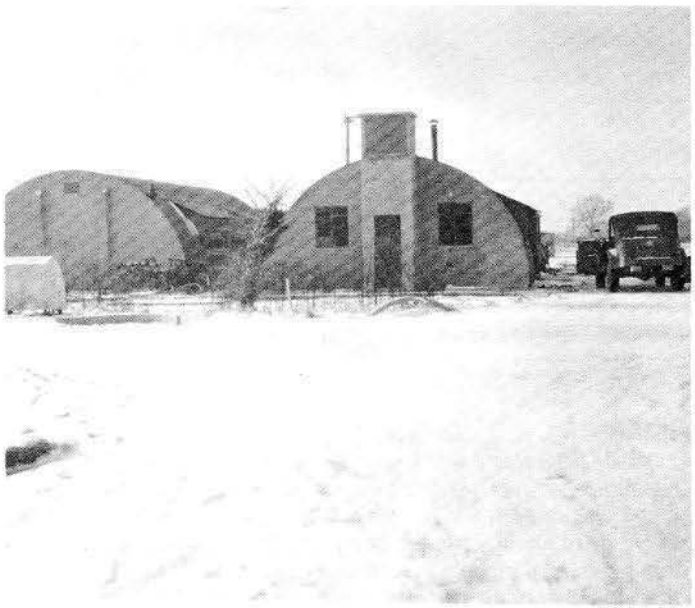
JOHN FOWLER - Brooklyn, NY.

My health is so poor I'm lucky if I ever make a group reunion. Still, I have my hopes. I do wish to meet some of the crews I flew with.

I spent most of November, including Thanksgiving, in the hospital. I feel like a medical freak. As soon as that finished I had to take 25 radiation treatments on my back and shoulder. Then comes the crusher--I'm told I also have Parkinson's Disease. I'll beat them all!!!

I have a question to ask but I hope it don't sound crazy. I have a jagged piece of a German 88 shell taken from my stomach. I would like to donate it to the 34th museum...if they'll take it. Let me know and I'll send it registered mail.

****



Mendlesham Photo Lab

Carl Stemen entering his quonset hut "home"

ROSE'S CORNER

First of all, Eli and I wish to thank all of you who sent beautiful Christmas and Holiday cards and especially the notes were truly appreciated. We're hoping that you will continue to send notes for this column and tell everyone any good news. We could all use some!

Our good news is the birth of our #7 grandchild, Kaitlin. This makes it 5 girls and 2 boys. I've told our children not to have anymore kiddos because we can't afford them! This is a continuous joke which no one takes seriously.

Bernie Farley writes that she is busy being a Docent and doing the publicity for all the affairs the Docents run. Being an animal handler at the zoo also must be a very painstaking way of working. Keep it up, Bernadette, because all of this activity keeps you young and that's wonderful!

She also sent us this recipe for a super side dish which took a lot of experimenting until she was sure it was exactly like the ones she tasted while driving through Tennessee and Virginia. Please try it - you will love it! Thank you, Bernie.

CIDER SPICED APPLES

4-6 medium cooking apples
2 cups apple juice or cider
¾ cup sugar
1 Cinnamon stick
¼ tsp. Allspice
¼ tsp. Cinnamon
1 tbsp. Cinnamon Imperials
1½ tbsp. Lemon Juice

Peel, core and quarter apples (if you have one of those handy gadgets that cuts eighths, use it!). Drop in cold water. Meanwhile boil juice or cider, ½ cup sugar and spices and the Imperials (Red Hots). Drain apples, slice (but not too thin). Add a few at a time. Cook until soft but not broken and mushy. Remove with slotted spoon to serving dish. Add the rest of the sugar and the lemon juice to the syrup. (Add cornstarch & water to thicken, if desired.) A side dish to serve 6 to 8.

In our next issue I will be sharing with you a wonderful cake recipe sent to us by Jane A. Felker. I will bake it and let you know how much you, too, will enjoy it.

Wishing you our very best throughout the year and may God bless you all.

Rose

NEWS FROM HERE AND THERE

Henry Jurgens sends us the information that Dover Air Force Base in Delaware will host an air show the weekend of May 7 and 8, 1994. The show will feature the Thunderbirds as well as numerous airplanes and equipment from the four branches of the military.

the airshow will coincide with the Delaware Aerospace Education Foundation's NASA Community Involvement Project. NASA exhibits will be on the base.

ADDRESS CHANGES

(As of 1-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ASHBURN	JOHN W.		1401 NO. HASTINGS, RM.110	HASTINGS,	NE.	68901
BRISTOW	FRANCIS A.	18	4833 STORNOWAY DRIVE	RICHMOND,	VA.	23234
GILLILAND	GLENN C.		6378 LAMBERT STREET	VICTOR,	NY.	14564
METZLER	JAMES L.	391	1940 EAST 4TH STREET	COLBY,	KS.	67701
MOLLICA	JOHN V.	391LM	7950 W. FLAMINGO RD.APT.1082	LAS VEGAS,	NV.	89117
STUTTS	CHARLES B.	391	101 SUSANNE EXT.	CRYSTAL SPRINGS,	MS.	39059
SWEENEY	ROBERT E.	7	3439 S. 96TH STREET	MILWAUKEE,	WI.	53227
WRIGHT	WILLIAM L.		ZIP CODE CHANGE	NEW SMYRNA BEACH,	FL.	32170

NEWLY FOUND

(As of 1-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ARNOLD	HARRY C.	18	612 KINGFISH ROAD	NORTH PALM BEACH,	FL.	33408
ARTT	SIDNEY J.	18	1021 MULDER DRIVE	LINCOLN,	NE.	68510
BARRON	JACK D.	7	7929 OLD MILFORD ROAD	MILFORD,	KS.	66514
HARRIS	EDWARD L	391	15416 WEMBROUGH STREET	SILVER SPRING,	MD.	20905
MAINVILLE	NANCY	A	320 DIXON STREET	KAUKAUNA	WI.	54130
MARKOWSKI	MICHAEL	18	17 LONGVIEW ROAD	ENFIELD,	CT.	06082
MARTINI	JOHN R.		4 TEVERE DRIVE	JOHNSTON,	RI.	02919
McKAY	ROBERT E.	391A	2518 EAST NORWAY LAKE ROAD	LAPEER,	MI.	48446
MUNGER	TAMSEN	7A	2071 WEST BULLARD	FRESNO,	CA.	93711
SMITH	JAMES H.	391	2530 STONEY BROOK LANE	MARIETTA,	GA.	30062
TIERNAN	MARK	A	6970 JACKSON COURT	MERRILLVILLE,	IN.	46410

NEW LIFE MEMBERS

(276 as of 1-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ARNOLD	HARRY C.	18	612 KINGFISH ROAD	NORTH PALM BEACH,	FL.	33408
BLEEKER	BRUCE G.	7	99 PASATIEMPO DRIVE	SANTA CRUZ,	CA.	95060
BRAVEMAN	MILTON	391	1507 LINGLESTOWN ROAD	HARRISBURG,	PA.	17110
HEAD	FRANCIS T.	7	4602 TAFT ROAD	WEST LAFAYETTE,	IN.	47906
RAPISARDA	JOSEPH P.	7	8412 FREESTONE AVENUE	RICHMOND,	VA.	23229
SADOWSKY	AL	391	17266 BOCA RATON CLUB BLVD. 1601	BOCA RATON,	FL.	33487

LOST SOULS-MOVED?-STRAYED

(MAIL RETURNED WHEN SENT TO THESE ADDRESSES - NEED NEW ADDRESSES)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
LOGAN	EDWARD	7	17442 NORTH 105TH AVENUE	SUN CITY,	AZ.	85373
SCHAFANTI	DANTE		3408 DELLWOOD COURT	ALBUQUERQUE,	NM.	87110
SWIFT	JONATHAN A.	391	754 CHEROKEE STREET	MARIETTA,	GA.	30060

TAPS

(As of 1-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
COATES	EVERETT	7					1987?
GARMON	MARION E.	4	223 EDITH LANE	LILBURN,	GA.	30247	3-27-91
GRANDELL	GUSTAVE A.		GLENDALE STREET	DULUTH,	MN.		10-21-93
HIBBS	WAYNE	18	3216 BLUEBUSH ROAD	MONROE,	MI.	48161	1992
KOTUN	GEORGE H.	18	432 RELLIM DRIVE	KENT,	OH.	44240	5-29-93
MARKOWSKI	MICHAEL	18	17 LONGVIEW ROAD	ENFIELD,	CT.	06082	6-3-85
McMAHON	JAMES	4	BOX 305	RYE BEACH,	NH.	03871	10-19-90
MICHALOWSKI	FRANK T.	391	1104 QUENTIN STREET	AURORA,	CO.	80011	5-11-93
NELSON	ROBERT C.	391	P. O. BOX 374	MINDEN,	NE.	68959	7-31-93
POLLOCK	HAROLD E.	MED.	STAR RT. 1, BOX 32	REW,	PA.	16744	10-9-93
SIEGEL	HOWARD M.	18	160 HARDSCRABBLE ROAD	BERNARDSVILLE,	NJ.	07924	JAN. '94?
STANTON	LEROY W.	18	P. O. BOX 914	CHATOM,	AL.	36518	10-24-93
VELASQUEZ	ANGEL M.	4		EL PASO,	TX.		4-21-75

UNFORTUNATE ERRORS IN THE 1993 34TH BOMB GROUP ROSTER
(Our apologies are extended)

AS SHOWN IN 1993 ROSTER	SHOULD BE
GEORGE H. MORRIS	GEORGE R. MORRIS
MILTON HANSEN OMITTED	7440 NORTH STREET, SAUK CITY, WI. 53583

Don't Forget To Send In Your Dues

Mail $7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

?? Buchanan & Allen Brunk

Then and Now

RALPH BUSH

1945

1990's

HAROLD N. CRISP

1945

1993

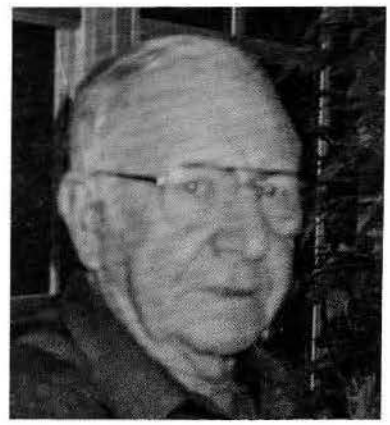
JAMES S. HOLLOWELL

1945

1992

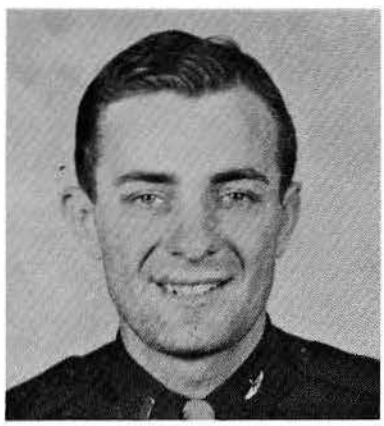
JOHN H. GALLOWAY

1945



1992

EDWARD GRONKOWSKI



1945

1990

JOHN A. HOPPER

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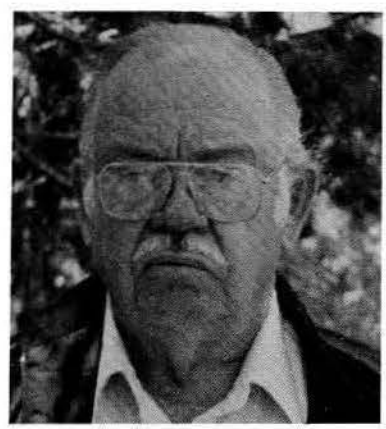


1993

A LIMEY'S TRIP TO THE STATES

by Peter Gaskin

We flew in to Cincinnati via Boston and Detroit, arriving at about 2200 hrs. after flying through a thunderstorm which didn't really help Sylvia's fear of flying. We were picked up by a couple I had been corresponding with for a few years and who we were to stay with for the next 8 days at their home in Yellow Springs, just outside Dayton. They showed us a good time including 2 days at Wright-Pat. U.S.A.F. Museum, but, as far as I was concerned, that still wasn't long enough as we did not get to go over to the annex on the far side of the field. Wright-Pat. has got to be just about the best aviation museum in the world and it is free. Unfortunately, there wasn't much in the way of red indian culture in the area for Sylvia to visit. She is fascinated by them - sometimes I think she is just looking for a cheap haircut.

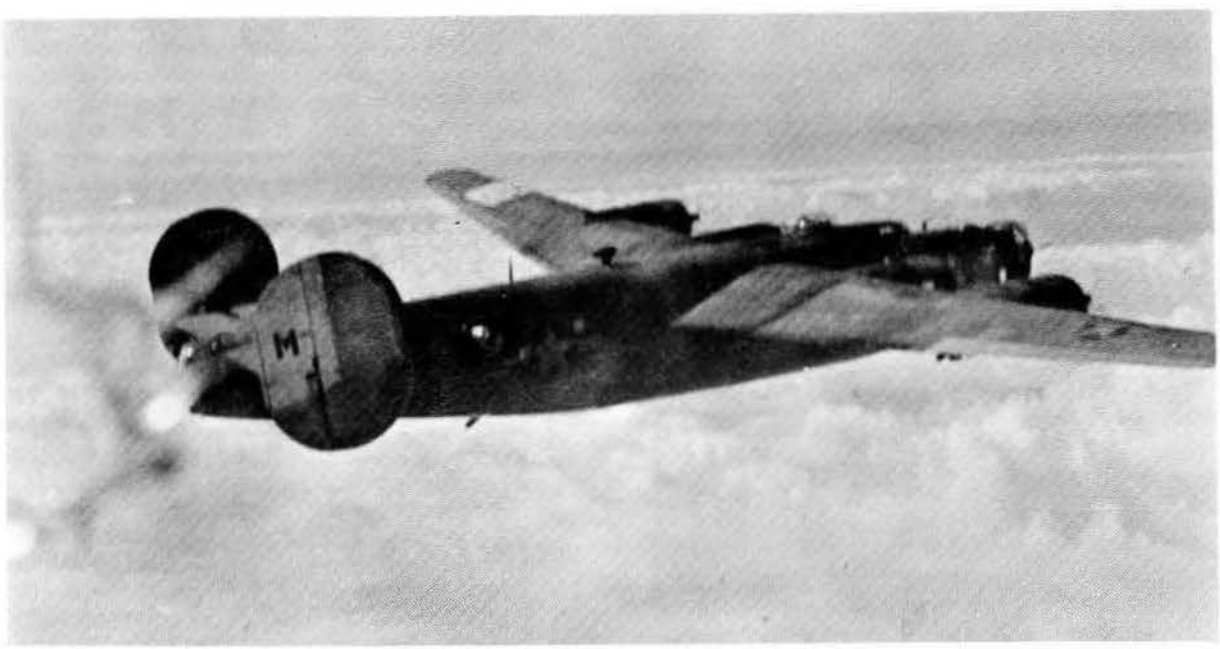
The day before we left they took us into Dayton to a car rental agency to pick up a motor. We wanted a compact but, unfortunately, they hadn't got one so I had to have a full size, as they called it. It was a brand spanking new Chevy Lumina and, after the motor I drive at home, it was enormous.

We were up early the next morning and I had the shock of my life. The car looked like a beached iceberg. It was covered in a thick coat of frost and as fast as I scraped it off it reformed. What my friends didn't tell me was that the car had a heated windscreen. Anyway, we said our good-byes and set out for Louisville via Cincinnati and, by the time we hit the Kentucky border, the temperature had climbed back up into the 70's and we are tooling down the freeway with the window open and the air conditioning going full blast and wondering why we are sweating. Never having driven an air-conditioned car before I didn't realize you had to have the windows closed. I soon worked it out and for the rest of the journey enjoyed the benefits of the conditioning. We arrived at Gault House about midday to the delight of Rutka and Co. who, until we walked into the hotel, didn't know for certain that we were coming. We hadn't paid any deposit but they had kept our room for us. It was fortunate we had written to the hotel to make the booking because it became apparent that they were totally full as they had at least 3 conventions over that weekend. Anyway, after booking in and dropping off our luggage, we had to take the Lumina to the airport to drop it off at the Alamo rental agency. There wasn't much sense in keeping the car while we were at the reunion. We got the airport limo service back to the hotel, where we were made to feel really welcome, and we had a great time over the weekend.

On Sunday, with the reunion over, we shared a cab with the Rutka's to the airport to pick up another car at the Alamo Rental agency. Once again we had wanted a compact (Cavalier) but all they had was a Buick Skylark, a bit bigger than the car I drive at home. Anyway, we left the airport at about 1530 hrs. and headed out for Virginia. I had said to the Rutkas before we left them at the terminal that we would probably take a few wrong turns before we got to Baltimore. Well, we hadn't left the rental centre more than 5 minutes when we realized we were driving west instead of east on the Louisville ringroad, or beltway as you colonials call it. About 30 minutes later found our way back to the I-64 that would take us east to Virginia.

As we were in no hurry and we had been late leaving the Louisville area, we stopped overnight at a Travel Lodge motel just outside Lexington. It was here we decided to cut south at Charleston, W. Va. and head for Richmond, Va. So on Monday morning we set out, still following I-64. As I said we were in no hurry so we just poodled down the highway and reached Beckley about 1800 hrs. Sylvia was worried about me driving too many hours (because I have an inplanted cardiac pacemaker, she tends to think I am an invalid) so we decided to stop overnight at a Best Western motel. I suppose she was right really because while I am behind the wheel I will just keep driving till I drop. We went for a drive around the area and Sylvia found a little gift shop where she bought a small statuette of an

Continued on page 14



MEMORIES

Continued from page 13

indian squaw with a little baby. I think it was made from crushed pecan shells. I thought "Charming!, a bit more to lug home".

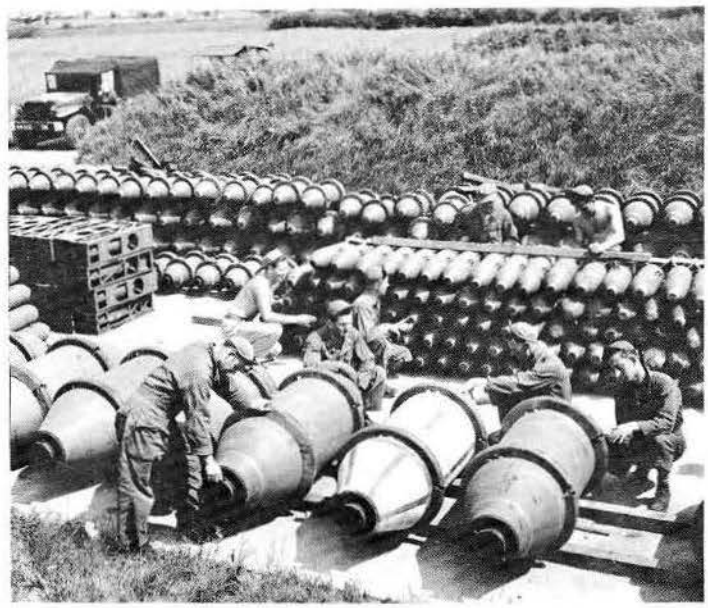
The next morning we set off again for Richmond but, as we got nearer to the Blue Ridge mountains, we remembered what our friends (ex-U.K., ex-Luxembourg), who now live in Danville, Va., had told us about the Skyline Drive. We decided to forget Richmond and drive up the Ridgeway to Front Royal instead. This is the benefit of not having any hard and fast plans. You are free to change plans as you go, so at Buena Vista, Va. we climbed up to the Skyline Drive. That drive is something else, and the speed limit of 30 MPH allows you to enjoy scenery that is truly magnificent.

Before we reached Front Royal we ducked off the Skyline down into the Shenandoah Valley and stopped the night at a Days Inn at a place called Newmarket. The motel is built on the site of a civil war battle where the Confederate army enlisted the aid of the young cadets from the Virginia Military Institute (VMI). Ninety percent of the battle casualties occurred on the hill where the Days Inn is built. Just next door to the motel is a museum where, among many other exhibits, are Audie Murphy's and George Patton's uniforms. I never realized how small Audie Murphy was.

The next morning we went back up to the Skyline and continued on to Front Royal where we picked up the famous Route 66 to Maryland and Washington D.C. Unfortunately, after hitting the beltway intending to find a motel near Andrews A.F. Base, we managed to make our second "Boo Boo". This time we found ourselves off the beltway and heading south on I-95, heading once more for Richmond. The north-bound carriageway was one big traffic jam due to roadworks, so we carried on south to Fredericksburg and then cut east on U.S. 17 to Port Royal. We then picked up U.S. 301 heading north over the Potomac bridge and hit Washington from the south. We booked into a Travel Lodge just 5 minutes from the main gate at Andrews A.F. Base.

After booking in we called Lt. Col. Al Keeler, a 94th veteran, who for some time before he retired had been

Lt. Paul E. Roscher's Crew



Mendlesham Bomb Dump - May '45

a pilot with the presidential flight on 707's. Anyway, he and his wife came over and took us for dinner at the Holiday Inn. It was here that Sylvia was introduced to a "Fuzzy Navel" cocktail, a drink that remains a favorite to this day. For the next 4 or 5 days they showed us the sights of Washington including the Silverhills Paul Garber facility where, among many other things of interest, was Enola Gay on long-term restoration, so it will be some time before it is on display. We also went to the Smithsonian Air & Space, which I must say comes second to Wright-Pat. We also visited Arlington, the Ford Theatre, and the Vietnam Memorial. It is one of the most moving memorials I know of and it was my main reason for wanting to visit Washington. I am not ashamed to admit I shed a few tears. We also had a couple of trips to Andrews A.F. Base including dinner in the Officer's Club.

In between Col. Keeler driving us around, Sylvia and I went off on our own to Mount Vernon and the Civil War Battlefield at Spotsylvania Court House just outside Fredericksburg..both very interesting places. Col. Keeler also showed us the house where John Wilkes Booth hid on the night after he shot the president.

On the evening before we left Washington we finally managed to contact Harold and Evelyn Williams, who lived in Bethesda. They were most upset that we hadn't been able to get in touch. It was all down to a wrong phone number, given to me by the operator. Anyway, we made plans to visit them for breakfast as we headed out for Gettysburg, Pa. They were so glad to see us that it was about mid-day before we took our leave. Our next stop was Frederick, where we once again booked into a motel. Then we drove down to Harper's Ferry, the scene of John Brown's raid just before the Civil War started. I am afraid it has been turned into a tourist rip-off. It is a shame to see a piece of history treated this way.

The next morning we drove over the border into Pennsylvania and on to Gettysburg. We hired a battlefield guide to show us around the various sites. She must have been a brave lady sitting alongside a limey who was, in effect, driving on the wrong side of the road. She didn't try to bail out once. It cost $20.00 but it was well worth it because she was very informative. We would have liked another day there as there is so much to see. Anyway, from there we drove back to Frederick, got changed and drove back to Bethesda to have a meal with the Williamses and to

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Dale Ganger, Cosmo Papaleo & Don Wick

MEMORIES

Continued from page 14

say goodbye as we were flying out in the morning.

The next day it was the short drive from Frederick to Baltimore for the flight to Boston and then on to Gatwick, but it was at Baltimore that Sylvia had the fright of her life. The aircraft for the short flight was a little commuter Fairchild Metro, a small twin turbo-prop, maximum about 12 passengers. Sylvia nearly had a fit when it pulled up to the ramp. She didn't believe it at first, but once she realized it was ours she dived into her handbag for the bottle of Valium. But she survived the trip without dissolving into a gibbering mess and we got the Northwest 747 back to the U.K. bank on time. We arrived back at Gatwick to a typical foggy English morning. The pilot came in on the I.L.S. As we came in I couldn't even see the wing trailing edge, and we were sitting just behind the wing root.

I must just say we had a great time and everybody was so pleasant to us except for one man who got the hump because we couldn't decide which donuts we wanted. It was in a Dunkin Donuts shop just outside Andrews A.F.B. and there must have been about 50 or 60 different kinds of donuts to choose from. I thought I was in heaven. I hate to think what weight I would be if we had donuts like them in England.

I have written this account at the will of Harold Rutka, who seems to think you 34th'ers would be interested in a Limey's trip to the States.

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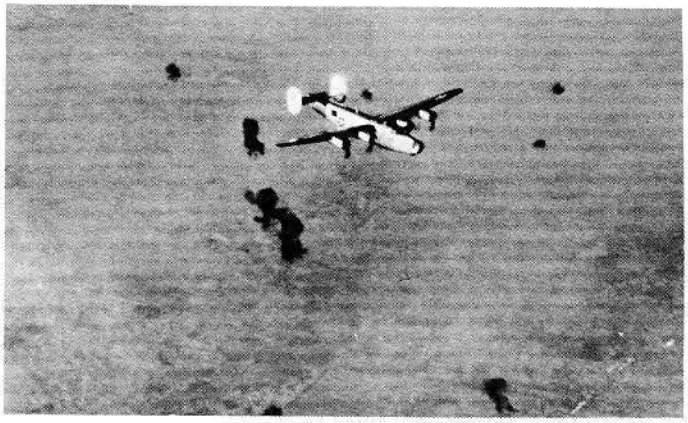

One of our B-24's under flak attack

THE AERIAL GUNNER

(Author Unknown)

They call him the aerial gunner
His hopes, they say, are dim
And his life is said
To hang by a thread
That is long, weak and slim

For he loves his home and he loves his land
He gambles his neck and limb
And wagers his life
In a cloudland strife
In the game of the Reaper grim.

His mount is a roaring dragon
That flashes across the sky
To take the dare
In the enemy's air
To shoot him down or die

He is a knight of the upper air
And death his eternal foe
He rides the rail
With an eerie wail
Wherever his steed may go.

You have to give him credit
For the job he does so well
For he brings her home
Though his steed may roam
To the very jaws of hell

He wears no bars and he wears no stars
For sergeant is his rank
But I've heard them tell
He fights like hell
And is proud of the title "Yank".

There are others there in the upper air
And we can't detract their fame
For they make a crew
And the job they do
Regardless of who is the same

But this is a song to the gunner
The hero who goes unsung
Though the enemy knows
His deadly blows
And the funeral knell he's rung.

Address Correction Requested

HDQ.

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34th Bomb. Group

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

MEMORIES

PATRIOTISM? - BLIND FAITH? YOUTHFUL IGNORANCE?

by Al Sadowsky

At the tender age of nineteen, after being drafted, I was assigned to the Quartermaster Corps. where I couldhave had a cushiony position as a clerk-typist for the duration of the war.

However, after reading of the tremendous losses the 8th A.F. was sustaining, I volunteered to take training as an aerial gunner. Fifty years later, upon reflection, it was the smartest decision I made, even though, at the time, my chances for returning to civilian life were greatly reduced. This decision, I guess, I can attribute to "Patriotism and Youthful Ignorance".

Two incidents occured during my tour as Ball Turret Gunner with Lt. Alf Johanson that I must attribute to "Blind Faith" in my pilot and crew. Time has dimmed my memory but I shall never forget the following incidents that happened.

First - Prior to D-Day our group made a late afternoon raid on occupied France which proved to be a "Milk Run". However, upon returning to our base in darkness, a German night fighter avoided our radar and we were forced to land at an RAF fighter base. Upon returning to our base the following day we were told that the night fighter had bombed the supply barracks.

The following day we were scheduled for another mission and, when we went to the supply room for parachutes, we were given 8 chutes for our crew of nine. I arranged with my tail gunner, Leonard Adrignola, that, in the event we had to bail out, I would hang on to him using the same chute. Thankfully I did not have to make that decision.

Secondly - As a crew member of a lead crew our tour of duty was completed after thirty (30) missions. I am certain that Lt. Johanson's crew flew thirty-one (31). The 31st was over Giessen, Germany. Since several crew members, due to prior illnesses, needed this mission to complete their tour, I was not going to sweat them out back on the ground.

The experiences I endured with the 34th B.G. have been forever implanted in my mind and I thank God that I was fortunate to be assigned to this wonderful outfit. At this time I also want to express my sincere gratitude to all of the staff of Mendlesham Memories for bringing back experiences that I shall never forget.

****

W. B. Boyd

Flyboy's Benediction

(with acknowledgment to an old Irish poem)

By William A. Lanford (S)

May the runway rise softly to meet you.
May tail winds favor your flight,
And your destination be clear and unlimited,
Bright stars to guide when it's night.
With trouble free "birds" at your beckon,
Full serviced and ready to roll,
May you savor each moment of freedom
Unbound by earth's grasp on your soul.
Now until your tour of duty is over
And you have filed your last flight plan,
May God continue to comfort,
And keep you safe in his hand.

VOLUME XVIII NUMBER 2 JUNE, 1994

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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REUNION '94

St. Paul, MN.

See You There

Sept. 6-11, 1994

OBSERVATIONS

"Back Home Again In Indiana". Every time I think of those words the melody comes back to me. Perhaps this means nothing to anyone but us Hoosiers but the tune is captivating to us.

Yes, we're home again. In fact, we came home a few weeks earlier than usual. Our son, Aaron, decided to visit the home area the first week of March so Rose decided we should be here - and we were. It was an enjoyable visit but we did get to feel some wintery weather which we normally miss. Oh, well, that's life.

This issue is kind of special. First of all, the information and forms are included for our reunion in St. Paul, MN. Rose and I had been there before, several years ago, attending an 8AFHS reunion. We thoroughly enjoyed it because there's so much to do there. And, for you ladies, now they have the world's largest shopping mall which should be something to see. You folks who are undecided about attending, please take our word - you'll have a great time, not only seeing old friends again but enjoying the surroundings.

Also in this issue, in the "Memories" section, is a newspaper article written by Ernie Pyle back in 1944 which should bring back a lot of long-forgotten memories to many of us. Those of us who were there with the group at that time may well have been on that very mission, being watched from the ground. I thought it should be included in this issue, being the 50th Anniversary of "D-DAY". I hope you enjoy it as much as I did.

Also, don't forget our college scholarship for those of us who have relatives in that age group. The deadline this year is July 1st but this should still give them enough time to get in their entries. Don't let them dawdle on this. It's well worthwhile.

This issue, also, is the one each year which is sent to all those on our roster, whether paid-up members or not. Those of you who have not paid your dues just consider this for a moment. Although we may have had some bad times during the war and, maybe, it seems we'd like to forget those years, all of us made many friends during those years. We're all getting into that "OLD AGE" bracket and I think re-living some of those good times before we pass on to our eternal reward is well worth remembering some of the bad times. Think about it.

The September issue will include a lot of photographs of those who attend the "D-DAY" 50th Reunion in England, etc. Rose and I are not going this year but we trust many of you will mail in those pictures for the newsletter. The deadline for any material to be included in the Sept. issue is July 22nd. This is a firm date and any material which cannot be saved for a future issue will be returned to the sender. So, if you want something to appear in the Sept. issue, HAVE IT HERE NO LATER THAN JULY 22ND.

Rose and I are truly looking forward to the St. Paul reunion. We do enjoy seeing old friends and making new ones. 'SEE YOU THERE!

Eli Baldea, Editor

PRESIDENT'S MESSAGE

To all members and friends:

Spring is just around the corner - so the weather forecasters say. I have my doubts as we are still having snow flurries and cold weather in the East. Hope everyone had a Happy Easter, Passover, and every other holiday that takes place at this time of the year.

Folks, it's time to dust off those travelling shoes, back out the old Model-T and hurry down to the travel agency and book that flight to St. Paul for our 34th Bomb Group reunion. Time is growing short and we still hope, each year, we will be around to meet with old friends and comrades. Let's go all out this year and exceed the 400 attendees we had in Nashville. If you've never attended one I'm sure it will be a memorable and rewarding one. So, bring out that calendar and circle September 6th to the 11th for our big event.

We have a great committee working hard and planning for this occasion so let's not disappoint them, but show them our support by attending, if we are able to.

I wish everyone good health and happiness and, for all members going to England, have a great trip. Wish we were able to go with you. Hope to see you all in St. Paul.

Sam Wolstencroft
President

****

FROM THE CORRESPONDING SECRETARY AND TREASURER'S COMPUTER

There are two subjects that I'd like to present to you with this issue. This is the June issue of M/M which is mailed to most people on our roster, regardless of whether they have paid dues or not. There are some we don't send even this issue to - they didn't respond when we sent them a questionaire which included a stamped-addressed envelope for a reply to Walt McAllister.

This is directed to those of you receiving this issue WHO ARE NOT dues-paying members of the 34th BGA! We have, in the past year, added quite a few names to our roster. I'm sure that there are some of your buddies on the list and they may be looking for their buddies of those days when we all were on the English country-side. I don't think our annual dues are excessive - we've managed to keep the dues at $7.50 for longer than most WWII organizations! However, for whatever reason you may have, and can't afford the $7.50 annual dues - please write me and merely state that you can't afford the dues. We'll gladly include your name among those that receive the quarterly issues of M/M. We don't want to pry into your personal affairs but we would like to include you in the fellowship that exists among those who served in the 34th B.G.! For

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Treasurer's Computer

Continued from page 2

those who can afford the $7.50 dues, we'd be glad to change your data file so that you will receive each quarterly issue of M/M!

And my second item is for all of you reading this issue! My wife, son and I have been busy since receiving a Third Class Mailing Permit, and have been stamping the return address and non-profit stamp on envelopes. We're stuffing the envelopes with a letter explaining our search for LOST SHEEP, and, then applying address labels to those envelopes. My last printing of letters was for 6,000 and those are GONE!! I had to reorder another 3,000 copies in order to fill the envelopes for which I have addresses. I thank those of you who have sent orders, etc. indicating the names of men who were assigned to the 34th B.G.! I'm sure you'll scan the NEWFOUND LIST looking for your buddies whom we've recently found. I currently have more than 1,700 addresses to send letters to and then more orders to search for names.

This is an added item I hadn't thought about. Please encourage your children and grandchildren to consider their response to the RAY SUMMA 34th B.G. SCHOLARSHIP AWARDS. They have until July 1st to submit their applications. The Scholarship Committee of Cleveland Romero, John Janes (and his wife, Gloria), and I really have to get down to very fine points in deciding who should be awarded the First and Second scholarship awards. I wish we had enough awards to give to all who enter! It's a really tough job, deciding on the winners.

Harold Province
Corresponding Sec. & Treasurer

P.S. This is added as an addenda to the above. I've been getting letters and phone calls from children of men to whom I've sent "LOST SHEEP" letters. I'm amazed at the respondents who don't know where their fathers served! It appears that we have not been telling our story to our children and they aren't sure of the service in which their fathers served. Too many times I've listened that they weren't sure just what their fathers did! I suggest that you record, in some manner, just what the job was that you did in the period of May, 1944 to June, 1945 so that your descendents know exactly WHAT you were doing in England at that time!! With the abundance of the recorders, both tape and video, I see no reason why you shouldn't record your remembrance of those days of 1944-45 so that your kin will be knowledgeable about the job that you were doing in those days 50 years ago! Personally, I have the satisfaction of knowing that the two hours that Clyde Willis, my co-pilot, and I spent recording our experiences for the oral historian of the Confederate Air Force, Col. Don Norton, is on tape and available, not only for my sons, but for anyone who desires to study the background of members of the 34th B.G. and the 8th Air Force. I intend to pass on to my sons a copy of the tape so that they will know what their father did during those trying times. I suggest to you that you record, either on tape or video, the experiences that you met and conquered during those trying times in our history.

Harold Province

DEADLINE

Any material or items to be inserted in the September issue of Mendlesham Memories should reach me on or before July 22, 1994. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

TAVASTI'S RESPONSE

I presume that I would be the one best qualified to respond to an item "From The Treasurer's Computer" in the March issue regarding the Tavasti Provisional Group being called "ILL FATED" before going to England.

First of all, I'd like to set the record straight and note that the Tavasti Provisional Group was ultimately consigned to the 5th Air Force stationed at Brisbane, Australia. If Hal's computer is correct, then I beat "Wrong Way Corrigan" to the punch.

The "ILL FATED" tag may have some merit. So, after nearly 51 years, I will attempt to describe why some would conclude that such a designation was appropriate.

The Tavasti Provisional Group was initially composed of fifty-five air crews (minus gunners) who were previously assembled and trained by the 39th CCTS (Combat Crew Training School) at Davis Monthan, Tucson, AZ. My staff was composed of an adjutant to "Bird Dog" the personnel files of the crew members, three experienced instructor pilots, an instructor navigator, and an instructor bombardier. This contingent arrived at Salinas, CA. in early July, 1943, assigned to the 34th CCTS for the final phase of training prior to deployment overseas as replacement combat crews.

Since Salinas was so frequently socked in with late afternoon fog, the airfield at Bakersfield was routinely utilized as the recovery base for those missions when Salinas was below landing minimums.

Within the first week after arriving at Salinas one of the crews managed to run into an oil storage tank on final approach to Bakersfield. Shortly thereafter another crew turned up missing while attempting to complete an over-water navigation mission. The remains of the aircraft and crew were later found on San Miguel Island (a tiny piece of rock off the Santa Barbara coast).

The 34th, along with Provisional Group, returned to Blythe, CA. in late July or August, 1943. Shortly after arriving another of my fearless crews, on a night training mission, managed to run into the low rocky hills just a few miles west of the airfield creating another fiery spectacle. Then, in late August or early September, I lost a crew on two successive nights in the Palm Springs area. Both of these accidents were attributed to structural failure of the tail assembly caused by severe turbulence in the Banning

Continued on page 4

Continued from page 3

TAVASTI'S RESPONSE

Pass. In the latter part of September training was completed and the surviving crews were provided with aircraft fresh from the factory assembly line.

Our next stop was Lincoln, Nebraska for overseas processing. I was with the first contingent to depart Blythe on the 22nd of September, 1943. I borrowed the B-17H from the Base Depot to transfer the personnel records to Lincoln. The rest of my staff, with the exception of the Adjutant, accompanied three of the air crews in their brand new B-24s.

As a condition for loaning me their B-17 I was requested to drop off some visitors to the Base Depot at Davis Monthan. This put me about two hours behind the B-24s. Before departing Tucson, I was briefed on thunderstorms in the Tucumcari-Amarillo area. The weather clowns were right for a change. I found a severe line squall composed of "wall-to-wall" violent thunderstorms. Needless to say, it was one "hairy" ride from Tucumcari to Lincoln, but the real shocker was the fact that none of the B-24 crews, supplemented by my instructor pilots, made it through the storm.

I delivered the remnants of the Tavasti Provisional Group to Hdqtrs. 5th Air Force, Brisbane, Australia. In retrospect, losing 5 crews in training, 3 crews and my staff, except for the Adjutant, en route to the Processing Center seems to justify the "ILL FATED" label, especially since there was not a single survivor.

To my knowledge, I was the only Company-grade officer to be appointed a "Provisional Group Commander". If interested, I could conjur up a yarn about how that came about.

Now - how about a question for anyone? Whose Provisional Group was assimilated by the 34th in 1944 before we went to England?

Roy Tavasti

CLARIFICATIONS

We have another identification of one of the photos in our September, 1993 issue on pages 12 and 13. Picture No. 11 is that of Don Tuttle.

****

It has been brought to our attention that our latest "TAPS" list, mailed with the March issue, was incorrectly titled on the front page. It should have read, (As of January 19, 1994). We're sorry about that. The proofreader missed it.

****

Carl Stemen informs us that, although he sent us the photo on page 8 of the March, `94 issue, it is not he who is depicted. He believes it is either Lt. Couse or Lt. Friedman - He's not sure. In any case, we assumed it was him since it had not been identified. Sorry about that!

****

C.L. Nichols informs us that, on page 12 of the Sept. `93 issue, photo No. 13 is positively that of Lafe Henderson. (Editor's note: Little by little we are learning the identity of most of those unknowns.)

34TH B.G. (H) 1994 RETURN TO MENDLESHAM, ENGLAND

The 34th Bomb Group will be represented by members and their families and, as of April 9th, they total 34. They are:

Conklin, Claude & Genevieve; Farley, Jack & Bernie; Filip, Robert; Frank, Dale & Esther; Gavryck, Chester & Guy; Lonergan, Edward & Birgit; Love, Warren & Maxine; Marks, Joseph & Kathern; McKinnie, Dwight & Marjorie; Nelson, Russell & Norma Jean; Orton, William; Plank, Dennis; Plank, Donald & Kevin; Richmond, Floyd & Miriam; Rutka, Harold & Genevieve; Turko, Walter & Mary; Underwood, Josephine; Van Liere, William & Ruth; Williams, Harold & Evelyn

We may have Randy & Shirley Martin with us at the American Cemetery at Cambridge. Their plan is to bus to the cemetery and join us. They will arrive on the QE2 and fly back on the Concorde. And - Bill Browne is also expected to attend and spend several days with us.

We are expecting to have a great time even though our schedules may be changed. Memorial Day was to have been celebrated on June 3rd, but now will be held on June 4th because of the large number of dignitaries who are expressing an interest in attending the service at Madingly Cemetery. There is a possibility that President Clinton will attend and, if so, that means the schedule will be changed from 11:00 a.m. to 9:00 a.m. He does have a tendency to be late and that could upset the schedule for the day. We won't know until our briefing in England, and it may mean we have to cut out our tour to the 390th Control Tower.

We know that everything will work out even though we may be a bit disappointed. We will give you all the details in the September issue.

You B-24 types may be interested in obtaining a U.S. Postage stamp with a B-24 (It is on the 1943 - 1993 World War II Remembered Sheet of 10 - 29 cent stamps). They are usually stocked at the Philatelic outlets, or can be obtained from Philatelic Service Center. For further details contact me.

Harold C. Rutka
1994 Return to England
Reunion Coordinator

John Funk, Sgt. Litsey & Dale Ganger

THE EIGHTH AIR FORCE HISTORICAL SOCIETY 20TH ANNUAL REUNION

The 20th Annual Reunion will be held at the Town and Country Hotel, San Diego, CA. October 5th to October 9th. The hotel is located in Mission Valley on Hotel Circle, which is the intersection of Interstate 8 and 163. All registered members are invited to attend dinners and join in the options: Tia Juana, Wild Animal Park, Balboa Park and Seaport Village, Hawaiian Luau, and 8th AFMMF Symposium. All members in good standing can attend the annual meeting and vote without paying the registration fee -- just bring your Current 8th A.F. Membership card with you.

There will be a request in the next issue of 8th AF NEWS for funds to help repair ST. PAUL'S CATHEDRAL in London. The ASPE behind the High Altar is the AMERICAN MEMORIAL CHAPEL. This was created as a tribute to the 28,000 Americans based in Britain who lost their lives. The ROLL OF HONOUR book was presented to St. Paul's by General Eisenhower in 1951.

At the Mid-year Board Meeting we were shown a book printed in 1952 that was presented to the survivors of the 28,000 who lost their lives in WWII. There was one section that explained all about the Memorial Chapel, and was followed by a picture of a memorial at one of the bases. I didn't have to read the caption to recognize the 34th Bomb Group Memorial at Mendlesham, and, of course, had to point that out to all in attendance.

We hope to see you in San Diego, October 5th to 9th, 1994; in St. Louis in 1995, and in Orlando in 1996.

Harold C. Rutka
Secretary
8th A.F. Historical Soc.

SPECIAL NOTICES

Shortly after we went to press with the March `94 issue of Mendlesham Memories we received a letter from Joseph Wong in which he enclosed a donation to the Scholarship Fund in Ray Summa's honor. Joe says, "Ray and Hannah did an outstanding job for the association and for finding me, the Long Lost Chinese Sheep. Ray will be remembered in our prayers." We're sorry this could not have been reported sooner, but better late than never. Thanks a lot, Joe and Marilyn!

****

Also from Joe we have this:

Feb. 10th is the Chinese New Year - "GUNG HAY FAT CHOY", THE YEAR OF THE DOG - (1910, 1922, 1934, 1946, 1958, 1970, 1982 & 1994). People born in the DOG year possess the best traits of human nature. They have a deep sense of loyalty, are honest, and inspire other people's confidence because they know how to keep secrets. But, DOG people are somewhat selfish, terribly stubborn and eccentric. They care little for wealth yet, somehow, always seem to have money. They can be cold emotionally and sometimes distant in social gatherings. They can find fault with many things and are noted for their sharp tongues. DOG people are always, however, champions of justice. DOG people make good leaders.

****

From Sid Rockmuller we have the following:

So far no one seems to know about most of the members of the "Jive Bombers". I am looking for the Sax, the Trumpet, the Drums and the Base. I have Lou DeSantis, the Clarinet, and I know the address of Doug Culver. He has not responded to two letters that I sent. I'm still trying to locate Sal Salvarese.

There is a picture of the "Jive Bombers" in our last 34th Bomb Group book on page 126. This might refresh some memories. I do need any help I can get. If anyone has any information I would appreciate them writing to me at: Sid Rockmuller, 555 Kappock Street, Riverdale, NY 10463. My phone no. is: (718) 601-6025.

****

We have been contacted by several of our newer members to print a photograph of Ray Summa. Some were not too familiar with him. Therefore, we decided to print one of both he and Hannah, his better half and helpmate for all these years, on their 50th wedding anniversary in December, 1989.

Ray and Hanna Summa

HERE'S A CLASSIC FROM A COPY OF WWII'S *YANK*-COURTESY OF THE LIBERATOR CLUB:

REUNION COMMITTEE'S REPORT

The reunion committee has been busy getting hotels and coordinating related functions and activities. We must plan ahead in order to insure the membership respectability in housing, food, tours, golf and meeting space.

The planned future dates are:

1994 - St. Paul, Minnesota
1995 - Huntsville, Alabama
1996 - Raleigh, North Carolina

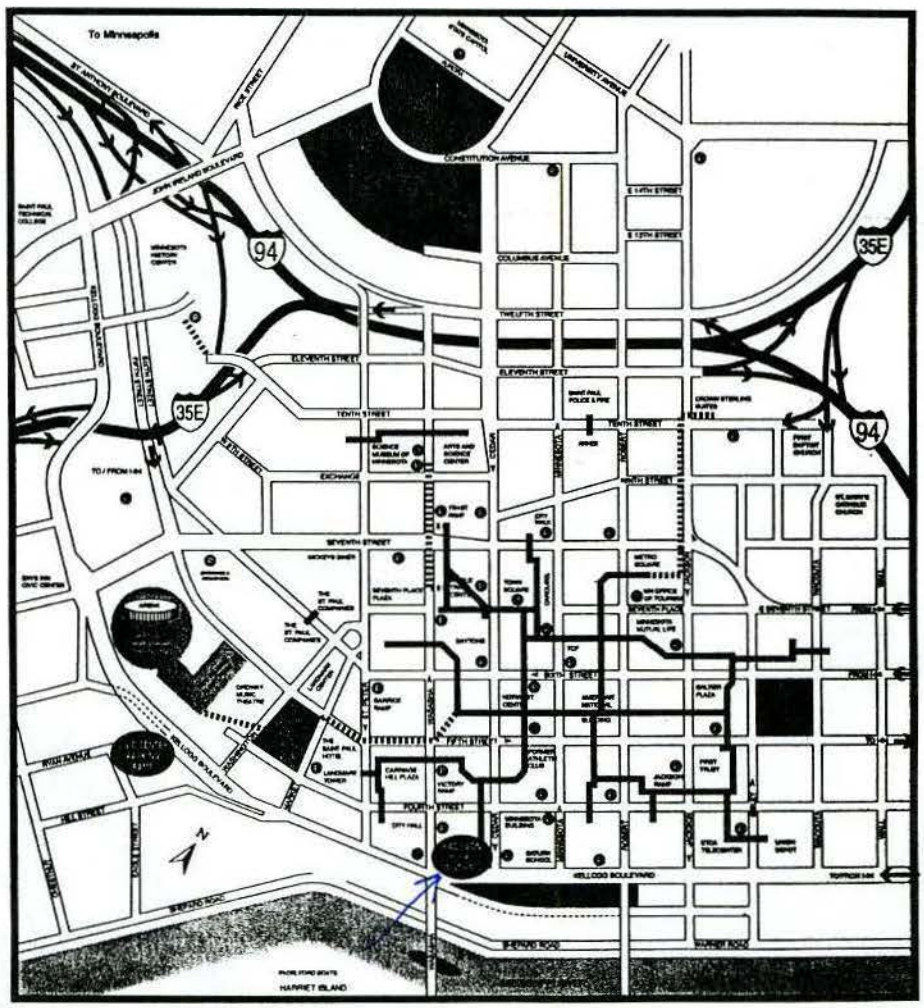
In this issue of Mendelsham Memories you will find registration forms for the Raddison Hotel in St. Paul. Send this form directly to the Raddison Hotel in order to insure your room. The registration forms for food, tours and golf are to be sent to Robert H. Wright, 411 Parkovash Avenue, South Bend, IN 46617.

Harold Rutka and I are meeting in St. Paul in mid-April to finalize the 1994 reunion. We have drafted our past-president, Bruce Sothern, to assist us. He is a resident of the Twin Cities and a retired driver for the metropolitan transit. He will be able to give us help in finding our way for tours and golf.

Registration day is Thursday, September 8th. Early birds are welcome. Also, the Board of Directors will meet at 0900 hours on Thursday, September 8th. "SEE YOU IN ST. PAUL!!"

Gerald Pine, Chairman
34th B.G. Reunion Committee

34th Bomb Group Association



TO RADISSON HOTEL SAINT PAUL

A. I-94 eastbound: Exit on Kellogg Blvd, go east 5 blocks.
B. I-35E northbound (airport): Exit on Kellogg Blvd, go east 5 blocks.
C. I-94 westbound: Exit on Kellogg Blvd, going west. Between Wabasha and Cedar Streets.
D. I-35E southbound: Exit onto Wacouta. 6 blocks to Kellogg Blvd, go west 5 blocks.

H. ARNOLD PRILLAMAN - Martinsville, VA

I wonder how many of our people remember the German plane attacking the base early in 1945. He made 2 or 3 firing passes about 11:00 p.m. one night. I remember well because he broke up our friendly poker game. I have often wondered where he was based and if he made it back.

I also thought some of our people might be interested in seeing an economy model aircraft which stopped at my home on a flight from Santa Margarita, CA to Richmond, VA. He had been enroute for about 2 weeks.

Prillaman's Unexpected Company

****

RALPH M. ROBINSON - Knoxville, TN.

It is with deep regret I must inform you of the death of one of your members and my father-in-law, Thomas C. Williams, on Jan. 5, 1994. Tom always spoke very highly of all of his friends in the 34th.

He had been very sick for sometime. I was with him when he died. He just went to sleep and his pain and suffering has now gone. His daughter and I will really miss him.

****

EVAN Y. ROGERS - Tucson, AZ.

I really enjoy Mendlesham Memories and promise I will send a group of pictures of Mendlesham and of my participation in 3 wars and 3 police actions.

****

JOE GARRETT - Canton, GA.

I sure enjoy the Mendlesham Memories being sent this way and especially hearing about old friends and what they are doing. I'm sorry, however, to hear about Ben LeBailly. He was a good man.

CLEVELAND ROMERO - Lafayette, LA.

I want to thank all the members who sent me get-well cards and I especially appreciated the card signed by the majority of the group at the reunion. It gave me an idea of who was in attendance. I had hoped to make the reunion at Little Rock but I still had staples in my leg and the doctor warned me about trying to make the trip before removal of the staples and the stitches. I have been in the hospital again for the same leg since the surgery, but things are improving considerably now.

****

LAWRENCE BANFIELD - Rock Island, IL.

1994 sure got here in a hurry. It's hard to believe that when I flew our missions I was 21 and now, in April if I make it, I'll be 71. I keep busy cutting grass in the summer and shoveling snow in the winter. Got to keep active.

****

DON K. FILLMAN - Des Moines, IA.

I never knew the 34th B.G. Assn. existed until 1989 and I have really enjoyed the last 3 reunions. And every year I have found a pilot or someone from the 18th Sqdn. that I hadn't seen for almost 50 years.

I would like to see some time set up at reunions for individual squadron meetings. After milling around looking at name tags you can get discouraged. The lobby register is a great help in finding people.

****

W.N. (PETE) GRAY - Virginia Beach, VA.

I'm doing fine except for the swollen ankles which are not too bad since the weather has turned cooler. I do have a cataract developing on my right eye but it will be some time yet before it's ripe.

Got the M.M. just yesterday and, as usual, it's superb. Always fix myself a drink before sitting down to read it. I liked that story by Walter Sturdivan - that boy's good! I read his book several years ago and thoroughly enjoyed it.

****

Continued on page 8

The crew of the "Old Crow", standing L. to R.: Anderson, Rowan, Roberts & Holtz. Kneeling, L. to R.: Sease, Tilton, Breckenridge, Richardson, Cooney, Spencer & Benscoter

Notes From Our Friends

Continued from page 7

CECIL B. ELGAR - Carol Stream, IL.

I am interested in the 34th B.G. I was an early member of the 34th, 1st Recon.Sq. (391st) from June, `41 to March, `43. I joined the cadre that came to Westover, MA. from Langley Field, VA.

****

BARBARA (RALPH) HARTMAN - Ballston Lake, NY.

I had a wonderful experience this past summer (sad because Ralph died before we could go to England). I took the train and taxi to Mendlesham, saw the memorial and met Joan Barker, a resident who had so much info on the 34th. She's such a wonderful, friendly person. The memorial is kept up beautifully.

Ski Windham in the Catskills still has the Ralph Hartman memorial race. They do wonders with the handicapped.

****

MARGARET (GEORGE) KOTUN - Kent, OH.

It sure is lonely and sad without George. He would see our friends attending WWII reunions and, had he lived, I'm sure he would have wanted us to attend the one in Minn. this coming September. He sure did love to travel and we did our share in our marriage of 49 years. (Well, it would have been 49 years had he lived just 2 more days, but I say 49 anyway.

I'm enclosing a picture of George and me taken exactly 2 months before he died that tragic, sudden death. I keep saying he died "in good health" because we were unaware a blood clot would leave his leg and hit his lung. I had spoken to him just a half hour before.

Marge & George Kotun
Myrtle Beach, SC - March 28, 1993

Front L. to R.: Henry Douglas, Tony Artuso, Earl Walter, Leslie Baker & David Payne. Rear, L. to R.: Bennett Rentz, Jack Burk, Vande Guchte, Richard Eike & William McDaniel

ARNOLD T. HOENKE - San Diego, CA.

Thank you for the newsletter. I have not been in touch with anyone from the 34th until now.

****

JAMES H. SMITH - Marietta, GA.

Thank you for contacting me. Obviously a lot of people have done a lot of hard work. I wish I could have been available to help out. Anything I could do to help here in Georgia, please advise.

****

JACK D. BARRON - Milford, KS.

So glad this "Lost Sheep" has been found. I'm sorry that I missed the previous reunions. Looking forward to seeing you all in St. Paul in September. Thanks for writing.

****

ROBERT L. HENSLER - South Bend, IN.

I have been trying to contact flight-crew members from the 34th BG for some time now without success. Therefore, I was delighted to receive your Mendlesham Memories and the letter. I was an aerial gunner instructor and flew enough missions in the ball, tail, nose and waist positions to earn an Air Medal with 2 clusters. The B-24 most flown in was named "Hells Belle".

****

ROBERT CAMPBELL - Isle of Palms, SC.

James H. Friedel, a member of Giles Avriett's crew, 7th Sqdn. died Dec. 13, 1993 from complications following gall bladder surgery in August. He was a ball turret gunner.

****

Continued on page 9

Notes From Our Friends

Continued from page 8

MILT BRAVEMAN - Harrisburg, PA.

Hal Province has located co-pilot Hank Gauger. We had last flown together 30 Dec. `44 and had not seen each other since. Hank went on to fly a tour in P-51's.

Not only has Hank been found but we had a great brief reunion in Malibu, CA. in January. Our wives, Alice and Elaine, and my youngest daughter, Carra, also got to meet each other. Many thanks to Hal for his detective work.

L. to R.: Hank & Alice Gauger with Carra, Elaine and Milt Braveman.

HANNAH SUMMA - Anderson, IN.

My mailbox has been overflowing since the newsletter was published. Thank you all so very much for your cards and letters.

I'm improving, slow but sure. Isn't any fun getting "old" and having weak bones. Since I can't do any travelling very far yet, I decided to have the painters in. Now I'll be one jump ahead of spring.

The newsletter was interesting, especially Peter Gaskin's story. I know how Sylvia felt in a strange country in all their travels. That's about the way we were in `85 on our stay over in England, Wales and Scotland, getting on and off those trains. The bus tours were great, though.

Bob Fox from Monticello, Ill. called after he got his newsletter. He was one of the numerous letters Ray and Hal sent out trying to find "Lost Souls of the 34th".

Bill Creer (General) keeps in touch. You guys say he was tough when you were in the service, but now he's a regular. He's my shoulder to lean on. Love you all.

****

GEORGE E. READY - Richmond, VA.

I am one of the "Lost Sheep". Thanks for finding me.

****

CONRAD RICKER - Oklahoma City, OK.

I can't believe it's 6 months since Little Rock and only 6 months to St. Paul. We're expecting to make St. Paul but are not sure whether we'll drive or fly. We do expect to have four of our crew there.

BOB BURGNER - Uniontown, OH.

Sorry I have not forwarded this information sooner. As age enters into our everyday lives you keep putting things off. Clarence Squires is in a nursing home in Bethany, MO. His family had to move him there because he is in a wheelchair, can hardly see and cannot remember, only when he gets a card or letter from the people in the 18th Sqdn.

****

GENE TIGGES - Ft. Wayne, IN.

My live-in companion for several years contracted lung cancer and, after surgery, it reoccurred. It's in remission now after radiation, but travel is not possible. Therefore, it's doubtful that I shall make the St. Paul Reunion.

****

JOE BEALL - Springfield, IL.

Reading the "Memories" has sure been enjoyable and it seems a great many individuals have spent many long hours over many years to have such an association in place after so many years.

My wife and I are going to attend the reunion in St. Paul and hope to meet a lot of you there.

****

BILL YOTHMENT - Crown Point, IN.

Hope this finds everyone in good spirits and good health! I'm sure going to try to get up to St. Paul this year.

****

JOHN R. FOSTER - Richmond, VA.

I am the John Foster described in the first paragraph of your letter. This lost sheep would like additional info about the 34th B.G. Association.

Continued on page 10

34th B.G. being activated as a combat group at Salinas AAFB. That's Ed Hammond with the American flag.

Notes From Our Friends

Continued from Page 9

FRANCIS V. JACKOVICH - Port Jervis, NY.

The photograph of the B-24 under attack on page 15 of the March issue was taken from our waist window. This was on a mission to bomb an oil refinery in Germany. Our B-24 was "Bugs Bunny" piloted by William Lewis. We had no casualties from the flak.

****

RICHARD R. BENSON - Shawnee, KS.

I am the man referred to in your letter. Ours was crew 79 of the 34th B.G. piloted by Phillip Mann. Our plane was named "Ole' Timer". I'm glad to hear from someone from back in that era and will appreciate any information concerning the group.

****

JAMES McLEOD - Pensacola, FL.

I was not aware of the existence of the 34th B.G. Assn. I am one of the "lost sheep". I flew about 25 missions as a T/Sgt. radio operator/gunner in a B-17 nicknamed "Tempest Turner" with appropriate art work. I will appreciate any info you can send.

****

DONNA TERRY (PAUL SHOLL'S daughter) - Takoma Park, MD.

Dad asked me to write to inform you that Mom, Eleanor, passed away on Feb. 2nd at age 65. She had been in perfect health but on Dec. 29th she noticed her handwriting was shaky. On Jan. 12th we found out she had brain cancer. By then her right side was paralyzed. She didn't want surgery. The family pulled together so someone was always there to help dad care for her at home. We're doing O.K. now. Our family has always been close and we're staying real close counting on each other through this rough water.

Cosmo Papaleo, Two Indians, Don Wick & John Hurley

****

CLAUDE GIBBS - Catawissa, MO.

I recently had occasion to go through past issues of MM. Lo and behold, in the March, `92 issue on page 7 a face jumped out from the past. If the old brain hasn't gone senile, the T/Sgt in the middle of the 3 pictured would be radio operator, John Flood. He was in the 7th Sqdn. and, at one time, was detached temporarily for duty with the "Red Ball Express", supplying Gen. Patton's army with gasoline. I believe he also had to ditch in the channel, but don't recall what the mission was.

****

MALCOLM T. BLOMQUIST - Palos Hills, IL.

I am one of the many men you are looking for. I was assigned to the 34th in Dec., 1944, out of the Blackpool Replacement Depot. The crew checked into the base at Mendlesham on Christmas Eve just as the group was returning from a mission. We were designated as crew J-22. I would appreciate more information regarding the Association.

****

(The following is an example of the type of response we get from many people to whom we send "Lost Sheep" letters):

JAMES T. BURKE - St. Marys, OH.

I am not the James T. Burke belonging to your bomb group. I have checked the family records without luck. Also, I have inquired within the family about who this man might be with no luck. I am sorry this letter comes to you without information helpful in your search.

As one American too young for all the major wars to serve (Vietnam was so close - I graduated in 1975) I send my deepest appreciation to you and all who served to keep our country free. God Bless You All!!

****

NANCY MAINVILLE, Kaukauna, WI.

My relation to the 34th B.G. is through my father, George Schmitt. He was a very wonderful, kind man and I am very proud and grateful to have had such a man for a dad.

I was named Nancy after the plane "Fancy Nancy" that my dad had worked on in the war. My sister, Sue, was named after the "Collapsible Susie" which was so named because it was always in repair and, inevitably, never returned from a mission, so we're told. I do wonder what was the fate of "Fancy Nancy"?

Continued on page 11

Notes From Our Friends

Continued from page 10

PAUL ANDERSON - Mesa, AZ.

Paul and Pauline Shull, and Beryl and I, went to Scottsdale, AZ. to see about procuring shirts and jackets for the 34th B.G. P.X. This was a very large manufacturer of sports type clothing. We were impressed with the quality of their products. Our 34th B.G. emblem will be embroidered on the shirts and jackets, not just silk-screened. We hope everyone will make it to St. Paul to see these in the P.X.

Paul Anderson & Paul Shull going over the shirt & jacket catalog.

JACK TERRY - La Crescenta, CA.

The new Mrs. Terry is Nellie. When Nellie was widowed she assumed she would spend the rest of her life in the single condition and proceeded to fill her house and her schedule to the fullest. It is very hard for her to clear out enough things to make room for me to move in completely. She was quite ill at the time of the wedding, but she has recovered quite nicely, thank you.

We are expecting to get to St. Paul in Sept. We look forward to seeing many of you there.

(Editor's note: We congratulate Terry on his recent marriage. He's found someone to share the rest of his life with. Life doesn't stop because someone's mate has died. CONGRATULATIONS!!)

****

GEORGE R. PRENTICE - Sanger, TX.

At first, I was assigned to sheet metal, battle damage repair at Mendlesham. The last eight months, however, I was in the P.R. office writing general news releases and the occasional feature story (food drop over Holland for example).

I appreciated the outfit and have always given Lt. Edwin S. Smith credit for boosting me through the door that led to my dreams of some day achieving success in the world of journalism. Since then I've worked in many areas of journalism, from reporter to managing editor. Also I was in radio broadcast news and special youth programs related to joint newspaper and radio operations. I guess I could say that Lt. Smith was the springboard for all that. I'm very grateful.

****

CARL STEMEN - Breman, OH.

I realize that most men of the 34th do not really know how much work there is in putting out a periodical. I had (before my heart attack) been in the printing business for 45 yrs. of which 20 were combined with printing a weekly newspaper. If anyone has any complaints with deadlines or editing articles they should try to do the job. Thank you for all your efforts.

****

C.L. NICHOLS - Waskom, TX.

We've only made a couple of the reunions because I only found out about them in 1986. We've been to Colorado Springs and Shreveport, LA. I would have been more active but we have experienced trauma of home flooding in 1986 and 1989 due to Hurricanes Bonnie and Allison. So, we have spent a lot of time in grieving and recovery. That is all past now and we hope to be seeing the brighter side of things from here on out.

We all appreciate the yeoman efforts of you and all our officers - Good Work!

****

CLEVELAND J. ROMERO - Lafayette, LA.

I am finally finished with the therapy I've been taking for over a month now. We are planning to be at the next reunion if our health permits.

Continued on page 12

Photographers John Hurley & Don Wick

Notes From Our Friends

Continued from page 11

DARRELL BULIS - Early, TX.

Just wanted to let you know I couldn't make it to Little Rock due to my poor physical condition. On July 12th I had a triple by-pass surgery and, due to many complications, I did not recover as I should have. I still have a long way to go but I am improving. I just take it day by day and we're hoping for St. Paul.

****

WALTER POTAK - Hicksville, NY.

Enclosed is my check for two years of dues which would have been sent earlier except for diagnostic procedures followed by abdominal surgery and recovery from same. Doing O.K. now.

Sorry to hear about Ray Summa. We're lucky to have capable, dedicated persons to assume the responsibilities. I love reading Mendlesham Memories - interesting nostalgia - great cast of characters! Keep `em coming.

****

CHARLES J. McCLURE - Clifton Park, NY.

I'm sorry to be a little late with my dues but it was pretty hard many times this winter to find the mail box! Thank goodness most of the snow around here is gone. Two hours north and there are still a couple of feet of it on the ground.

****

R.B. BRUNE - Plant City, FL.

The arrival of M.M. with the red circle woke me up to the fact that I'm behind in my dues. I'm enclosing a check for two years. That way I will be ahead for awhile. I don't want to miss a single issue of the Memories.

****

LOUIS W. BUTLER - Eskridge, KS.

I do believe you have found one of the "Lost Sheep" and I do appreciate your efforts. I am looking forward to hearing from you and to attending the reunion in St. Paul, MN. Let me have all the pertinent information for attending.

****

JOHN J. FEDA - Marshall, MN.

With the 34th reunion being held in St. Paul, there is a special attraction there. The B-17 "Miss Angela" is permanently housed there in the museum. It came from the 34th B.G. at Mendlesham and should be a special attraction for the attendees. This is the AIR MUSEUM at the Flying Cloud Field at Eden Prairie, Minnesota, not too far from St. Paul.

JAMES G. BENNAS - Watertown, MA.

I believe that I am, indeed, one of your "Lost Sheep". I was with the 7th Bomb Squadron at Westover Field and on or about Jan. of 1942 we were shipped to Pendleton Field. In May I left the 7th to attend Officer's Candidate School in Miami Beach.

I was surprised to hear from you. I have looked for notices of reunions of the 34th but couldn't come across any.

****

WILLIAM L. LEWIS - Baxley, GA.

Your letter was passed on to me by a member of my Sunday School class who had received it but was not the man you were looking for. He knew of my service years. I did serve with the 34th B.G. in Mendlesham during the period of May, 1944 to June, 1945. I am looking forward to hearing from you. Isn't it strange how we "Lost Sheep" can be found?

****

JOSE BASADRE - Meutchen, NJ.

Bingo! I did serve with the 7th Sqdn. of the 34th B.G. from June, 1941 til Feb., 1942. Then transfered to 303rd B.G., then to 8th A.F. Weather Patrol in Iceland and, in Aug., 1942 to the 97th Bomb Group in England.

****

ROBERT W. BEAN - Rancho Cordova, CA.

I may be the man you are looking for. I was a bombardier with the 34th. Our pilot was Raymond Palmer and our navigator was Julian Millheiser. Also on our crew were Gotowka, Reibman, Wheeler and Cole. I'm not sure of the others.

****

HOWARD J. MARTIN - Walla Walla, WA.

I attended the reunion at Seattle and knew only members of my own crew. I think the older you get the more you lose of your marbles. At least that's the way I've rationalized it.

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to: HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426
before the labels are printed to ensure the correct arrival of the MEMORIES!!

NEWS FROM HERE AND THERE

BRUSH VALLEY PUBLICATIONS is seeking first hand personal World War II stories for its newsletter. The editor of the newsletter is one of our own 34th B.G. members, Ernest T. "Mo" Moriarty.

He is looking for stories about the air forces, be they Army, Navy or Marine. Basic training, schooling, combat or ground forces, from all areas of fighting around the world. Also stories of POW's and the evaders and escapees. These may be handwritten or on tape, with pictures whenever possible. Pictures will be returned if requested and with return postage.

Send in your material to: Brush Valley Publications, W-105 Warwick Road, Orange, MA. 01364.

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The U.S. Gov't. Printing Office has sent us flyers on several publications being released now. They are "Proliferation of Weapons of Mass Destruction"; "Resolving Conflict...Following the Light of Personal Behavior"; "History of the United States Botanic Gardens - 1816 to 1991"; "Visual Arts in Poland"; "Building Air Bases in the Negev"; "The Future of Remote Sensing from Space...Civilian Satellite Systems and Applications"; "Cruise Books of the United States Navy in W.W. II - A Bibliography"; The Aleutians Campaign - June 1942 to August 1943"; "Operation End Sweep - A History of Minesweeping Operations in North Vietnam"; "The Mars Observer Mission"; and "Adult Literacy and New Technologies - Tools for a Lifetime". For information on any of these publications phone Mr. Thompson at (202) 512-2413.

****

We have recently been informed that there is a publication called "BRIEFING" put out by the International B-24 Liberator Club which is available. For information write to: International B-24 Liberator Club, 15817 Bernardo Center Drive, Suite 102, B1-24, San Diego, CA. 92127.

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We also have this:

I am compiling exciting or unique Eighth Air Force WWII experiences for a publication collaboration tentatively entitled "CHRONICLES FROM THE MEN OF THE MIGHT EIGHTH". If you had one, or several, WWII experiences that is touching, heroic, romantic, unique or just plain incredible, please send it in. There is no restriction to the number of stories submitted. Please enclose your full name, time served in the 8th, unit, plane name, base, title of your story(s) and be sure to include all dates and locations. (Please include your phone number if I have any additional questions.) Send stories to: Rusty Briarton, 5270 Del Paz Drive, Colorado Springs, CO. 80918.

We are informed that there is a new book, "Liberator - America's Global Bomber", now available. It is a summary of the Consolidated LB-30, B-24, C-87, C-109, F-7 and PB4Y. The volume includes a background on the design, development and manufacture of the aircraft. Also, the operational use by the USAAF, USN, USMC, USCG and Allied forces. Histories of the operational units are presented by theater of operation with in-depth photo captions. It has 560 pages, over 1,100 photos, drawings, 16 pages of color. The price is $39.95 plus $4.00 postage and handling. If interested, contact:

Pictorial Histories Publishing Co., Inc.,
713 South Third, Missoula, Montana 59801
Phone (406) 549-8488 or FAX (406) 728-9280

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Also at press time we have the following from Cleveland Romero who says, "I am writing to let you know that I'm very disappointed with the lack of scholarship applications received to date. I know that many of our members have grandchildren that would like to try for these funds but are unaware of them". (Editor's note: We are again including the scholarship applications in this issue. C'mon folks, get your grandchildren busy with them!! Remember they're due by July 1st!)

Continued on page 14

Front, L. to R.: Ward Provance, Fred Simmons & Tony Anisteano. Rear, L. to R.: Albert Johnson, Sgt. Schradd & Kermit Hanson

News From Here And There

Continued from page 13

As we go to press we are informed that our old buddy, William "Pete" Gray has been diagnosed as having inoperable colon cancer. He is being treated with chemotherapy. At this time we know nothing more. We'll be sure to follow this up in the September issue.

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From Edward Zesch we have the following:

As Founding Members of the American Air Museum, to be built in Duxford, England, Dolores and I were invited to attend a reception on April 8th at the Santa Monica, CA. Museum of Flying. The reception was in honor of His Royal Highness, Prince Andrew, the Duke of York, hosted by the American Air Museum in Britain. We attended the event and enjoyed seeing in person such notables as HRH Prince Andrew, Charlton Heston (Co-chairman of the American Air Museum) and Georgia Frontiere (Owner of the Los Angeles Rams football organization). The granddaughter of General H.H. (Hap) Arnold was also present.

As part of the reception we strolled around the Museum of Flying and found the facility to be most interesting. For those that have not visited the museum, be sure it's on your list of things to see when you are in the Los Angeles area. The museum has a variety of restored vintage aircraft on display along with many other interesting aviation exhibits. The Museum of Flying is located at the Santa Monica Airport on the former site of the Douglas Aircraft Company, one of my past employers.

Don't Forget
To Send Your Dues

Mail $7.50 To: **Harold Province**
111 Province Lane
Carriere, MS 39426

Reunion '94

St. Paul, MN.

SEE YOU THERE

September 6-11,1994

Front, L. to R.: A. L. Menefee, R. L. Ryan, H. Dwyer & H. Thorpe - Rear L. to R. : R. Bell, G. Brown, J. Noe, E. Duval & N. Gilchrist.

ROSE'S CORNER

As I promised in our last issue, I am going to share the recipe sent to me by Jane Ann Felker who used to write a recipe column for the Officer's Wives Club at several bases during Wally's years in the Air Force. Please try it even if there isn't a holiday. I made it and took it with me to our church. Now, I've been asked by many ladies for the recipe because it is an unusually tasty cake. Try it!!

OLD KENTUCKY JAM CAKE

3 eggs (beaten)
1 stick butter
1 1/2 cups sugar
3 cups flour
1 1/2 tsp. baking powder
1 1/2 tsp. Allspice
1/2 tsp. cinnamon
1 1/2 tsp. ground cloves
1/4 cup strong coffee
3 tbsp. cocoa
1/4 tsp. salt
1/2 cup buttermilk & 1 tsp. baking soda (mixed together)
1 cup raisins or chopped dates (1/2 cup each if desired)
1 cup nuts (I used walnuts)
1 1/2 cups grape jam

Cream butter and sugar together until light and fluffy. Add beaten eggs. Sift flour 3 times and then measure. Sift measured flour, spices, cocoa, salt and baking powder together. Dissolve baking soda in buttermilk, then add coffee to it.

Alternately, add buttermilk/coffee mixture and flour mixture to egg/butter/sugar mixture, beating after each addition. Lightly dredge fruit and nuts with extra flour and add them. Next, add jam and STIR WELL to assure good distribution.

Grease and lightly flour a large Angel-Food cake pan. Carefully pour batter into it. If you have time, bake at 225 deg. for 2 1/2 hours. If you're in a hurry, bake at 350 deg. for 1 1/2 hours. Ice with your favorite frosting.

The best frosting for this cake is one that remains soft. I use one small pkg. Philadelphia cream cheese. Let it soften and beat well with mixer. Add one box confectioner's sugar, 1/2 tsp. vanilla and tint with food coloring.

Jane suggests that if you want to freeze this cake, you don't frost it until you're ready to serve. Then thaw and ice. Her family prefers this cake with added mixed candied fruit. And Jane says, "This is my family's favorite cake and I hope it will become one of yours."

Good luck and THANK YOU VERY MUCH, JANE!!

May God bless everyone of you, abundantly!!

Love,
Rose

★★★★★★★★★★★★★★★★★

I'M FINE, THANK YOU

Author Unknown
Borrowed from Brush Valley Publications

There is nothing the matter with me.
I'm as healthy as I can be.
I have arthritis in both knees
And when I talk, I talk with a wheeze.

My pulse is weak and my blood is thin
But I'm awfully well for the shape I'm in.
Arch supports I have for my feet
Or I wouldn't be able to be on the street.

Sleep is denied me night after night,
But every morning I find I'm alright.
My memory is failing, my head's in a spin,
But I'm awfully well for the shape I'm in.

The moral is this, as my tale I unfold..
That for you and me, who are growing old,
It's better to say "I'm Fine" with a grin,
Than to let folks know the shape we are in.

How do I know that my youth is all spent?
Well, my "Get Up And Go" has got up and went.
But I really don't mind when I think with a grin,
Of all the grand places my "Get Up" has been.

Old age is golden I've heard it said,
But sometimes I wonder as I get into bed,
With my ears in the drawer, my teeth in the cup,
My eyes on the table until I wake up.

Ere sleep overtakes me, I say to myself,
"Is there anything else I could lay on the shelf?"
When I was young my slippers were red.
I could kick my heels right over my head.

When I was older my slippers were blue,
But I could still dance the whole night through.
Now I'm old, and my slippers are black.
I walk to the store and puff my way back.

I get up each morning and dust off my wits
And pick up the paper and read the "Obits".
If my name is still missing I know I'm not dead
So I have a good breakfast and go back to bed.

★★★★★★★★★★★★★★★★★

ADDRESS CHANGES

(As of 4-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ASHBURN	JOHN W.	7	1235 N. LAIRD, UNIT 122	HASTINGS,	NE.	68901
BISHER	FRANCIS B.	4	288 NO. TANGLEWOOD DRIVE	OZARK,	MO.	65721
HENDRICKSON	LEONARD T.	A	P.O.BOX 126	VICTOR,	MN.	59875
HUNTER	JAMES A.		9191 GARLAND ROAD	DALLAS,	TX.	75218
HYMAN	NORMAN H.	18 LM	1610 N. PROSPECT AVE. #305	MILWAUKEE,	WI.	53202
LEATH	JOHN	391 LM	69-525 DILLON ROAD #1	DESERT HOT SPRINGS,	CA.	92241
LOGAN	EDWARD A.	7	20223 NO. 105TH AVENUE	PEORIA,	AZ.	85382
McCARTHY	DONALD J.		8008 BASS LAKE ROAD #403	NEW HOPE,	MN.	55428
PSENICKA	JOSEPH N.	18 LM	4243 W. 63RD STREET, #18	CHICAGO,	IL.	60629
ROSS	JOHN J.	18	64 HABLET DRIVE	COMMACK,	NY.	11725
SCHOMMER	PAUL C.	7	52075 BELLE ISLE DRIVE	RUSH CITY,	MN.	55069
SMITH	CARRIE M.	7A	2854 YORK ROAD	ROCHESTER HILLS,	MI.	48309
TERRY	JOHN P.	7 LM	4419 LOWELL AVENUE	LA CRESCENTA,	CA.	91214
WEEKS	WAYNE	18	2692 N. IBIS COURT	SAINT JAMES CITY,	FL.	33956
WIMER	DANIEL C.	18 LM	40 PONDEROSA LANE	PALMYRA,	VA.	22963

NEWLY FOUND

(As of 4-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BAKER	MARION L.	4	2150 COLLEGE PLACE #26	GRAND JUNCTION,	CO.	81501
BALDEA	AARON	7 A	1710 SO. GILBERT RD. #1165	MESA,	AZ.	85204
BASADRE	JOSE	7	17 WILLOW ROAD	MEUTCHEN,	NJ.	08840
BEALL	JOSEPH H.	391	2314 LINDBERGH BLVD.	SPRINGFIELD,	IL.	62704
BEAN	ROBERT W.	391	10513 ITALIA WAY	RANCHO CORDOVA,	CA.	95670
BENNAS	JAMES G.	7	107 STONELEIGH ROAD	WATERTOWN,	MA.	02172
BENSON	RICHARD R.		15024 WEST 71ST TERRACE	SHAWNEE MISSION,	KS.	66216
BLOMQUIST	PAUL T.	7	3 PAAXOS DRIVE, APT. 1W	PALOS HILLS,	IL.	60465
BORONKA	KATHLEEN R.	7 A	907 W. 68TH PLACE	MERRILLVILLE,	IN	46410
BORTZ	ARTHUR H.		49 NORTH 5TH STREET	HAMBURG,	PA.	19526
BURNS	EDWARD H.		2 BENNETT AVENUE	SAUGUS,	MA.	01906
BUTLER	LOUIS W.	18	BOX 296 303 MAPLE STREET	ESKRIDGE,	KS.	66423
ELGAR	CECIL B.	391	381 ILLINI	CAROL STREAM,	IL.	60188
FINCH	ALAN E.		720 HAVERHILL DRIVE	LEXINGTON,	KY.	40503
FOSTER	JOHN R.		12014 HEIBER COURT	RICHMOND,	VA.	23233
FOURNIER	WALTER L.		45 PINE ISLAND AVENUE	BERLIN,	NH.	03570
GAUGER	HENRY W.	391	1321 OFFSHORE	OXNARD,	CA.	93035
HANSEN	DUANE	18A	645 SKYLINE PL. #10	MADISON,	WI.	53713
HENSLER	ROBERT L.		2032 PLEASANT STREET	SOUTH BEND,	IN.	46615
HOENKE	ARNOLD T.		12164 CALLADO ROAD	SAN DIEGO,	CA.	92128
LANDERS	JOSEPH L.		116 WOLF AVENUE	MALVERNE,	NY.	11565
LEWIS	WILLIAM L.		109 PARK AVENUE	BAXLEY,	GA.	31513
MANTENFEL	ALFRED		290 HOFFMAN STREET	FRANKLIN SQUARE,	NY.	11010
MARTIN	REX H.	391	RT. 6, BOX 681	ATHENS,	TX.	75751
MASON	JULIAN A.		8207 19TH AVENUE N.W.	BRADENTON,	FL.	34209
McLEOD	JAMES		12 COTTAGE CIRCLE	PENSACOLA,	FL.	32507
READY	GEORGE E.		3127 C STONY POINT ROAD	RICHMOND,	VA.	23235
RHODES	JOHN H.		1833 NORTH ROAD	SALEM,	VA.	24153
SEDLAK	JOHN C.	7 A	8501 PATTERSON STREET	ST. JOHN,	IN.	46373
SHEPLEY	ROBERT G.		1 PRESTON PLACE	BEVERLY FARMS,	MA.	01915
SMITH	JAMES H.	391	2530 STONEY BROOK LANE	MARIETTA,	GA.	30062
STANLEY	CARROLL W.		25613 N.E. 130TH AVENUE	BATTLE GROUND,	WA.	98604
WRIGHTSMAN	CLARENCE		119 LAUBER LANE	DERBY,	KS.	67037

NEW LIFE MEMBERS

(286 as of 4-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	PAUL D.	7LM	11622 W. SILVER LAKE RD. SP91	EVERETT,	WA.	98208
BASS	RUBIN	391LM	58 THE HEMLOCKS	ROSLYN ESTATES,	NY.	11576
BEALL	JOSEPH B.	391LM	2314 LINDBERG BLVD.	SPRINGFIELD,	IL.	62704
FERLICH	WILLIAM F.	7LM	RT. 2, BOX 332	WASHINGTON,	PA.	15301
HEASTY	CLARENCE N.	391LM	RT. 2, BOX 72	SPARTA,	WI.	54656
HOPKINS	JAMES C.	7LM	1104 ARBOR LANE	MARBLE FALLS,	TX.	78654
LUNDEEN	RALPH J.	4LM	2630 W. RIVER PARKWAY	MINNEAPOLIS,	MN	55406
PALMER	RAYMOND V.	391LM	337 SO. BROOKSIDE	WICHITA,	KS.	67218
ROBERT	PAUL H.	18LM	9121 CAMULOS AVENUE	MONTCLAIR,	CA.	91763

TAPS

(As of 4-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
BELANCSIK	DAVID M.		426 FERNWOOD AVENUE	JOHNSON CITY,	NY.	13790	1967
BROFFT	ROBERT J.	7	5915 EAST MADISON AVENUE	FRESNO,	CA.	93727	2-4-94
BURCHAM	KENNETH H.		209 DEER FOX LANE	TIMONIUM,	MD.	21093	AUG. '88
FRIEDEL	JAMES	7	7718 VALLEY FALLS ROAD	SPARTANBURG	SC.	29303	
GLOUGAU	JEROME N.	391			NJ.		1990
KUKIELSKI	LEONARD J.	18	W. 9404 RIVER ROAD	CAMP DOUGLAS,	WI.		1-17-92
LYNN	JAMES CLIFTON		2912 BROWNE DRIVE	GARLAND,	TX.		9-5-93
RATHBUN	EDGAR H.	7	19D HERITAGE ROAD	WINDSOR,	CT.	06095	1-11-94
SPELLMAN	CHARLES		2037 BATCHELDER STREET	BROOKLYN,	NY.	11229	NOV., '93
STEVENS	JOHN T.	7	1570 E. MAIN ST., LOT 48	LANCASTER,	OH.	43130	
SWICKI	EDWARD	7					
WILLIAMS	THOMAS C.	18	5628 SCENIC HILLS ROAD	KNOXVILLE,	TN.	37921	1-5-94

LOST SOULS-MOVED?-STRAYED

(Mail returned when sent to these addresses - Need new addresses)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
SCHIFANTI	DANTE		3408 DELLWOOD COURT	ALBUQUERQUE,	NM.	87110
SCHLINDWEIN	ROBERT L.	391	2533 11TH AVENUE	SACRAMENTO,	CA.	95818
SWIFT	JOHNATHON A.	391	754 CHEROKEE STREET	MARIETTA,	GA.	30060

Then and Now

WILLIAM L. KELLY

1945

1972
(Died July 11,1990)

WARD PROVANCE

1944

1992

WILLIAM V. SHERMAN

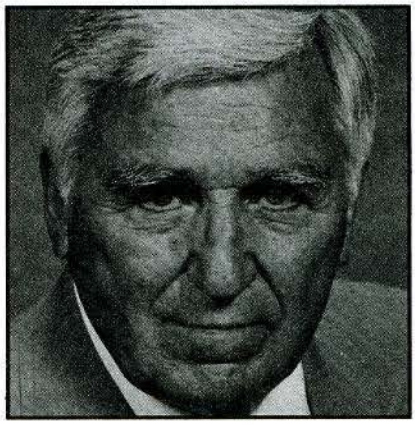
1945

1992

Then and Now

BERNARD J. PECZKOWSKI

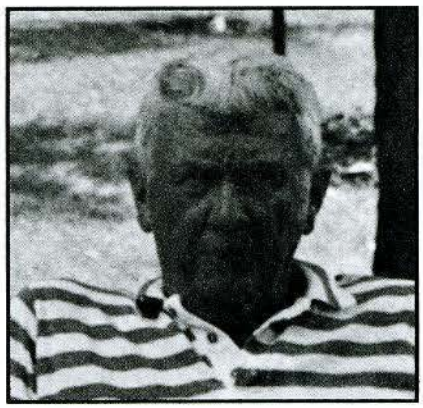
1945



1993

CHARLES DAVIS

1945



1993

CHARLES J. "CHUCK" DULAN

1944

1993

STRAIGHT FROM THE FRONT

by Ernie Pyle

(borrowed from a newspaper article appearing on Aug. 11, 1944)

NORMANDY - Our front lines were marked by long stripes of colored cloth laid on the ground, and with colored smoke to guide our airmen during the mass bombing that proceeded our breakout from the German ring that held us to the Normandy beachhead.

The dive-bombers hit just right. We stood in the barnyard of a French farm and watched them barrel nearly straight out of the sky. They were bombing about a half a mile ahead of where we stood. They came in groups, diving from every direction perfectly timed, one right after another. Everywhere you looked separate groups of planes were on the way down or on the way back up or slanting over for fire or circling, circling, circling over our heads waiting for their turn. The air was full of sharp and distinct sounds of crackling bombs and heavy rips of the planes' machine guns and splitting screams of diving wings.

And then a new sound gradually droned into our ears. The sound was deep and all encompassing with no notes in it - just a gigantic faraway surge of doom. It was the heavies. They came from directly behind us and first they were the merest dots in the sky. You could see clots of them against the far heavens, too tiny to count individually. They came on with terrible slowness. They came in flights of 12 - three flights to a group. And in the groups stretched out across the sky they came in "families" of about 70 planes each.

Maybe these gigantic waves were two miles apart, maybe they were ten miles. I don't know, but I do know they came in constant procession and I thought it would never end. What the Germans must have thought is beyond comprehension. Their march across the sky was slow and steady. I've never known a storm or a machine or any resolve of man that had about it the aura of such ghastly relentlessness. You have the feeling that even had God appeared beseechingly before them in the sky with palms outwards to persuade them back they would not have had within them the power to turn from their irresistible course.

I stood with a little group of men ranging from colonels to privates back of some farmhouse. Slit trenches were all around the edges of the farmyard and dugout with a tin roof was nearby, but we were so fascinated by the spectacle

Continued on page 21

Ground Crewmen - (Unidentified except seated at far right is Tex Burours & next to him is Jack Odom)

Crew of "GOTTA HAVER" Standing L. to R.: Scheinost, Long, Roescher, Revay and Fogg. Kneeling L. to R.: Binder, Lyons, Doronsky and Johnson - Crew Chief Bruce Sothern not shown

Memories

Continued from Page 15

overhead that it never occurred to us that we might need the foxholes.

The first huge flight passed directly over our farmyard and the others followed. We spread our feet and leaned far back trying to look straight up until our steelhelmets fell off. We'd cup our fingers around our eyes like field glasses for a clearer view, and then the bombs came.

They began ahead of us as a crackle of popcorn and almost instantly swelled into a monstrous fury of noise that seemed surely to destroy all the world ahead of us. From then on for an hour and a half that had in it the agonies of centuries the bombs came down. A wall of smoke and dust erected by them grew high in the sky. It filtered along the ground back through our own orchards. It sifted around us and into our noses. The bright day grew slowly dark from it.

By now everything was an indescribable cauldron of sounds. Individual noises did not exist. The thundering of motors in the sky and the roar of the bombs ahead filled all the space for noise on earth. Our own heavy artillery was crashing all around us, yet we could hardly hear it.

The Germans began to shoot heavy, high ack-ack. Great black puffs of it by the score speckled the sky until it was hard to distinguish the smoke puffs from the planes.

And then someone shouted that one of the planes was smoking. Yes, we could all see it. A long faint line of black smoke stretched straight for a mile behind one of them and, as we watched, there was a gigantic sweep of flame over the plane from nose to tail. It disappeared in flame and it slanted slowly down and banked around the sky in great wide curves, this way and that way, as rhythmically and gracefully as in a slow-motion waltz. Then suddenly it seemed to change its mind and it swept upward steeper and steeper, and ever slower until it finally seemed poised motionless on its own black pillar of smoke. And then just as slowly it turned over and dived for the earth - a folded spearhead on the straight black shaft of its own creation - and it disappeared behind the treetops. But before it was done there were more cries of "There's another one smoking, and there's a third one now!"

Chutes came out of some of the planes, out of some came no chutes at all. One, of white silk, caught on the tail of a plane. The men with binoculars could see him fighting to get loose until flames swept over him and then a tiny black dot fell through space all alone.

And all that time the great flat ceiling of the sky was roofed by all the others that didn't go down, plowing their way forward as if there were no turmoil in the world. Nothing deviated them by the slightest. They stalked on slowly and with the dreadful pall of sound as though they were seeing only something at a great distance and nothing existed in between.

(Editor's note: Bob Filip sent this article in to us and we felt that, inasmuch as the 34th was involved in the above actions 50 years ago, this was one memory many of us would like to read. We feel, also, that no one will challenge our reprinting a possibly copyrighted item of 50 years ago.)

D-DAY

by Charles Metz
From his book "Navigator To Pilot..Over"

Not long after Adolf Hitler launched his offensive westward from Germany, his troops overran France and occupied that country. You may have read about Dunkirk where the Nazis pushed the defending French and British armies back to the English Channel where they would have perished had it not been for the magnificent and heroic efforts of the British people in amassing hundreds of boats of every size and description to take the troops off the beaches and back to England. There was no question in the minds of the military planners of the day that one day, when the time was ripe, the Allies would have to invade Europe and take back the conquered territory. England was saturated with hundreds of thousands of service men and women, and tons of heavy equipment and supplies. The Nazis knew as well as we that there would have to be an invasion effort sometime, but the question was when or where. Security was tight, and it was excellent, because when it came, it was a complete surprise to all.

D-Day was June 6, 1944. The first hint to me of what was about to happen came when my crew was ordered to take off in the late evening of June 5th, ascend to an altitude of 17,000 to 20,000 feet over a point near Mendlesham and fly a race-track pattern for several hours while reporting winds aloft every 15 minutes. That part was my job. I calculated the winds, passed the information to my pilot who, in turn, relayed it back to our base.

About 5 or 6 a.m. we were recalled and made preparations to land. As we descended, we found the air filled with traffic, and we had some difficulty working our way to a landing leg. As we left our airplane and proceeded to the

Continued on page 22

Standing L. to R.: H. Parrish, G. Wisetske, L. Salveson & W. Browne
Kneeling L. to R. T. Young, G. Smith, W. Colley & F. Zukaitis.

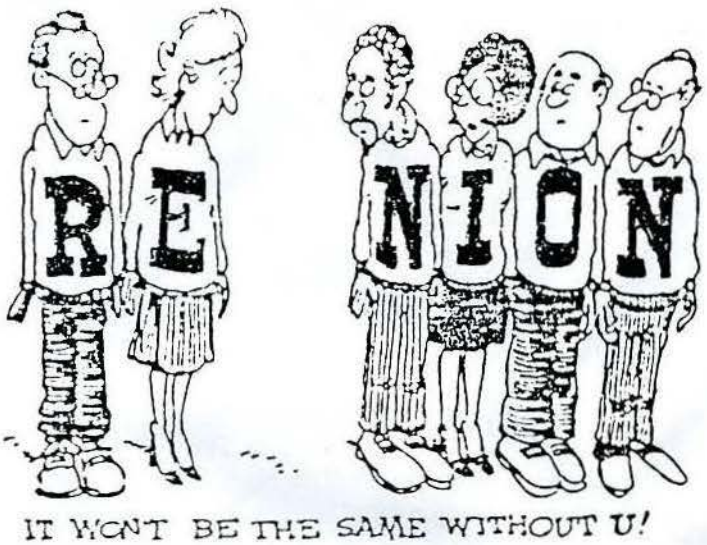
Memories

Continued from page 21

D-DAY

Mess Hall for some breakfast, we could see overhead, in the breaking dawn, an endless parade of aircraft headed toward France; and, if up to now we had only suspected this was D-Day, now we knew it for sure. Many of the planes were gliders carrying paratroopers of the 81st and 101st Airborne being towed by powered planes. It was one of the most stirring sights I have ever seen in my life.

Having been up all night, we headed for our huts to get some sleep but, under the circumstances, I doubt if we slept very well. In any event, later that day -D-Day - we were alerted to fly another mission, this one in support of the ground troops that had landed on the Normandy beaches in France. Unfortunately, the weather was stinking but, this time, we found a hole in the clouds that our Weather Officer always told us would be there, and we managed to bomb a bridge. This was one time we couldn't take any chances of not seeing our target because there was too much risk of bombing our own troops. In spite of everyone's awareness of this, there were at least two reports of this happening - bomber crews dropping bombs and killing our own troops with them.



B-24 Group on Mission

Memories

Continued from page 22

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PONCHO - A TRUE STORY

by Howard R. Fox

While stationed at Davis-Monthan Air Corps. Base in Tucson, AZ.., "Poncho" became a member of the 18th Sqdn., 34th Bomb Group, in the spring of 1942. As a young pup he was found wandering on the streets of Nogales, Mexico. He came up to me with a wagging tail and that's all it took.

To save any confusion at the border check point we hid him in a blanket on the back floor of Sgt. Al Wanzie's car. After returning to the base all went well and he soon made P.F.C. One day he started yelping and running in circles - P.F.C. had discovered a "desert ant hill" and got stung on his tea pot.

His first troop train trip from Tucson to Geiger Field, WA. went without incident and he was promoted to Corporal. A handwritten notice was posted on the Sqdn. bulletin board indicating his promotion and it was considered "official". However, it was short lived. Poncho was caught drinking foot bath solution. Again a notice went up on the bulletin board reducing him back to P.F.C. for "actions unbecoming a corporal". He got over his illness in a couple of days and his Air Corps buddies always made sure that he had fresh water available at all times.

In October, 1942, Poncho had his first truck convoy ride from Geiger Field to Ephrata Air Base in Washington, also without incident. Because of the extreme cold and snowy weather at Ephrata it was then, and only then, that he was allowed to sleep on any bed of his choosing amongst his many army buddies. I wonder if Capt. McQuestion ever knew?

His second troop train ride in Dec., 1942, again went without incident going from Ephrata to Glasgow Air Base in Montana. He was re-assigned to the 2nd Bomb Group, 96th Bomb Sqdn. and was again promoted to corporal. Poncho became a good buddy to Corp. James Brown, who was in charge of the boiler room on the base. Poncho, like the rest of us, didn't venture out too much because of the severe cold weather in Montana. He had the warmest place on the base.

In March, 1943, he had his third troop train ride. It was a long one from Glasgow to the east coast and the Port of Embarkation at Bayonne, N.J. It was then, as we prepared for our trip overseas, that the orderly room finally had the last word. Poncho was not allowed to go with me. The decision was sad, but as it should be. After all, we had a big job to do. Poncho had been with us for over a year and the orderly room never once objected about anything.

I have often wondered why my duffle bag was the only one checked as I boarded L.S.T. 258 heading for No. Africa! Is it possible that the old sly "FOX" couldn't be trusted???

RECOLLECTIONS

by Edward E. Zesch

These are some of my recollections of my 7th Squadron off-duty activities:

a. "Washing" (very carefully) my green gabardine flight suit in 100 octane aviation gasoline.

b. Practicing my golf swing on the "inside driving range", (You would drive the ball from a wrestling mat into a deployed parachute which acted as a backstop).

c. Reading a notice on the squadron bulletin board calling for enlisted personnel volunteers to enroll in the U.S. Army Infantry Officer Candidate School. (No known takers)

d. Visiting (on our bikes) local farmers in search of fresh eggs. One farmer invited us in, built a fire in his fireplace and, then, made tea for us before providing us with a few eggs. He related how his farm had been strafed by German planes.

e. Making toast on our Quonset hut armor plate stove. The bread was laid directly on the cleaned top of the hot stove. We then spread some canned cherries on the toast that my fellow crew member's mom had sent.

f. Bringing your laundry to a local lady that lived in a thatched-roof house with her two children. On one occasion she invited us to stay for lunch which consisted of bread in warm milk (milktoast).

g. Playing ping-pong at the rec. building where the Red Cross representatives meted out replacement ping-pong balls as though they were made of gold!

h. Listening to the disc jockey, Sgt. ? (I don't recall his name) play those great `40's tunes.

i. Enjoying (???) that wonderful chow at the mess hall. Repast such as corned beef served with a nice hot portion of stewed tomatoes mixed with bread, accompanied by a mug of chicory coffee, was especially memorable.

j. Exchanging my cigarette ration coupons for candy ration coupons with those that smoked. (I didn't smoke, but loved candy bars!!)

These are my recollections of some of the things we did to pass the time on our off-duty hours.

Continued on page 24

Crew of the "Uninvited" - Standing L. to R. Rosenzweig, Burnett, Zaback & Hicks Kneeling L. to R.: Coupland, McNeill, Wells & Robinson.

Address Correction Requested

HDQ

18 391 4 7

34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page 23

SPECIAL SERVICES

by Sid Rockmuller

Although most of our members were touched in some ways by our office, I will try to briefly tell what I can remember of some of our activities.

Our biggest project, and no other group had anything like it, was the VTV radio station. With the profits of the Bingo games in the Red Cross Club (another of our operations) we were able to purchase enough speakers to put at least one in each barracks and line shops on the base. We got the signal office to donate the field phone wire and Sgt. Cass Surek of Radar built us the station technical equipment.

While I'm on the subject of Cass, he built us the only movie theater in all the bomber bases to have an automatic changeover system so that we didn't have to stop to change reels. We also had movies at various hours during the day so that the various men working at odd timed hours could get to the movies seven days a week. It didn't improve the nature of the films, unfortunately!

Our athletic teams were really great. We won the Division championship in Baseball, and the 8th AF championship in Volleyball. Our hoopsters were runners-up, and our football team won at Cambridge U. in a fog so dense that whenever anyone kicked we had to wait until we heard the thump of the ball hitting the ground. Good old English weather.

My favorite, though, was the "Jive Bombers (H)", our jazz band. They were the best. We had all kinds of requests from other bases for them to play there.

Most of the credit for my promotions was due to Dave B'um, my NCOIC.IOM. I'm still trying to locate him.

Mendlesham Ordinance Shack

VOLUME XVIII NUMBER 3 SEPTEMBER, 1994

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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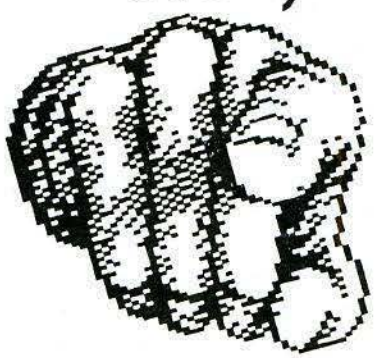
REUNION '94

St. Paul, MN.



See You There??

Sept. 6-11, 1994

OBSERVATIONS

As of this writing in late June, here we are trying to get accustomed to the unusual weather we've had to endure. Since reaching home in Indiana in late March, we've looked forward to a normal spring and summer. However, April and May proved to have way below our normal precipitation and the temperature rarely reached the norm.

Shortly after we got into June our norm again changed, this time in the other direction as far as the temperature is concerned. For the last three plus weeks, most of our daily highs have been in the 90's, usually not reached until late July and August. We still did not have enough rain and have been considered in a drought condition.

However, in this last week of June, things have changed somewhat for the better. The other day we had more than two inches of welcome rain and the temperatures dropped into the 70's and 80's. We're still lacking in annual rain to date, but it was a welcome relief.

This issue may, or may not, reach you before our reunion in St. Paul, MN. If so, and you have not yet decided, please reconsider and get there if you can. I truly believe that you will thoroughly enjoy getting together with old friends of your age and reliving an important part of your life. Also, if your wife is anything like Rose, she'll be entranced hearing some of the stories told there. Keep in mind that, although they may be roughly our age, our women were here in the U.S.A. doing a lot of wartime service, but mostly not involved in direct military service. You can understand why many of the tales told are fascinating to them.

Our next issue is planned to be in the mail in late November so that most of you, at least, will receive it in December. This requires that the final copy goes to the printers no later than October 21st. Anyone having material for the December issue should have it in to me no later than that date. Remember - "ANY MATERIAL FOR THE DECEMBER ISSUE IS TO BE IN NO LATER THAN OCTOBER 21, 1994."

Many of the "Newly Founds" of the last ten years may not realize it but, with the December issue, I will have completed ten years as editor of the Mendlesham Memories. Little did I expect, when Ray Summa asked for help and Rose talked me into it, that I would still be handling it ten years later. I had no previous experience in that type of work and fully expected that fault would be found and somebody else would take over. This hasn't happened so I'm still here. Oh well, I do try.

Finally, for those of you not keeping up to date on it, I will become president of the 34th B.G. Assn. at our St. Paul reunion. A couple of years ago I was talked into becoming a 2nd vice-president and, based on previous practices, I've moved up to 1st vice-president and, now, to president. I pray my term in office will prove to be as well handled, if not better, than that of my predecessors.

That's all I have for now. Rose and I are looking forward to getting together with old friends, and making new ones, at St. Paul. We've been there several years ago when the 8th AFHS had a reunion there, and we thoroughly enjoyed the area. We're sure you will too.

Eli Baldea, Editor

PRESIDENT'S MESSAGE

Can you believe that reunion time is already here? Where has the time gone, not only for this year but for the past 50th year anniversary and more for many of us.

We are hoping for a record-breaking turnout this year - so get those reservations in now! I've heard that Minnesota is a great state with many lakes and places to visit. Also, ladies, I believe the largest shopping mall in the world is there.

Take advantage of the time we have left and renew old acquaintances and meet newly-found friends. It's time to reminisce about our state-side duty as well as overseas.

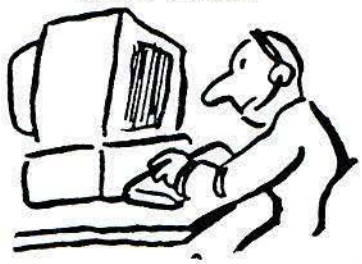
Come on, all of you ground crews, office help, ordnance, etc. We are outnumbered by the flight crews - so remember it was you that made up the original 34th B.G., so let's all try to make this one. You won't regret it. Everyone is made to feel welcome, even if you don't recognize anybody. Introduce yourselves also - before you know it somebody may find someone from your group. I didn't know a soul the first time I attended but I haven't missed one since. The good Lord willing, I will attend this one.

We hope to see you all in St. Paul this September.

Sam Wolstencroft
President

****

FROM THE CORRESPONDING SECRETARY AND TREASURER'S COMPUTER



I may get to shake hands with some of you before you can read this! Hopefully, this issue will arrive before you have to leave to attend the reunion in St. Paul.

My thanks to those of you who have sent me lists of names of men who were in the 34th. I still have a lot of research to do before I can send a LOST SHEEP letter. Bert Crouse, one of the first men assigned to the 34th, is sending a list of the EARLY MEMBERS of the 34th which I can add to those men of the 7th B.S. Slowly the list is growing and I really appreciate the help.

In the December, 1993 issue of MM, Eli relayed a request for information from a gentleman in the Netherlands, Cor Janse. Cor is working on the 1940-1945 history

Continued on page 3

Treasurer's Computer

Continued from page 2

of a small Dutch village called "Wolfheze". In this issue is another, more complete, request for information from men in the 7th and 391st Sqdns. who were on that mission. The mission, on September 17, 1944, had as its target "Building 662803" which is believed to have been the Mental Hospital where German troops were billeted.

Mr. Janse has the names and addresses of all those in our group who are still shown on our roster. I'm sure he will be in contact with them all. If you can offer any information please do so. Remember, a large amount of data is going to be lost forever when we are gone! Now is the time to preserve the record of those deeds in which we participated for future historians. NO ONE will know about them unless YOU tell them!!

CLARIFICATIONS

We have been informed by Russell E. Nelson that names are switched for the photo on page 4 of the June issue. It should be Litsey on the left, Funk in the center and Ganger on the right. We're sorry about that but "we print them as we get them."

****

In the "NOTES" section of this issue is a letter received from Frank Forde in which he tells us that John "Jack" Stevens is not dead. We are sorry for this mistake but we were informed by another member of Stevens' death. We will make corrections in our new roster (in this issue).

REUNION COMMITTEE MESSAGE

Hi-Ho and away we go!! Here's hoping we get to see a record number of you in St. Paul. Our last time there, with the 8th AFHS reunion several years ago, was most satisfying.

Since then the world's largest shopping mall has opened which we're sure will interest a lot of the ladies. On Friday you can sign up for either that trip or the one to the Hall of Fame Plane Museum. Either trip should prove to be most interesting.

On Saturday afternoon you'll have six hours of free time to visit any of the other interesting sights to be found in the area. There is a lot to see if you so desire. Otherwise, just enjoy the camaraderie with others in the hospitality room. We always enjoy that. Whatever - we're looking forward to seeing you all at the reunion.

Gerald Pine, Chairman
Reunion Committee

****

1994 REUNION IN ENGLAND

Members of the 34th B.G. (H), their families, and friends rendezvoused at Terminal 3, Heathrow Airport on Thursday, 2 June. This 1994 reunion in England was the 6th reunion for the group. It was surprising that we could assemble with all of the D-Day celebrants pouring into the country. Those present were: Claude & Genevieve Conklin, Jack & Bernie Farley, Dwight & Marjorie McKinnie, Chester Gavryck & son Guy, Dale and Esther Frank, Edward & Birgit Lonergan, William Orton, Walter & Mary Turko, Harold & Genevieve Rutka, William & Ruth Van Liere, Russell & Norma Jean Nelson, Robert Filip, Joseph & Kathern Marks, Donald Plank with sons Dennis & Kevin, Warren & Maxine Love, Floyd & Miriam Richmond, Josephine Underwood, Harold & Evelyn Williams and Jack Rude, a member of the 493rd B.G. We boarded the bus for Cambridge and the Holiday Inn. The first afternoon was "Recovery Time," then dinner, briefing and introductions. Peter & Sylvia Gaskin, F.O.T.E. were on hand to greet us.

FRIDAY, JUNE 3RD was a day on our own - the only items scheduled were breakfast and dinner. We checked out Cambridge and the area. We found the pub, The Eagle, behind the hotel. It has the ceiling "Marked with the flames from the Zippo Lighters".

SATURDAY, JUNE 4TH We headed for the Memorial Services at Maddingly Cemetery, officially known as "Cambridge American Military Cemetery and Memorial". We were checked with "Detectors - Camera bags and hand bags/purses were opened" before we could enter the seating area. President William and Hillary Clinton and Prime Minister John Major arrived late - that allowed us to "absorb moisture and become very damp". The 34th B.G. was one of 80 organizations that presented wreaths during the service. Music was provided by the U.S. Air Forces in Europe Band and the Grampian Association Piper Band. The service was impressive and ended with the "Missing Man Formation" by the 48th Fighter Wing, RF Lakenheath. The final piece de resistance was the flyover of the B-17, P-47 and P-51. The service was covered by all news and TV organizations. We scrambled for a place in line at the "portable latrines"; we didn't have to worry about missing the bus as it was parked five miles away.

Continued on page 4

DEADLINE

Any material or items to be inserted in the December issue of Mendlesham Memories should reach me on or before October 21, 1994. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

1994 REUNION IN ENGLAND

Continued from page 3

Our next Stop was Duxford - part of the Imperial War Museum. Tamarac Travel had made arrangements for the 34th B.G. members to go thru the B-17 "Mary Alice". Claude Conklin can still get into the ball turret - I didn't even think about trying. The damp weather didn't allow us to sit outside and watch the Old Flying Machine Co. put on a mini-airshow with a P-47 and Spitfire, but we were able to watch from the bus. We had to head back to prepare to meet our guests for the evening. The Social Hour was to begin at 6 p.m.

Not all the invited guests were able to attend. Those that could were Ron & Jean Blake, Russell & Margaret Brundish, Gladys Capron, Ian, Mary & Alice Hawkins, Sid & Audrey Proctor, Anita Scruby, and Doreen & Michael Scruby. We managed to have a "Good Mix" at the tables and we made "New Friends". One table that did not go along consisted of members without spouses - Dick D-Amoto was thought to be the "Ringleader". Gifts of 1994 Silver Eagles were presented along with pins and pens that were given by the City of Duluth. Envelopes containing the above were presented either at Church or at the luncheon. We found that it was difficult to eat 2 lbs. of shelled Pistachio nuts that a friend had given us to take along for the social hour.

Sunday, June 5th - We left the Holiday Inn a bit late due to late arrival of our bus. On the way to Cambridge one member said "We traveled thousands of miles to go to a Holiday Inn?" On leaving her husband said "They would have been happy to spend the entire tour there". Church services were delayed a bit so that not too much was missed. St. Mary The Virgin Church dates back to the year 1075. Fr. Philip T. Gray conducted services and remembered our departed members. Some had the opportunity to visit the Armoury that was established in 1593. Fr. Gray gave us permission to visit the Armoury over the North Porch. The Armoury was to store armour for the defense of the church against the attacks of Phillip II of Spain, and is the most complete of any church in England. The "Book of Remembrance" was opened to 6 June, 1944 and listed the names of those that made the supreme sacrifice. We had to hurry to get back to the bus but, fortunately, John and Ann Herron opened their home for a quick "Powder Room" stop before we headed out to the base. Ralph Lambert was on hand at the gates to gain entrance for us as the Transportation Center is closed on Sunday. He took us on a tour around "The Old Base" and pointed out areas that he knew. He gave me two copies of the print of the base - we had a drawing for one which was won by Floyd Richmond. Steve Pickup was to be our guide in the event that Ralph Lambert was not available. He had other prints with ID numbers for each area. Copies can be obtained from me for $1.80 plus postage. I will have them mounted for viewing at our reunion in St. Paul.

We then returned to Mendlesham for a buffet luncheon arranged by the people at the Community Centre. Ron Blake was the M.C. We had a chance to meet old friends and to make new ones. Gerald & Lorraine Stedman met with us at the luncheon and at the Memorial. However, they couldn't make the dinner. The story "Meeting of Friends" by Floyd and Miriam Richmond is a separate story in this issue. We had to leave and go to our Memorial for services conducted by Fr. Philip T. Gray. The men were divided into two groups, each of which presented a Memorial Wreath. We had a flyover of two WWII aircraft. Fr. Gray read the scriptures and lead us in prayer for our deceased and living members. We visited with our friends from the area and boarded the bus to leave for Stratford-On-Avon.

Monday, June 6th - Monday was a free day and we traveled all over the town, saw sights, checked out the shops, and rode the sightseeing bus to Shakespeare's birthplace, Ann Hathaway's Cottage and other historical areas.

Tuesday, June 7th - We loaded up and stopped at the RAF Hendon Bomber Command. Peter Gaskin joined us there and was available as our guide. We met with John Russell, Douglas Radcliffe and others from the Bomber Command Assn. - had a brew and walked through the Museum with them. When we left Hendon we had a brief tour of London while we traveled to the Copthorne Tara Hotel. The hotel is located a block away from Kensington

Continued on page 5

Thomas Mullins (on left) with group of French P.O.W.'s they picked up at Linz, Austria.

1994 REUNION IN ENGLAND

Continued from page 4

Station and London is covered by the transit system.

Wednesday, June 8th - In the A.M. we had a half-day tour and visited Churchill's Cabinet War Rooms". On the way back some left the tour to travel on their own. We visited Harrods, Spencer & Marks, other shops, museums, castles and the Theatre. Eight of us took an evening off and visited the Theatre Royal to see "Miss Saigon". Others visited other theatres. Our last evening in London we "Held Court" in the lobby of the hotel and had a chance to see Prince Charles visit crippled children from the Commonwealth. We have heard about the "Ugly American" but we can't come close to the Japanese. When Prince Charles came into the hotel they went nuts - they climbed on tables and chairs - jumped over railings - shrieked - and tried to take pictures by elbowing others out of the way. We managed to get pictures of Prince Charles.

Bill Browne was not on our original list but he was there to greet all of us on our arrival. He has been to many of our reunions and will give a helping hand when needed.

Jack & Bernie Farley brought along Josephine Underwood, a friend of theirs, to help find some information about her brother who flew with the Eagle Squadron. His name was located on the "Wall Of The Missing". Peter Gaskin came to the rescue on our last evening and brought two books that had a reference to him. Peter and Sylvia came to London to visit with our group on our last evening in England. They will attend the St. Paul Reunion in September. Goodbyes were fast and furious as packing had to be done. Some left on tours, some stayed extra days and the rest of us headed home.

Randall & Shirley Martin had planned on meeting with us but were unable to do so. He had to spend some time in a Southampton hospital and missed out on the ceremonies. He has recovered and is back now working and traveling.

Our special thanks to all who helped make our reunion enjoyable and successful - Tamarac Travel - Ron Blake - Ian Hawkins - Peter & Sylvia Gaskin - The people of Mendlesham - Fr. Philip Gray - Our friends who take care of our memorial - The members of the 34th B.G. who attended, the sons of members who added youth to our reunion - and, especially, to Esther Frank, who volunteered to be our official photographer.

Harold C. Rutka
1994 England Reunion Chairman

Don't Forget
To Send Your Dues

Mail $7.50 To: **Harold Province**
111 Province Lane
Carriere, MS 39426

Sylvia & Carroll Forister with Wilber Dreher just 2 - 3 weeks before he died.

8TH AFHS ANNUAL REUNION

The 29th Annual Reunion of the Eighth Air Force Historical Society will be held in San Diego from October 5th to the 9th, 1994. You will have twenty-three (23) days to get to San Diego after the 34th B.G. Reunion at St. Paul. Members of the 8th AFHS who just want to stop by and only want to attend the Business meeting on Saturday, Oct. 8th at 9:00 a.m. are welcome. Be sure to have your 8th AFHS membership card with you. Those who wish to go on tours or attend dinners must be registered. Genevieve and I will be at the Registration or Information desk in the Convention Center. Be sure to stop by and say "Hello".

Harold Rutka
Secretary, 8th AFHS

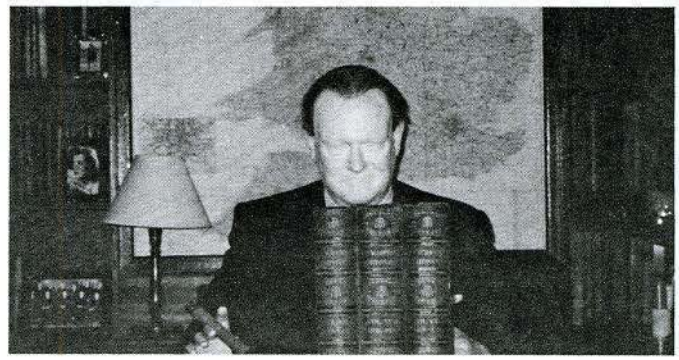
Jerry Thompson, Don Wick & Dale Ganger

REUNION IN ENGLAND - 1994

Dale Frank & Dwight McKinnie

Evelyn & Harold Williams with Alice Hawkins
(Ian's Daughter)

Claude & Genevieve Conklin With??



Churchill's Cabinet War Room

President Clinton Addressing Group

William Browne and Dick D'Amato

Gen Rutka with Sid & Audrey Proctor
& Margaret Brundish

Ian & Mary Hawkins with Birgit Lonergan

REUNION IN ENGLAND - 1994

John Russell (Bomber Command) with Gen & Harold Rutka

Cambridge Cemetery - Typical Cross for Unknown Soldier

Harold Rutka & Fr. Philip Gray at the 34th Memorial

Prince Charles leaving the Capthorne Tara Hotel

Russell & Norma Nelson

Secretary of Treasury Lloyd Bentsen addressing the group

Four members of the same crew. -L. to R. : Gene James, Fred Schoch, John Ashburn & Harry Prillaman

34th B.G. (H) Memorial at Mendlesham

REUNION IN ENGLAND - 1994

1. Chester Gavryck with son, Guy.
2. Donald Plank with sons, Kevin & Dennis.
3. Birgit & Edward Lonergan.
4. Russell & Margaret Brundish.
5. Marjorie & Dwight McKinnie.
6. Kathern & Joseph Marks.
7. Josephine Underwood with Jack & Bernie Farley.
8. Michael & Doreen Scruby.
9. Maxine & Warren Love.
10. Robert Filip & William Orton.
11. Sid Proctor with Ruth & William Van Liere.
12. Jean Blake with Audrey Proctor.
13. Mary & Walter Turko.
14. Norma & Russell Nelson.
15. Floyd & Miriam Richmond with Anita Scruby.
16. Sylvia & Peter Gaskin.
17. Claude & Genevieve Conklin.
18. Dale Frank with Gen Rutka.
19. Maddingly Cemetery Reflecting Pool with "Wall of The Missing" on the left.
20. Bernie Farley & Josephine Underwood.
21. Jack Farley & Bill Browne.
22. Evelyn & Harold Williams.
23. Harold & Genevieve Rutka.
24. Kay Marks with Ron Blake.
25. Dale Frank with Russell Brundish.

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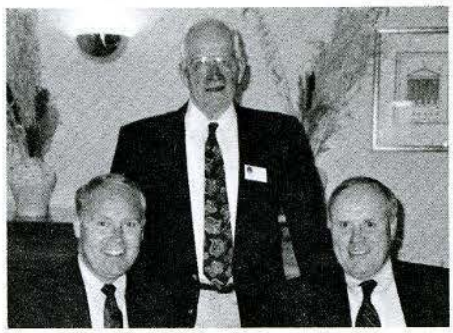

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REUNION IN ENGLAND - 1994

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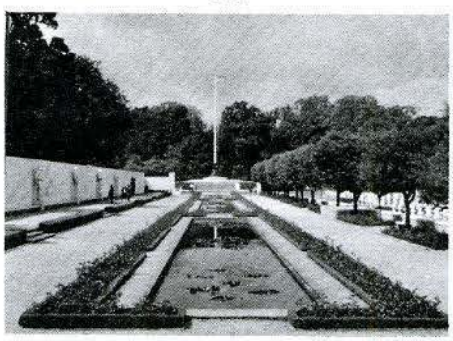

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SPECIALS

On D-Day Ken Jackson received a "THANK YOU" card from his son, Bill. Ken thought it was quite well written and did apply to most of us in the 34th, especially those of us in the original group which went to England. After reading it I had to agree and decided that all of you involved deserved to see it also. It is most stirring, coming from a young man (compared to us) who appreciated what had happened 50 years ago. Here it is:

"Fifty years ago today you were flying over France in support of the greatest invasion in history - an invasion that would ultimately change the world forever.

You were a scared, homesick, young man full of fear and doubt. Given the choice you probably would not have gone. But you did go, and so did thousands of others to change the course of history.

Today I enjoy many privileges and freedoms as a direct result of your actions fifty years ago. You not only gave me life but you made the world a better place for me to live in.

I just wanted to say "Thank You". Thank you for your unselfish contribution when your country needed you. Thank you for returning home to be here for me - so many others did not return. Most of all, thank you for being my dad, a real "AMERICAN HERO!"

Often I've tried to imagine what it was really like to be there. I've read books watched films and listened to stories, but it's just not the same. Those experiences will always belong to you and be a part of your legacy.

Love, Your Son

Tom Black & Bob Gay standing Sid Rockmuller kneeling.

MEETING OF FRIENDS

by Miriam Richmond

The "Luncheon at Mendlesham" had an unexpected surprise for one of our members. Floyd & Miriam Richmond and Warren & Maxine Love, both from the state of Washington, were seated at the same table when one of the local ladies passed their table and asked if anyone was from the state of Washington. She said her husband was from that state and dashed off to find him. When he arrived Floyd stood up and said, "Wesley Winston!". The gentleman looked at the name tag, backed up a bit and read "Floyd Richmond?". Floyd said, "Try Bennett Richmond". It developed that both went by their middle names. They had attended schools in Burbank and Two Rivers, Wash., and had both been stationed at Mendlesham in 1944 and 1945. Floyd went home and was discharged in Vancouver. Wesley returned home for his discharge and, as soon as he could, returned to his bride in England. Wesley had used his step-father's name of Winston, but had reverted to his birth name of William Donze. The two had about an hour to relive old times - what happened? - what changes had taken place? - 50 years condensed into one hour. Wesley Winston was with Ordinance in the 34th. Floyd was a tail gunner on a B-17. A chance meeting at a luncheon turned up a long lost school mate and found one of our 34th B.G. members.

Floyd Richmond & Bill Donze at Mendlesham

—Special—

As we go to press we have been informed as to the winners of our SCHOLARSHIP AWARDS for 1994. They are:

$1,000.00 winner - Jennifer Elizabeth Mathe, granddaughter of Clyde Mathe of Warner Robins, GA.

$500.00 winner - Laura Gray Kittinger, granddaughter of George Ready of Richmond, VA.

We congratulate them both and hope to be able to publish their picture in the December issue. Time just didn't permit it with this issue.

Notes From Our Friends

MARCUS DIETERLE - Forest Hill, MD

I agree with many of our group that Mendlesham Memories is great. I really enjoy reading about all the past experiences of the other crews. My tour was from January to June, 1945. I was the co-pilot on Ferard's crew in the 7th Squadron. I hope to make it to the reunion at St. Paul.

****

WILLIAM (PETE) GRAY - Virginia Beach, VA

I won't be going to St. Paul this year but I might make it to Huntsville next year. I had a colonoscopy and a biopsy from that showed positive for colon cancer. But, that's as far as it goes right now. I'm taking some x-rays and some blood tests. Then we'll know more about what's going on. Meantime, they might be able to take care of the matter with an operation that, maybe, involves removing part of the intestinal tract.

But, in my case, it's not that easy. It seems my heart is quite weak and more than likely, wouldn't make it through such an operation. Since we can't operate the only thing to do was wait a while and see if it came back. Well, we waited 10 weeks and last Wednesday they went in and made another exam. Had to wait until the next day to get the verdict and -- "I'M CLEAN AS A WHISTLE - NO CANCER!!" Meanwhile, I feel fine and do about anything I want to, that is what any 77 year old man is capable of, which is not much.

****

WALTER L. FOURNIER - Berlin, NH

I guess you've hit "paydirt" in your search. I was assigned to the 34th as a navigator in March of 1945 at the airbase located in the Ipswich area. After cessation of hostilities I was transferred to the 96th Bomb Group near Norwich and, later, to Liege, Belgium and Augsburg, Germany. I returned to the states in Sept. 1946 and was promoted to "CIVILIAN"

****

MARCUS E. HALL - Oceanside, CA

"BAA-BAA" - one of your lost sheep is found. I did, indeed, serve with 34th Bomb Group in Mendlesham, England during the period of December, 1944 to June, 1945.

I retired in 1982 with 42 yrs. in the Air Force - 20 in the military and 22 in civil service. It was a pleasure to hear from you.

****

A.R. "RED" HOENNINGER - Peoria, AZ.

Many thanks for the efforts which you have expended in trying to track me down. I'm sure I speak for many others, also. I certainly enjoyed visiting with you by way of the phone. Please call upon me if there is anything that I can do to make your workload lighter.

Once again I thoroughly enjoyed our phone visit and I'll certainly look forward to receiving the newsletter, etc.

****

ROBERT E. DINGMAN - Lewisville, TX

I received your letter and, it appears, I am the "Lost Lamb" that the association has been looking for.

I enlisted as an Aviation Cadet in 1942 but washed out of the program due to a birth defect. I then did training as an aerial engineer on B-17 F's & G's. I was then assigned to Kearney, NE where our crew was assembled piloted by

Continued on page 12

Casimer Surek at station VTV.

Notes From Our Friends

Continued from page 11

John Pelszynski and we were assigned to Mendlesham, England. We flew 30 missions, our first mission in Sept., 1944 and our last in March, 1945.

I hope to hear more of the association and thank you for making me aware of it.

****

EARL RAMSEY - Glencliff, NH

I am the Earl Ramsay you are looking for and appreciate all the literature you sent - your informative letter, the Mendlesham Memories and I'm already looking forward to future issues. My Life Membership is enclosed.

****

ELDON MUNNIS - Federal Way, WA

You contacted the right person as I was a member of the 34th B.G. for a time. After graduating bombardier's school I was assigned to the 34th at Blythe, CA.

Two days before the group was to leave for England our pilot fell out of the plane and broke both of his arms. All but two of us were assigned to other crews which went to England. I and our co-pilot, Ray Wiles, were left behind. We both spent the rest of the war as instructors.

I hope to hear from you soon. I do plan on attending your `94 reunion.

****

JAMES M. RALLS, JR. - Houston, TX

Your letter arrived today and, yes, you did mail to the correct man. I was with the 34th B.G. from Dec. `44 to May `45.

I would appreciate receiving further information regarding the 34th. I often wondered whether such an association existed - particularly since friends of mine from other services always seem to be going to similar ex-service group reunions.

****

Standing l-r Wm Hatley, Clyde Sawyer, Daniel Coyne, Jos. Trapani, Hary Morris. Kneeling l - r Joe Mancuso, Jas Prokop, Jas Wagner & Merle Davis.

Ground Crew Members - Standing l - r. ??, Harold W. Schmidt, ??, ??, Al Wagner & Harold C. Schmidt Seated - Unknown.

EDWARD RENOWDEN - Pinetop, AZ

I guess I am the party you are looking for or a "Lost Sheep". I am in good health and would be interested in hearing from you and your organization. Thanks!

****

IRVIN G. WATKINS - Houston, TX

I did serve with the 34th B.G. in England and completed 23 good missions. On the 24th I got hit in the back with a large piece of flak, which I have still - the only momento I brought back home from the war. After leaving the hospital I was sent back to the states where I became a Radar Navigation - Bombing instructor.

****

WILLIAM T. SIMPKINS - Corpus Christi, TX

I received your letter today and was very surprised that you found me. It has been a long time and I kept looking for some news of the 34th in the V.F.W. magazine but never saw anything. I would appreciate hearing from you.

****

PAUL F. LERCH - Palo Alto, CA

You have contacted one of the guys who had the pleasure?? of sailing (flying unmolested??) over Merseburg 3 times as well as 32 other missions. I would love to shoot the breeze with you guys, however I probably won't make any of the reunions. I wish all the survivors well.

****

JIM PALOTAY - Hillsboro, OR

The "LOST SHEEP" has been found. He is not the MAN he used to be some 50 years ago but is still functional. Has stayed married to the same woman for almost 52 years, has two adopted children and three grandchildren.

Thank you for your letter and would appreciate additional information about the 34th B.G. Association.

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Continued on page13

Notes From Our Friends

Continued from page 12

JOHN L. FARBO - Hackettstown, NJ

Yes, I served with the 391st Sqdn., 34th Bomb Group, I would be pleased if you would send me additional information. I have had no contact with any members of the group since we flew back home from England. I have often thought about our experiences and I was pleased to receive your letter.

Ken Jackson in the P - 47 that Roy Tavasti wrecked.

GEORGE H. KLINE - Burnt Hills, NY

We are looking forward to meeting all the great gals and guys in September but at this point our plans are doubtful. My being so healthy all winter must have worn me out because in April I had a small stroke. It affected my speech, left arm and left leg. But since things have been going great. I've had a couple of weeks of physical training, occupational therapy, speech therapy and pool therapy. The therapists were all skilled personnel. They were friendly, understanding and well qualified to get us back into circulation. I was discharged from my outpatient classes last week but still have things to do at home. We do hope to see everyone in September, but time will tell.

****

RICHARD T. LAGODNY - Cleveland, OH

I'm sorry you had to go to a lot of trouble to reach me. Since my wife died 4 years ago I've been highly disorganized. Yes, I was one of your "Lost Sheep", a member of the 34th Bomb Group. Thanks for being patient.

****

JOHN KELLY - Tacoma, WA

My son, John, recently received your letter and forwarded it on to me. I am the John Kelly you are searching for. I would appreciate any additional information you might have. I look forward to hearing from you.

****

JASPER D. KESSEL - Morton Grove, IL

You have the reached the right person. I am the Jasper Kessel you sought and I certainly will be in St. Paul on the 6th of Sept.

JEROME (JERRY) LANGSAM - North Hills, CA

Your letter reached me at our second home in Carpenteria, Ca. and I'm reviewing it as the celebration (?) for D-Day goes on. Yes, I would appreciate receiving more information about the 34th B.G. Assn.

****

JAMES B. STEVENSON - Marietta, GA

Your letter was forwarded to me by my brother, Thomas Stevenson. I was in the 34th B.G. at Mendlesham, England from May, 1944 to June, 1945. I was an engine mechanic on B-17's. I would like to hear from anyone who was there at that time.

****

JAMES SHAFFER - Muskego, WI

Yes, I am one of the lost sheep. I was a navigator in the 391st Sqdn. for the last 6 months of the war. I would appreciate more information. Thank you.

****

H.W. JOHNSON, JR. - El Paso, Texas

Thank you for the infomation sent me this week. I look forward to receiving the current roster. I am curious as to how many I would be able to remember after so many years.

****

WILLIAM B. STALLCUP JR. - Ranchos De Taos, NM

Your letter reached me in a rather circuitous fashion and I was pleased to learn of the 34th B.G. Assn. My tenure with the 34th B.G. was relatively short. However, I am proud to have been a member and would appreciate hearing more about the association.

****

ROBERT L. SZABO - El Cajon, CA

Thank you for your letter! Yes, I'm one of the lost sheep who served with the 34th B.G. at Mendlesham. I'm sorry we won't be able to make the reunion. Perhaps when you have one in San Diego. Please put me on your mailing list.

Continued on page 14

Harry Hunter and Rev. Doug Culver, bombardier & pilot of the "Winnie The Pooh" celebrating Culver's 50th wedding anniversary and the 25th anniversary of his being the Vicar of Christ Episcpal Church in Wisc.

Notes From Our Friends

Continued from page 13

ROBERT B. GOODELL - Sierra Vista, AZ

I can appreciate all the trouble you've gone through in locating all those "lost sheep". It would appear that I'm one of those you are seeking. And, yes, I'd appreciate receiving information about the 34th B.G. Assn. and their reunions.

****

MARY LOUISE (WAYNE) FORESTER - Royal Oak, MI

I have often wondered if any of my husband's bomb group ever held reunins. Unfortunately, Wayne died six years ago. If he were still alive and in good health I feel we would have been interested in attending the 34th B.G. reunion in Minnesota.

****

FREDERICK M. VOSS - Phoenix, AZ

I am the Frederick M. Voss you were seeking. I was assigned to the 7th Sqdn.

****

ROBERT J. VALLIER - Encino, CA

I am one of the men you are looking for. I flew as a bombardier/navigator with the 34th B.G. Your letter was the first I have received concerning any association growing out of our activities in England. Unfortunately we will not be able to attend the reunion this year.

****

FRANCES (HOWARD P.) KNOSBRUCK - Lincolnwood, IL

I'm sorry I didn't answer sooner but here I am, finally. My husband, Howard, died in 1980. I'm sure he is the man you were looking for. I know he loved being a pilot and am sure he would have wanted to Re-une with all of you, but maybe he'll be watching from somewhere up there.

****

The 34th on a Mission.

JAMES W. SNARR - Lincoln, AR

I believe that maybe I am the James W. Snarr that you are looking for because there are not too many Snarrs in the U.S.A. and I was a tail gunner in the 391st Sqdn. of the 34th B.G.

I thank you for your interest and will look forward to hearing from you.

****

DALE GANGER - Goshen, IN

It is with regret that I tell you a very good friend and fellow member of the 34th B.G. passed away on May 3, 1994. Don Wick was in the photo lab with me and we had become very close. We have kept in touch since our service days, however, not as much as we would have liked. As our families grew up and left home we gradually drifted apart. Don was a small town banker after his Air Force time. He raised one daughter and five sons and retired from the bank in 1987.

****

WARD PROVANCE - Joplin, MO

In answer to Arnold Prillaman's question about the German plane that attacked the base one night in 1945, I couldn't believe I was reading this question. I had just mentioned it to my wife, Ruth, 3 or 4 days before receiving my June issue of MM.

We were in our 7th Sqdn. barracks when we heard the plane and went outside to see if we could spot him. A road ran between the barracks and the hard stands and a car came down it with his headlights on (of all things). The pilot shot at him and missed but the car's lights went out immediately. We saw the guns flashing but that was all.

The pilot headed back toward the channel but didn't make it. We saw a large ball of fire in the sky a few miles east of the camp. The anti-aircraft girls got him. We sort of felt sorry for the pilot with the war so near to the end, but he shouldn't have been out looking for trouble that late at night.

****

SUSAN E. (JAMES H.) BROWN - Pittsburgh, PA

I regret to inform you of the death of my husband, James H. Brown, on September 24, 1993.

****

FRANK FORDE - Girard, OH

Just a short note to inform you that Jack Stevens is alive and well! Imagine my shock reading of the death in Mendlesham Memories of a good buddy and radio man. What a grave mistake. (Editor's note: We were informed by Darrell Bulis of the death of Stevens in a previous issue.)

****

CLARENCE D. HACKNEY, Portsmouth, NH

I really enjoy reading all the news in MM. Someday my wife and I may make one of the reunions. Guess I had better do it soon as time is running out. We are in good health and try to keep active as much as possible. We like to travel but, being retired, it has its limits.

I may have found a lost member of the Group. He is Bernard Lontine, a member of the 4th Sqdn. He lives in York, ME, just a very few miles from me.

****

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Standing l - r: J. E. Breslin, N.B. Shrock & J.D. Dulaney Kneeling: l - r: F.L. Smith, J.O. Garrett, R. Elsener, ?? Elder & ?? Foust.

Notes From Our Friends

Continued from page 14

MARGARET C. (GEORGE) KOTUN - Kent, OH

I really felt I should take the time to write to you. I really enjoyed seeing the photo of George and me in the June issue. Thanks!

****

DON MARBLE - Roscommon, ME

My thanks to you and all the other "workers" for making the 34th B.G. Assn. the fine organization that it is today. Thanks a lot.

I spent two days at Wayne Weeks' home on Pine Island, FL. and we had a wonderful get-together.

****

FRED Y. LE MASTER - Birmingham, AL

In the Newly Found section I found my navigator's name, Rex H. Martin. After getting his phone no. from information I called him and we talked for a long, long time. We had lots to talk about. He was shot down with us and had only been assigned to our crew as a replacement for a couple of missions.

****

SID ROCKMULLER - Riverdale, NY

When I got the June issue of MM I was very pleased to see my letter on the back page. Thanks! I did get one response from Bob Caldwell, the bass player. I spoke with Lou DiSantis, our clarinetist, at the last reunion. I still haven't heard from Doug Culver, Eighty-eight Keys.

Visited with Bob and Phyllis Gay at their horse ranch in Paso Robles, Ca. What a beautiful spread! And what wonderful hosts!!

MILT ROSENTHAL - Scottsdale, AZ

Having been mail clerk in the 18th Sqdn., I was very close to many of the ground and flying crews. It was sad to see the names of a few that have since passed on. Going through the MM is like sharing another lifetime. The officers and Board of Directors are to be commended for an outstanding job.

****

WILLIE F. GREEN - Knoxville, TN

In response to your search for William F. Green who served in the 34th B.G., I am Willie Ford Green, a member of the 34th B.G. at Mendlesham, England. Thank you for contacting me and I would appreciate further information about the assn.

I will not be able to attend the 1994 reunion but will plan to attend the 1995 reunion at Huntsville, Ala.

****

RANDALL MARTIN - Weymouth, MA

After crossing the Atlantic on the Q.E.2, I was up at 0430 on June 4th. Our group was leaving for Cambridge Cemetery at 0545. I wasn't feeling well and had to find someone to tell Harold Rutka that I wasn't able to go along. Later in the morning I saw the ship's doctor who sent me to the Southampton Gen. Hospital. That night I was operated on for an acute appendicitis which had perforated and was gangrenous. The surgeon said it had been cooking for a week to ten days.

Even though I missed the Parade of Ships, the Bob Hope and Vera Lynn shows and the D-Day ceremonies in France, I feel pretty lucky I was in port when all this happened. There is next year to look forward to and the V-E Day celebrations.

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Notes From Our Friends

Continued from page 15

JOHN W. MIDDLETON - Salem, MO

I'm happy to report that your efforts were not wasted. In all these long years I've had absolutely no contact with anyone from the 34th so please believe me when I say how happy I was to hear from you.

So, my friend, I am one of your "sheep" - but I've never been "lost". You just haven't been looking in the right place! I would certainly appreciate any information regarding the association.

HARRISON M. (HARRY) PARSONS - Shelby, NC

Many thanks to you for contacting me. I was with the 34th as a navigator in Roland Whited's crew. Please accept my application for membership and put me on your mailing list.

****

PAUL D. ANDERSON - Everett, WA

While the rest of the country seems to be having severe weather of one kind or another, ours has been just about perfect. In fact, we could use some rain.

Beryl and I are in reasonably good health, although she did have a TIA (mild stroke) a couple of weeks ago. They say there doesn't appear to be any permanent damage. There is nothing we can do about it so we just keep our fingers crossed. We hoped to see you all in St. Paul in September.

****

HANNAH SUMMA - Anderson, IN

As I have been inquiring of a flight to St. Paul there are no direct ones. I would have to change at Chicago which we did going to Seattle. They would have to blindfold me - just call me "chicken".

This has been a very trying year - so many things going wrong, but I'm getting myself together. I go with friends and take a lot of travel tours. I imagine the group who went to England in June had a great time. I finally read the book, "The Longest Day". I like the closing remark the author wrote, "The Veto of WWII Changed America. They made the country what it is today!" So very true.

I'm still getting cards and letters about Ray's passing and do appreciate them. So - thanks for caring and, just maybe, I'll make it next year. Love to you all!!

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to: HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426
before the labels are printed to ensure the correct arrival of the MEMORIES!!

NEWS FROM HERE AND THERE

From Oglethorpe University of Atlanta, GA . we have the following: (Please note that this information was received too late to be included in our June issue.)

The university Continuing Education Dept. is offering new Aviation History seminars that will take participants across the country. This year they are expanding the program with three exciting trips! Each trip is rich not only with sites to be visited but also with special viewing opportunities not generally available to the public. Fees include transportation, hotel and all sites and events specified in seminar itinerary. The Seminar highlights are:

Phoenix/Tucson, AZ., Sept. 1-5, Fee $1,100.00

Davis-Monthan AFB, Pima Air Museum, Titan Missile Museum, Champlin Fighter Museum, American Fighter Aces Assn., and a WWII aircraft restoration shop.

Washington, DC., Oct. 7-9, Fee $600.00

National Air & Space Museum, Garber Restoration Facility, Aviation Art Gallery, and special reception.

Pensacola, FL., Nov. 10-13, Fee $500.00

National Museum of Naval Aviation, Eglin AFB, and the Blue Angel's "Homecoming" Air Show.

For further information please contact Oglethorpe University Continuing Education Dept. at (404) 364-8383 or seminar leader Marty Steiner at (404) 231-0547.

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DISTINGUISHED FLYING CROSS SOCIETY!

This new society is in the process of being formed. To become a member all that is required is for you to have been awarded the DFC. For further information write to Alexander D. Ciurczak, USAF Ret., 34552 Camino Capistrano Beach, CA. 92624-1232.

****

The U.S. Gov't. Printing Office again has sent us flyers on several publications being released now. They are "Coast Guard-Manned Naval Vessels in World War II"; "This Coast Guard and the Greenland Patrol"; "The Cost Guard and the Women's Reserve in World War II"; "Adjusting to the Drawdown"; "We, The American...Asians"; "The Continuing Challenge of Tuberculosis"; "Crime in the United States - 1992"; "Across the Reef: the Marine Assault of Tarawa; Guyana and Belize - Country Studies; National Excellence - A Case for developing Amreica's Talent; Interdiction if Souther Laos 1960-1968; Making Government Workd - Electronic Delivery of Federal Services; and "Military Implications of United Nations Peacekeeping Operations". For information on any of these publications phone Mr. Thompson at (202) 512-2413.

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NEWS FROM HERE AND THERE

Continued from page 16

From Lt. Gen. E.G. Shuler, Jr., Chairman and CEO of "The Mighty Eighth Air Force Heritage Center" at Savannah, GA. we have the following:

We are in the process of finalizing the designwork so that construction may begin this summer. We are also developing the "story line" for the museum portion of The Heritage Center. Earlier I alerted your membership to identify materials, memorabilia, artifacts and archives that might be made available to The Center for display and preservation of Eighth Air Force history. We now need to know as soon as possible what your members are willing to make available. The information is vitally important as we develop the overall Heritage Center program. Any of your members who have material for The Center are to contact our Museum Director, Gary Miller, at 1-800-421-9428.

****

We have a request for information as follows:

On Sept. 17, 1944 the 34th B.G. bombed a building in the village of Wolfheze, Holland, where Germans were billeted. I would like for anyone who can contribute information regarding that mission to write me. I was born there and study the war - history of the area. What I need are personal memories of the event, information regarding fellow sqdn. members, any documents, photographs, etc. regarding the mission, information regarding the bombs used, and any impressions of base activities (ground staff and systems). Every letter will be answered. Please mail the information to: Cor Janse, Appolostraat 5, 6991 GW RHEDEN, The Netherlands, or, if you prefer, to: Peter C. Aarsen, 35 Dearborn Lane, Spencerport, NY. 14559 (PH: (716) 352-8305.

From Richard C. Cooney, nephew of life member Warren W.E. Thrun, pilot of "TOMMY THUMPER", we have the information that Warren passed away earlier this year. Also he asks the following:

I am interested in any information; missions flown, dates, targets, photos, crew names, anything at all, regarding the 34th and, in particular, the 4th Sqdn. and the "TOMMY THUMPER" during the war. I am willing to reimburse anyone, if need be, to help in my research. Please write: Richard C. Cooney, 3024 Regency Way, Palmdale, CA. 93551. It will be greatly appreciated.

****

From Michael Donahue, nephew of Herbert Donahue, we have the following:

I would like to have any possible photos of aircraft from the 34th B.G. during WWII. My hopes are to copy a few interesting photographs of the aircraft and base (if any) and create a small file on the WWII aircraft for personal viewing.

I would appreciate hearing from anyone who would allow me to view their photographs of the 34th. Please write me at:

Michael P. Donahue, 4626 Ridgecrest Drive, Racine, WI. 53403.

****

From Bob Wright we have the following:

I would like to get a picture of the advanced trainer AT-9 made by Curtis. I will copy the picture and return it as well as pay for postage both ways. Please send it to: LTCOL Robert H. Wright, 411 Parkovash Avenue, South Bend, IN. 46617.

Standing l - r: Elling, Kimzey Donohue, York, Cormier, and Priser Kneeling: l - r: Anthes, Hudecek, Rice and Mooers.

ROSE'S CORNER

FLAG DAY, 1915

"The flag is the embodiment, not of sentiment, but of history. It represents the experiences made by men and women, the experiences of those who do and live under that flag"

President Woodrow Wilson

While perusing through the Retired Officer magazine I read the editorial titled "A Battle Cry for our Nation's Flag" and found it to be most interesting.

There were many stories written on June 6th in all of the newspapers about D-Day this year, and the feelings that our American flag brought forth were evident in almost every one.

Proper respect for the symbol which unites our nation must exist under laws which protect it from desecration. Get involved by writing to:

Citizen's Flag Alliance
1850 M Street N.W. Suite 950
Washington, D.C. 20036

P.S. Send a postcard to your congressmen or senators telling them to support a constitutional amendment protecting our flag. Please do it! It's your country's flag.

For a random thought"

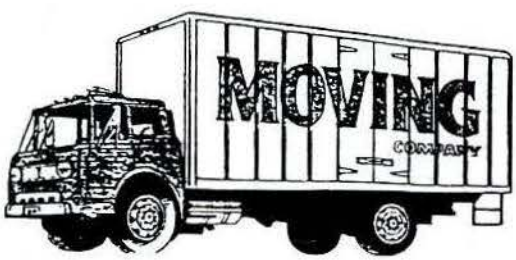
There are only three ages of man; Youth, Middle Age, and "You're Looking Well".

How true! May you all be blessed with continuing good health, and we are looking forward to meeting each and every one of you in St. Paul this September.

Love, Rose

****

LET US KNOW BEFORE YOU GO



Bob Effinger with his sailor brother, Pete.

TO THE 34TH BOMB GROUP (H)

by Sid Rockmuller

There's a tale to be told
Of some airmen bold
Who, because they were hardy and brave
Flew in much troubled skies
With their ever constant eyes
On their mission for their world to save.

With the first light of dawn
And their flight plan well drawn,
And their targets still miles away,
They pursued their drill
For the oncoming thrill
Of making the agressors pay.

When they reached their goal,
Made the terrible toll
Then the enemy had to endure -
Teach a lesson hard learned
And a punishment earned
And victory to make life secure.

Many years have elapsed
Since that foe collapsed
And though others have tried once again
To control all the "Free"
And to halt "Liberty"
They have always ended in pain.

ADDRESS CHANGES (As of 7-19-94)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ALLING	CHARLES B. JR.	7	PARSONS BEACH RD. #BOX2	KENNEBUNK,	ME.	04043
ANDRINGA	JOHN	4	201 FISHER AVE. APT. 16	CROOKSTON,	MN.	56716
ANTANOVICH	ALEX	18	106 KUSCH ROAD (911 CHANGE)	SCENERY,	PA.	15360
COUSE	CONWAY W.	7	2789 BRUCE STREET	MATLACHA,	FL.	33909
CRAFT	JUNIOR	4	2697 RD. 525	JACKSON,	MO.	63755
ERBACH	MELVIN C.	4	WISCONSIN VETERAN'S HOME	KING,	WI.	54946
FOX	HOWARD R.	18	57 PIONEER AVENUE, NO. 3	SANFORD,	ME.	04073
GILREATH	JAMES HARRY	18	132 CHESTNUT LANE (CHG OF CITY PO)	HELENA,	AL.	35080
GOLTERMAN	RICHARD H.	4	647 SUNSHINE TRAIL	GATLINBURG,	TN.	37738
HAYES	C. EDWARD JR.		100 ROSEBERRY AVENUE	SALISBURY,	MS.	21801
HURLMAN	VINCENT G.	18	4305 CANTEY PLACE	CHARLOTTE,	NC.	28211
ISRAELSEN	ALLEN O.	4LM	519 W. 53RD STREET	MINNEAPOLIS,	MN.	55419
JACOBS	MAURICE	391	225 E. SPRADLEY ST., LOT 40	NACOGDOCHES,	TX.	75964
METYK	ZENON J.	7	11885 PEKIN ROAD	NEWBURY,	OH.	44065
MURPHY	GLORIA	7 A	3877 LIGHTHOUSE WAY	NEW PORT RICHEY,	FL.	34652
PALERMO	PHILIP G.	7	81026 FRANCIS AVENUE	INDIO,	CA.	92201
PAULNOCK	RUSSELL S.	18	1404 LAS CANOAS LANE	SANTA BARBARA,	CA.	93105
QUINNELL	JOHN L.	7	HC57 BOX 4095	SIDNEY,	MT.	59270
RADOVICH	VALD	RYAF	5120 LOBO COURT	ORLANDO,	FL.	32819
REIBMAN	HAROLD W.	391	3044 FLINT HILL ROAD	HELLERTOWN,	PA.	18055
SCHOMMER	PAUL C.	7	550 VIEW APT. #30	ST. PAUL,	MN.	55102
SHANLEY	HENRY W.	HDQ.	18 SUSAN DRIVE	BILLERICA,	MA.	01821
SIEGEL	ANDREA	18 A	6 PRINCETON CIRCLE	HILTON HEAD ISLAND,	SC.	29928
SUMPTER	O. E. "YANK"	4 A	304 MAIN STREET	INGRAM,	TX.	78025
SYVERSON	MARVIN A.	4	P. O. BOX 98	WANAMINGO,	MN.	55983
TURNMIRE	LEE	18LM	519 W. TAYLOR ST. #276	SANTA MARIA,	CA.	93454
VANNATER	EARL	7	2045 NO. BRABANT	BURT,	MI.	48417
WIRTHLIN	GERALDINE S.	A	480 SO. 2ND. WEST APT. 17	ST. GEORGE,	UT.	84770

NEW LIFE MEMBERS (295 As of 7-5-94)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ANDERSON	MILTON D.	391	BOX 1146	DUCK CREEK,	UT.	84762
ANTANOVICH	ALEX	18	106 KUSCH ROAD	SCENERY,	PA.	15360
BELL	ROBERT E. JR.	391	148 TURLOCK WAY	HAYWARD,	CA.	94544
CAMPBELL	ROBERT O.	7	217 FOREST TRAIL	ISLE OF PALMS,	SC.	29451
FARBO	JOHN L.	391	78 HEATH VILLAGE	HACKETTSTOWN,	NJ.	07840
JAQUA	WILLIAM M.		1717 WINDSOR PLACE	FINDLAY,	OH.	45840
MARTIN	REX HUGH	391-18	RT. 6, BOX 681	ATHENS,	TX.	75751
RAMSAY	EARL E.	7	P. O. BOX 26	GLENCLIFF,	NH.	03238

TAPS

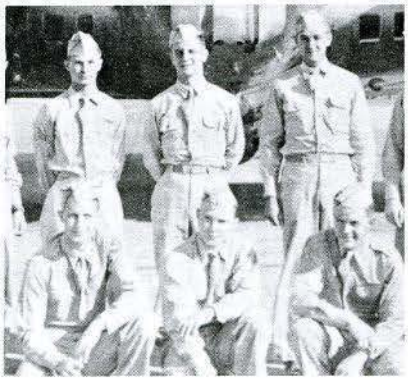
LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD	DIED
BROWN	JAMES H.	4	255 LEBANON AVENUE	PITTSBURGH,	PA.	15228	9-24-93
CAMPIONE	JAMES V.		2451 COLLINS STREET	BLUE ISLAND,	IL.	60406	1985
FIELDER	FRED LEE			LELAND,	MS.	38576	1-20-92
FILIGENZI	MARIO J.		20 MAITLAND STREET	NEW CASTLE,	PA.	16101	5-31-45
FORESTER	WAYNE		4713 OLIVA	ROYAL OAK,	MI.	48073	1988
KALLINEN	MARTIN		199 NORTH ROAD	GROTON,	CT.	06340	1978
KONSBRUCK	HOWARD P.		4175 WEST CHASE AVENUE	LINCOLNWOOD,	IL.	60640	1980
MACLEOD	DONALD R.		1629 GEYERS CHURCH RD.	MIDDLETOWN,	PA.	17057	5-24-94
MENEFFEE	ROBERT						1982
ODOM	JACK D.	18	2231 CANAL ROAD	PALM BEACH GARDENS,	FL.	33410	5-21-94
SCRUGGS	HORACE W.		12100 MONTOCITO #62	LOS ALAMITOS,	CA.	90720	1977
SELBY	RUSSELL E.	18	4044 STATE ROUTE 419	ORLANDO,	FL.	32820	2-29-94
SORRELL	RAYMOND C.		4410 BLUECREST ROAD	LAS VEGAS,	NV.	89121	7-31-88
THRUN	WARREN W.E.	4 LM	P. O. BOX 627	WESTFIELD CENTER,	OH.	44251	1994
WICK	DONALD E.	18	P. O. BOX 25	TURTLE LAKE,	WI.	54889	5-3-94

NEWLY FOUND

(As of 7-20-94)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ANDERSON	MILTON D.	391 LM	BOX 1146	DUCK CREEK,	UT.	84762
AUSTIN	WILLIAM H.	391	114 BEVERLY DRIVE	BARNEGAT,	NJ.	08005
BETHARDY	FRANK A.	391	(ADDRESS FORTHCOMING)			
BLOMQUIST	MALCOMB T.(WAS PAUL T.)		3 PAXOS DRIVE, APT. 1W	PALOS HILLS,	IL.	60465
CAFFREY	JAMES P.	7	4323 126TH PLACE N.E.	MARYSVILLE,	WA.	98271
CAMP	RICHARD H.		BOX 62 - 840 4TH STREET	HAINES,	OR.	97833
CROUSE	BERTIS E.	7	512 BEAD LAKE DRIVE	NEWPORT,	WA.	99156
DANIELSON	ROBERT M.	7	3931 SANTA FE WAY	NORTH HIGHLANDS,	CA.	95660
DINGMAN	ROBERT E.	18	726 LARAMIE DRIVE	LEWISVILLE,	TX.	75067
FANGUY	FLOYD J.		202 MYRICK DRIVE	HOUMA,	LA.	70360
FARBO	JOHN L.	391	78 HEATH VILLAGE, SCHOOLEYS MTN.RD.	HACKETTSTOWN,	NJ.	07840
FIEBER	HERMAN G.	18	4200 BOISE STREET 20B	BAKERSFIELD,	CA.	93306
GOODELL	ROBERT B.		3014 ST. ANDREWS DRIVE	SIERRA VISTA,	AZ.	85635
GREEN	WILLIE F.	7-4	4602 ROYALVIEW ROAD	KNOXVILLE,	TN.	37921
HALL	MARCUS E.		3625-10 VISTA OCEANA	OCEANSIDE,	CA.	92057
JOHNSON	HAROLD W. JR.		11618 JAMES GRANT AVENUE	EL PASO,	TX.	79936
KELLY	JOHN W.		6224 SO. "A" STREET	TACOMA,	WA.	98408
KESSEL	JASPER DALE	18	9204 MENARD AVENUE	MORTON GROVE,	IL.	60053
LAGODNY	RICHARD T.		4050 FULTON PARKWAY	CLEVELAND,	OH.	44144
LANGSAM	JEROME (JERRY)		16540 VINTAGE STREET	NORTH HILLS,	CA.	91343
LERCH	PAUL F.		1989 BARBARA DRIVE	PALO ALTO,	CA.	94303
LILLIE	ROBERT G.		7163 BEACH DRIVE S.W.	SEATTLE,	WA.	98136
LONTINE	BERNARD		95 OLD McINTYRE ROAD	YORK,	ME.	03909
MIDDLETON	JOHN W.		ROUTE 6, BOX 597	SALEM,	MO.	65560
MUNNIS	ELDON L.		2016 SOUTH 291ST STREET	FEDERAL WAY,	WA.	98003
PALOTAY	JAMES	18	18990 N.W. CORNELL ROAD	HILLSBORO,	OR.	97124
PARSONS	HARRISON M.	391	405 FOREST HILL DRIVE	SHELBY,	NC.	28150
RALLS	JAMES M.		5303 PINE ARBOR	HOUSTON,	TX.	77066
RAMSAY	EARL E.	7	BOX 26	GLENCLIFF,	NH.	03238
RENOWDEN	EDWARD		P.O.BOX 41	PINETOP,	AZ.	85935
SASS	MICHAEL	391	6086 CROSSVIEW ROAD	SEVEN HILLS,	OH.	44131
SCHWARZ	BERNARD M.	391	12 TANTUMMAHEAG RD. #1	OLD LYME,	CT.	06371
SHAFFER	JAMES		W-194 S-7221 CAMERON COURT	MUSKEGO,	WI.	53150
SIMPKINS	WILLIAM T.		4233 BELFAST	CORPUS CHRISTI,	TX.	78413
SNARR	JAMES W.	391	P. O. BOX 920	LINCOLN,	AR.	72744
STALLCUP	WILLIAM B. JR.		P. O. BOX 1257	RANCHOS DE TAOS,	NM.	87557
STEELE	DONALD F.	18	4032 SW 321ST STREET	FEDERAL WAY,	WA.	98023
STEVENSON	JAMES B.		1188 LONGWOOD DRIVE	MARIETTA,	GA.	30060
SZABO	ROBERT L.		2027 PIERCE COURT	EL CAJON,	CA.	92019
VALLIER	ROBERT J.		15720 VENTURA BLVD. SUITE 601	ENCINO,	CA.	91436
VOSS	FREDERICK M.		2609 EAST PIUTE AVENUE	PHOENIX,	AZ.	85024
WATKINS	IRVIN T.	4	7430 ASHBURN STREET	HOUSTON,	TX.	77061
WILES	RAY		633 SOUTH 12TH STREET	COTTAGE GROVE,	OR.	97424

" Harry Perry's Crew "



1944

Harry Perry's crew in 1993
Front: Harry Perry, Tom Newton & Charles Schneider - Rear: Bob Baer, George Franco & Jerry Wessel

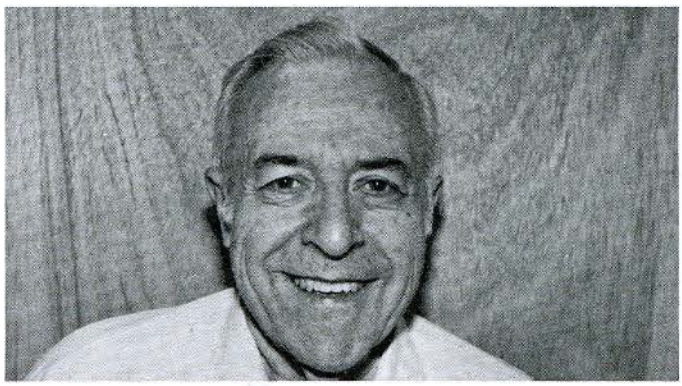
Ken Jackson

1944

1993

Tommy Beauchamp

1945



1993

REPATRIATION OF AN EX-POW
by Eli Baldea

FORWARD: In the ten years of my editorship of Mendlesham Memories I have included many stories from many of you. However, I can't ever remember a story of an Ex-POW after liberation. I believe mine to be interesting so I am printing it now.

After being shot down on Oct. 17, 1944, I was first interred at Stalag Luft III near Sagan, Germany. Then, when the Russians made their push westward in late January we were force-marched for several days before being loaded on a train for transport to Stalag VIIA at Moosburg near Munich. Then came liberation!

The night before liberation, on April 29th, 1945, an American major entered the camp under a white flag to speak to the commandant. Being there were many thousands of allied prisoners in camp, the Americans offered to circumvent the camp with their forces if the Germans would surrender. The commandant refused the offer and the major remained in camp to pass on the word to the prisoners.

We were told that at 8:00 a.m. the next morning the attack would begin and by noon we should be seeing the American flag flying over the town of Moosburg, which was downhill from us. We were warned that we should lay low inasmuch as there would surely be many bullets zinging through the camp. "Don't get yourself killed at this stage of the game," he said. Those of us housed in tents got almost no sleep that night. The excitement of the next day's actions didn't allow that. At last we were to be liberated!

The next morning, at 8:00 o'clock sharp, the gunfire began. Several of us in the tents lay flat on the ground underneath our straw mattresses. We felt that, at least, we would not be in an upright position to be in the way of the bullets which we could now hear zinging over our heads. We lay there for more than three hours until the only firing we heard seemed to be quite a ways from our position. Cautiously we got to our feet, expecting momentarily the need to get back down. However, the firing remained at a good distance and we started to look around. We found the body of an American who just had to see what was going on and snuck around buildings to peek out at the action. Evidently a bullet got to him as he peeked and he was now dead. What a shame! We later heard that several American prisoners died the same way.

Shortly before noon we sauntered over to the camp fence overlooking Moosburg. As yet the German flag still flew over the town but, within a few minutes, it was lowered and the good old "Stars and Stripes" went up. There is no way I or anyone else could describe the feeling of patriotism which you feel at a time like that. Tears came to our eyes. It was marvelous - just great! I believe I had never before, or since, experienced a feeling quite so deeply. My blood boils, even now, when I hear of today's desecration of the American flag by burning or other means by some young people who don't realize how good they have it or what we fought for.

It was mid-afternoon before Patton and some of his forces entered the camp. Believe it or not, but with them came a Red Cross van which stopped and doled out donuts and coffee to all. However, some of my friends and I were very careful. After the almost starvation diet we had endured we were sure that we shouldn't gulp down the free food with abandon. We took a few bites for the flavor and sensation but were careful not to overdo it. We later heard that quite a few of our fellow prisoners got violently sick because of overdoing it.

The 14th Armored continued on its way but left a group of men to oversee the camp, including the furnishing of food, making arrangements for our departure, etc. Because of our long imprisonment we were allowed to go in and out of the front gate at will. On the second day of our liberation two friends and I decided to walk down to Moosburg to look around. Unfortunately for us, others had gone before us and had rummaged the German quarters quite well. However, we did find some German medals for which we scrounged around the dirt floor.

Walking around town we saw something we would rather not have seen. An American WAC was walking down the street and some young person, probably a member of "Hitler's Youth," out to do his "Duty" to the Fuhrer, came out from between two buildings with a gun and shot her. She fell and some American personnel went to her aid while others took the young man into custody. We never heard whether she died or what happened to the boy.

Also unfortunately for us, President Roosevelt's promise of immediate repatriation of American prisoners was not to be. We were in camp for almost a week before we were informed of our leaving. We were loaded into some C-47's and flown to Camp Lucky Strikes near Le Havre in France. This was one of several camps, all named for cigarette brands, which were considered rehabilitation camps to prepare us for normal living before sending us back to the "Good Old U.S.A.".

Again, unfortunately, Camp Lucky Strikes was overcrowded. Their system included four (4) sections. You spent one week in each section making you able to go home in four weeks. Section One served 5 small meals a day of a certain quality and quantity with no second helpings. Section Two served 4 meals a day of a better quality and quantity, but still no second helpings. Section Three served 3 meals a day of better quality and quantity, similar to a normal meal at home, but still no second helpings. Section Four served you all you wanted but, should it affect your health, you would be sent back to

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MEMORIES

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Section One.

We were told that, because of the backup, we would have to wait to formally enter Section One but we would be fed the same diet. When Section One group moved on we would then begin our four week rehabilitation. I must add,also, that we were permitted to walk in and out of the front gate at will.

Camp Lucky Strikes was roughly 90 miles north of Paris. Two of my new friends, who were also waiting with our group to move ahead towards going home, convinced me that as long as we had this delay and, also, might not get a chance to see Paris again, why don't we hitch-hike to Paris for a few days? Unfortunately, my memory is not good enough to remember their names. I do know that the younger of the two had married his wife just days before shipping out and he almost never stopped talking about getting home again to his new bride. The other lad was from New England.

We walked out of the gate and strolled for some distance before beginning our hitch-hiking. It wasn't long before an army truck stopped and gave us a lift. I must say that none of us were in proper uniform. I, for one, wore American G.I. trousers with an English "Ike" jacket, which were the clothes I had worn since we left Stalag Luft III. Yet, the truck driver had sympathy for us and agreed to take us to Paris.

We were dropped off in the middle of the Mont-Marte, Paris's show business and nightclub area. This is the place we had heard about and read about for so many years and here we were - right in the middle of it. We were elated and floating on air with the new feeling of freedom.However, here we were with no funds in our pockets and no place to go.

To Be Continued.....

100TH MISSION PARTY

These are the remarks made by Capt. Robert N. Provence at the 34th B.G.'s 100th Mission Party on Dec. 12, 1944.

This afternoon is a salute to the officers and men of the 34th Heavy Bombardment Group, to the men who have flown 100 combat missions against the enemy and to those hundreds who have toiled tirelessly on the ground to keep fliers and machines in the air. 1,500 heavy bombers over targets in Germany and occupied countries mean a quicker end to this struggle. To put those planes in the air, get them to the target, allow them to drop their bombs successfully, and, what is just as important, permit them to return to their bases, takes an almost inestimable amount of planning and hard manual labor. Every man, combat crew member, armorer, mechanic, photographer, radio specialist, yes every man in each department is contributing a great part toward the systematic destruction of the enemy's installations, personnel and necessities.

The 34th Group history is well known to several of you but few recall that it is the oldest heavy bombardment group in the European Theater of Operations. Oldest in service in the Air Corps but a comparative youngster in operational activity in the ETO. Operations for the 34th began seven months ago when the familiar plane at the hardstands and on the runways was the Liberator which carried thousands of tons of bombs to points of impact on Axis centers of activity all over the continent. Now those bombs are being transported by Fortresses manned by many of the same crews who flew the B-24.

Delving into the history of the group one will find it is responsible for setting up and training the cadres of numerous groups now in operation in this theater, and several flying in other parts of the world. Through its stages at Langley Field, Virginia; Westover, Mass.; Pendleton, Oregon; Geiger and Ephrata Fields, Washington; and Tuscon, Arizona, the group trained and sent out to various combat theaters hundreds of men and crews who remember the 34th and will never forget its history.

After a short period as a Combat Crew Training School the group was redesignated an overseas Training Unit in January of this year and then began the organization to put everything in readiness for the job to be done over here. The group at that time was located at a place which will never leave the minds and memories of those who lived there -- famous, hot, dry -- the one and only Blythe, California. Movement overseas followed and, in May, operations commenced. Since that time, and during the first 100 missions, men of the 34th Group have dropped over 6,800 tons of bombs and flown almost 20,000 operational hours. The total number of aircraft airborne during these operations carried over 30,000 men, or the equivalent of more than two full infantry divisions. More than 4,000 of its personnel have received awards and 75 percent of the original crews have since completed their tours and returned home.

The work of each one of you has a place in a great, endless chain which is striving to drive the enemy further and further back until final victory has been won. When the victory of this war is written, the overwhelming superiority of Allied air power will be placed high in the annals of military conflict. You will have contributed your share. This is not a pep talk. It is a series of statements of pure fact. The 34th Group is a unit assigned to a great fighting and lethal organization, the 8th Air Force, whose might has been, and will continue to be, felt by all those who oppose the rights we are determined to defend. Children not yet born will know the heroic deeds of the men of the United States Army Air Forces. Wherever you go, what ever you do -- you can hold your head high, with the knowledge that your part, minute as at times it may seem, has been essential.

(At this point, Capt. Provence introduced some of the previous commanding officers of the 34th, Colonel Rendel, Colonel Westover, and Colonel Wackwitz. Then he intro-

Continued on page 24

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

H00

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34th Bomb. Group

Eli Baldea
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MEMORIES

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duced Colonel Creer and General Gerhardt. He then followed with:)

Now it is my pleasure to introduce the master of ceremonies for this afternoon's variety of entertainment. His face and figure you'll remember from Hollywood. You may recall his excellent performance in "Butch Minds The Baby", and numerous other screen favorites. His voice you hear almost nightly when tuned to the AFN hit show "Listen Characters". May I present the peacetime stage and screen star, and current member of the staff of the American Forces Network -- Sgt. Broderick Crawford.

"DE-ICER BOOTS"

by William "Pete" Gray

When the 34th B.G. first arrived in England in early spring of 1944, the first order of business for its ground crews was to "remove the de-icer boots from all B-24 aircraft immediately!"

This astounded everyone down on the flight line - the de-icer system was as much a part of the planes as were the wings. No explanation or reason was given for the order but the word "immediately" was underlined in RED! Now, for those not familiar with de-icer boots, it was a technique used to remove ice from the leading edge of an airplane's wings. Such ice forms there under exceptional cold conditions. Also, ice is extremely heavy and interferes with the air flow over the wing surface. If it is not dislodged it can cause the place to lose altitude and possibly to crash. To prevent this a rubber "boot" was devised that stretched over the leading edge of each wing. It was so constructed that it could alternately be inflated about 3/4 of an inch and then deflated. It was this expansion and contraction that broke up the ice formation.

The boot was about 3 feet wide up near the fuselage where the wing was thickest and tapered down to just a few inches in width as the wing grew thinner near the tip. A thin metal strip, fastened completely around the outer edge of the boot, attached it securely to the wing. This strip, 42 feet on top and bottom of each wing made a total of 168 feet of stripping. Now 168 feet comes to 2,016 inches and, with 3 screws to the inch, a total of 6,048 screws on each plane were required. And each and every one of these 6,048 screws had to be removed to take the boot off.

I remember standing up on the wing that day with John Dwyer as we discussed what had to be done. The enormous size of the job was almost overwhelming. It was then I realized it was going to be a long war. And, to make matters worse, the screws were of a type known as PHILLIPS screws. The head of this variety of screw has a tendency to disintegrate whenever pressure is applied to it. As a result, only one screw in five were removed intact. The rest had to be chiseled off and then filed down. As you might expect, this resulted in many skinned knuckles and fingers.

Everybody on the flight line and many of the flight crews helped in completing this task. Even so it took us almost a week to finish the job and get the planes back in flying condition.

Today, 50 years later, I still find myself feeling a bit prejudiced and intolerant of PHILLIPS screws. Every time I see one I'm reminded of the ordeal we went through back in 1944. At such times I find myself unconsciously repeating some of the same cuss words I first learned on that notable occasion.

VOLUME XVIII NUMBER 4 DECEMBER, 1994

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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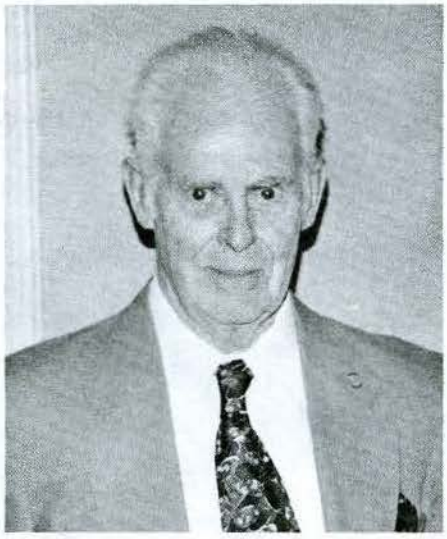
Changing Of The Guard



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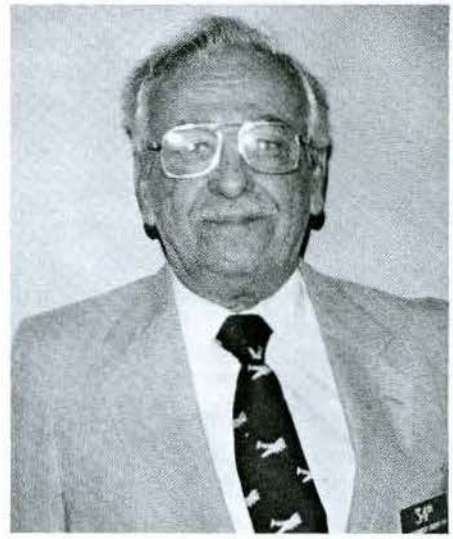

New President
Eli Baldea

Happy Holidays

OBSERVATIONS

The 1994 reunion has come and gone and some changes have been made. First of all, I have been named president of the 34th Bomb Group Assn. for the coming year. For that period I will sit in the seats of both the president and the editor of our newsletter. I want to thank everyone for bestowing this honor on me. I will do my best to make you proud of our Bomb Group.

Another change, which was necessary, is that the annual dues are going up to $10.00 a year instead of $7.50 as before. Please try to understand that, of all the associations I belong to, and I belong to many, nobody, beside ourselves, had annual dues below $10.00. When you consider that it costs almost $2.00 a copy to have Mendlesham Memories printed and, with the mailing costs, $7.50 did not even cover our newsletter costs. Now might be the time to consider becoming a LIFE-MEMBER. It's only $85.00 and you don't have to worry about paying the annual dues.

This issue is the final one in my tenth (10th) year as editor of Mendlesham Memories. I won't say it's been easy, but it did give me an excuse against a lot of household duties I might have been expected to carry out. Even in the clouds you can find some sunshine if you look hard enough.

This issue, also, is being prepared on my new computer. The one I had been using I had bought more than 12 years ago as a hobby. I then took over the editorship from Ray Summa and have been using it ever since. It began showing signs of its age recently and I decided I needed a new one if I was to continue with the job. I applied for a new one from the board of directors and they generously agreed to let me purchase a new one. I did, however, look for and buy one system which, although not all-powerful, had enough power for my needs - and the price was right!

In this issue we publish the reunion news and photographs. Being that we no longer hire an official photographer at our reunions, all attendees were asked to take pictures and send them in. We have received many but, as of this writing, only about half of those in attendance are shown. A lot of our people did not send in pictures and we can't print what we don't get.

It was nice to see the number of first-timers at the reunion. We hope they enjoyed it as much as we did and will try to attend our future reunions. Those of us who have been regulars for many years still thoroughly enjoy them and are always looking forward to the next one. Those of you who have not been to one of our reunions should try it one time. Huntsville, Alabama sounds like a very interesting place and you can't beat the company you keep.

Please note in minutes of our meetings that changes have been made to our Constitution & By-Laws. I have just received, from Jack Farley, the complete, up-to-date, version of it. Most of our older members were issued the original and should not require a complete new copy. However, for some of you new-comers, if you desire a copy of our Constitution and By-Laws, please write to me and a copy will be mailed to you.

The March issue will be mailed in late February so that most of our readers will receive it in March. This necessitates a deadline date on any incoming material for that to be accomplished. Our deadline date for the March issue is January 27th. Please make sure your MM contributions reach us no later than January 27, 1995.

Again let me thank you for all the honor bestowed upon me. I'll do my best to be worthy of it. Along with that, both Rose and I want to wish all of you the happiest of the Holiday Seasons possible.

Eli Baldea
Editor

FROM THE TREASURER'S COMPUTER

MERRY CHRISTMAS AND A HAPPY NEW YEAR!! May the year 1995 be one of the best for you and yours!!

Eli needs all the space he can get for photos of the reunion so I'm not going to be wordy! You missed a good reunion at St. Paul if you didn't make it! We had 308 of which 31 were first-timers. Perhaps you will be able to make the `95 reunion in Huntsville. The plans I heard are exciting and remember - 1995 is the fiftieth (50th) anniversary of VE DAY & VJ DAY!!

I call your ATTENTION to the MINUTES OF THE BOARD and the MINUTES OF THE ANNUAL MEETING. Two items affect many of our members.

(1) The BOD recommended and the membership approved an increase in dues to $10.00 per year. To those of you who have prepaid 1995, `96 and `97 dues, please remit an additional $2.50 for each year you have paid.

(2) It was pointed out to the BOD that, with the exception of some individual donations to the Ray L. Summa Scholarship Fund, the General Membership has not been able to participate in funding the SCHOLARSHIP AWARDS. Five dollars was added to the registration fee for each reunion registrant several years ago, and that has been the source of the funds for the scholarship program. The Board of Directors recommended, and the General Membership approved, that $5.00 per year be accepted from those members who do not attend the reunions but wish to support the SCHOLARSHIP PROGRAM. Please remember that dues and donations to the 34th BGA are TAX DEDUCTIBLE.

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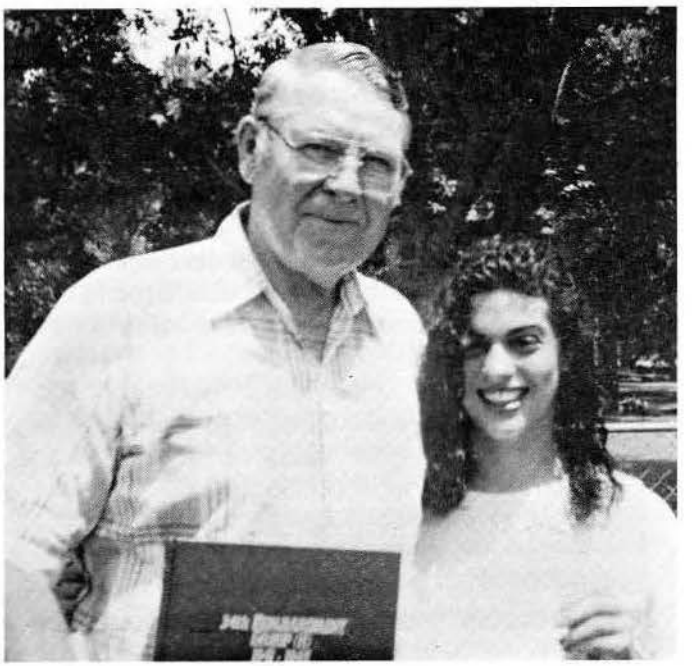
DEADLINE

Any material or items to be inserted in the March issue of Mendlesham Memories should reach me on or before January 27, 1995. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

SCHOLARSHIPS



Jennifer Mathe - 1st Place winner with grandfather, Clyde Mathe

From Jennifer Mathe - Thank you again for the scholarship! My computer should be here in a week and I am extremely excited. I promise, the check's in my hand in the picture but the sun is just a little bit too bright.

Laura Kittinger - 2nd Place winner

From Laura Kittinger - I appreciate your selection of me and I plan to use the money to further my education at George Mason University. My grandfather and I have shared a special relationship and receiving this award is quite an honor for me.

REUNION MESSAGE

TO ALL 34TH BOMB GROUP MEMBERS:

St. Paul has become a pleasant memory. The reunion committee noticed a few less attendees than normal. We realize that everyone's health contributes to the amount of travel that becomes available.

The options on the tours were somewhat different than usual. The Mall of America group were cut short on time. There is no way this mall could be completely visited in our alloted time frame. Maybe three days would be more like the time needed for the dedicated mall shopper.

The Planes of Fame was a very interesting tour. The surprising element here is that each plane on display is airworthy. They are flyable and are flown periodically. There are no "parked" planes in the whole of the display. Thanks to the Minnesota Chapter of the 8th A.F.H.S. for being our guides on the tour.

It was great that Peter and Sylvia Gaskin from the F.O.T.E. organization were able to be with us in St. Paul. We were all happy to see that Peter is recovering from the serious automobile accident he was in.

All in all, we sincerely hope that everyone that attended the St. Paul reunion was happy with the food, the tours, the music and the service.

We wish each and everyone of you a joyous holiday season, and a happy, healthy and prosperous New Year.

Your Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

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1994 34th BOMB GROUP BOARD MEETING

The meeting was called to order by Pres. S. Wolstencroft at 9:05 a.m. After the Pledge of Allegiance our chaplain, S. Baglio, led us in prayer.

Pres. Wolstencroft asked the recording secretary to call the roll. Those present were S. Wolstencroft, E. Baldea, A. Hanson, P. Anderson, H. Province, B. Sothern, A. Prillaman, R. Wright, W. Griffis, A. Israelsen, R. Palmer, C. Stemen, G. Pine, C. Romero, H. Rutka and S. Baglio.

PX REPORT - P. Shull told of shirts, jackets and earrings, new to the PX this year. The shirts and jackets have a new 34th B.G. logo. He reported he would not be available to run the PX during the winter months. After discussion it was decided to put a notice in Mendlesham Memories to this effect and he would continue as PX Manager. He told of the difficulty in finding a supplier for our squadron pins unless 500 or more are ordered. Pres. Wolstencroft said he would investigate a source he had been told of that would accept orders for 100 or more. P. Shull gave the PX financial report for 1994 as follows:

Continued on Page 4

Continued from page 3

Beginning Balance	$ 696.65
Sales for the year	6,182.00
Forwarded to General Fund	4,976.00
Annual Expenses	1,707.00
PX Ending Balance	$ 195.65

The Board and Annual Meeting minutes for 1993 were read and approved.

TREASURER'S REPORT - H. Province gave the following financial report for 1994:

General Fund	$ 5,353.38
Scholarship Fund	3,783.45
Memorial Fund	2,941.81
Life Membership Fund	27,632.37
Total	$39,711.09

(Note: The general fund figure includes $721.16 in the bank in England for upkeep of the Mendlesham Memorial.)

Anticipated expenses for the remainder of 1994 are $5,000.00. H. Province stated that our membership continues to grow with 719 paid-up members, 296 Life members and 11 member wives. But, he noted that not all who paid dues in 1993 have paid for 1994. He will be sending them letters urging them to continue to be members of our organization. E. Baldea suggested that our dues be raised to more realistically cover expenses. R. Wright moved that the Board recommend to the General Meeting that the 34th B.G. Assn. annual dues be raised from $7.50 to $10.00. The motion was seconded and carried.

A motion to approve the Treasurer's report was made, seconded and carried.

SCHOLARSHIP COMMITTEE - C. Romero reported that there were 29 applications this year. The 1994 first place winner is Jennifer Mathe, the granddaughter of Clyde Mathe. The second place winner is Laura Kettinger, granddaughter of George Ready. H. Rutka noted that only members attending the reunions contribute to the Scholarship Fund through registration fee. After some discussion it was moved that the Scholarship committee write an article for the Mendlesham Memories encouraging all members to contribute to the fund. The motion was seconded and carried.

CONSTITUTION - J. Farley explained his revisions to the Addenda and Amendments to the 34th B.G. (H) Assn. Constitution and By Laws, as approved by the 1993 Board meeting in Little Rock, Ark.

Article 5.5 of the Addenda was revised to allow the Reunion committee to exceed its operating account of $2,500.00 when warranted and approved by the President and Treasurer. Also, the PX manager may exceed his $500.00 account with the permission of the President and Treasurer.

Article 4.1 of the Amendments to the constitution was revised to delete the positions of Membership secretary and Editor from the list of elected officers of the Assn. and make them permanent members of the Board.

Article 5.1 of the Amendments was revised to delete the positions of Membership secretary and Editor from the Executive Committee.

B. Sothern moved that the revisions be accepted as written. The motion was seconded and carried.

ENGLAND TRIP - H. Rutka gave a short report of the 1994 trip to England and said that all went well. He told of pictures and maps of the base at Mendlesham on a bulletin board in the back of the room. Total expenses to the 34th B.G. were as follows:

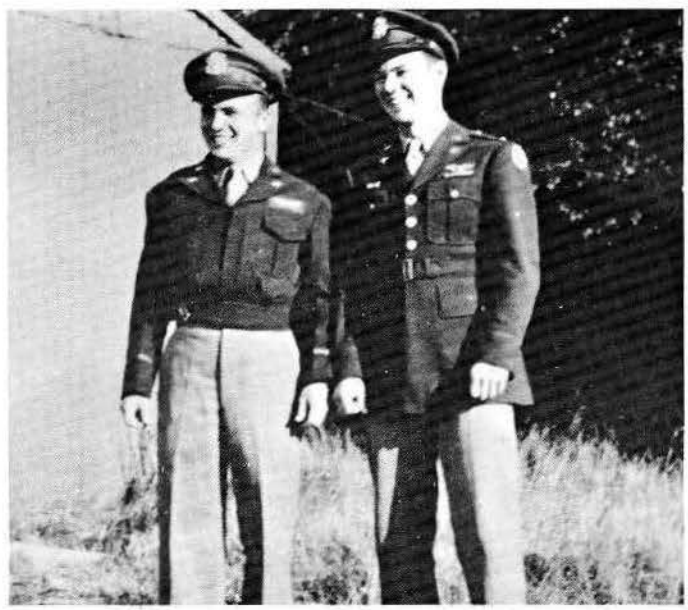
Meals	$288.60
Two Wreaths	22.95
Phone Calls	8.35
23 Silver Eagles	157.55
Bar	43.76
Total	$521.21

H. Rutka also read a letter of thanks received from Josephine Underwood.

REUNION COMMITTEE - R. Wright reported that, so far, 297 have registered for the reunion, down somewhat from last year. There was $2,697.77 remaining in the fund after 1993 reunion bills were paid. $197.77 was returned to the General Fund. There is now $20,704.77 in the fund, with 1994 expenses yet to be paid. H. Rutka brought up the question of having a hospitality room. The donations for refreshment and snacks have not covered expenses. After some discussion C. ROmero moved that the reunion registration be raised $2.00 to cover hospitality room expenses. Motion seconded and carried.

MENDLESHAM MEMORIES - E. Baldea said there should be a photographer available for the Saturday night

Continued on page 5



? & Ken Jackson

Board Meeting

Continued from Page 4

banquet, but he requested that, for future reunions, everyone take their own pictures and submit them to him for possible inclusion in the newsletter. He also suggested that the TAPS section of our annual Roster only include names of those who are listed since the last issue. This would reduce the size of the roster significantly. He also explained the demise of his old computer and how a computer is essential for him to do his work. A motion was made, seconded and carried to purchase him a new computer.

G. Pine brought up the question of compensation for mileage when Reunion committee use their cars for inspection of reunion sites. After discussion it was decided that the Reunion committee already has the authority to turn in this expense.

G. Pine explained how the Reunion committee handles complaints concerning poor rooms, bad plumbing, etc. He requested that the reunion attendees go through them if they have any such complaints. He gave the 1995 reunion dates as Sept. 14 through Sept. 17 at the Marriott Hotel in Huntsville, Alabama. The hotel is about 100 yards from the Space Center. He said they are working on a private tour of the Space Center, with dinner, for the 34th B.G. The 1996 reunion dates will be Sept. 19 through Sept. 22 at the Crabtree Valley Marriott Hotel in Raleigh, N.C. He brought up the advisability of having a symposium on veteran's benefits. S. Baglio said he would bring a book on all veteran's benefits to the next reunion.

Pres. S. Wolstencroft appointed the following committees:

Nominating Committee - B. Sothern, J. Martin and V. Ames

Audit Committee - F. Schoch, C. Stemen and C. Conklin

H. Rutka brought up the possibility of going to lighter weight paper for Mendlesham Memories to save on publication costs. E. Baldea said he would check on it.

B. Sothern showed a sample of a plaque that he proposed be given to each president. R. Wright said his hobby was wood working and he had a supply of solid walnut wood that could be used in making these plaques. A motion was made, seconded and carried that these plaques be given to all past and future presidents.

H. Province asked for permission to cash in a Certificate of Deposit if he runs out of General Funds. It was agreed that he should cash in the one with the lowest penalty.

Don't Forget
To Send Your Dues

[redacted] To: **Harold Province**
111 Province Lane
Carriere, MS 39426

Damaged B-17 being worked on at Mendlesham.

J. Clarkson spoke on the 8th A.F. Heritage Center. After some discussion a motion was made that the 34th B.G. donate $25,000.00 to the 8th A.F.H.C. The motion died for the lack of a second. R. Palmer moved that the 34th B.G. membership be urged to individually contribute to the 8th A.F.H.C. Motion was seconded and carried.

R. Palmer suggested we consider having WWII German ace Walter J. Konantz as a guest speaker at one of our future reunions.

G. Pine asked for suggestions for future reunion sites. A long discussion followed with many sites and states considered.

R. Wright moved that the meeting be adjourned. Motions was seconded and carried. Pres. S. Wolstencroft adjourned the meeting at 12:10 p.m.

Respectfully Submitted by
Paul Anderson
Recording Secretary

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34th Bomb Group
1994 Annual Meeting Minutes

The annual meeting of the 34th B.G. Assn. was called to order at 9:06 a.m. by Pres. S. Wolstencroft. After the Pledge of Allegiance our chaplain, S. Baglio gave the invocation.

Pres. Wolstencroft called for a reading of the minutes of the last meeting. H. Rutka moved to dispense with the reading of the minutes as they were previously published in Mendlesham Memories. The motion was seconded and carried.

CONSTITUTION - J. Farley distributed copies and explained his revisions to the Addenda and Amendments to the 34th B.G. (H) Assn. Constitution and By Laws.

Article 5.5 of the Addenda was revised to allow the Reunion committee to exceed its operating account of $2,500.00 when warranted and approved by the president and treasurer.

Continued on Page 6

Annual Meeting

Continued from Page 5

Article 4.1 of the Amendments was revised to delete the positions of membership secretary and editor from the list of elected officers of the Assn. and make them permanent members of the Board of Directors.

Article 5.1 was revised to delete the positions of membership secretary and editor from the Executive Committee.

These changes were requested and approved by the 1993 Board of Directors meeting in Little Rock, AR. H. Rutka moved that the changes be accepted. The motion was seconded and carried.

TREASURER'S REPORT - H. Province gave the following financial report for the time period Sept. 1, 1993 through Sept. 3, 1994.

	1993	1994
General Fund	$ 9,598.16	$ 5,353.45
Scholarship Fund	2,471.92	3,783.45
Memorial Fund	2,941.89	2,941.89
Life Membership	25,094.69	27,632.37
TOTALS	$40,106.69	$39,711.09

(Note - The General Fund figure includes $721.16 [484#] on hand in England for Mendlesham Memorial upkeep.)

A motion was made, seconded and carried to accept the treasurer's report.

H. Province gave the following break-down of our membership:

719 paid-up members, 296 life members, 28 indigent members, 11 member wives, 105 Newly Found & 6 Royal Yugo A.F. members.

Pres. Wolstencroft urged those not already life members to consider signing up as it has many benefits for both the member and the association.

SCHOLARSHIP COMMITTEE - H. Province gave the scholarship committee report in the absence of chairman C. Romero. There were 29 applications this year. The first place winner is Jennifer Mathe, granddaughter of Clyde Mathe. The second place winner is Laura Kittinger, granddaughter of George Ready. They have been sent their checks and the latest copy of the 34th Bomb Group History book.

REUNION COMMITTEE - R. Wright gave the committee's financial report as follows: There was $2,697.77 remaining in the fund after the 1993 bills were paid. $197.77 was returned to the General fund. There is now $19,966.41 in the reunion fund, but 1994 reunion expenses have yet to be paid. Registered attendance this year is 308.

G. Pine gave the 1995 reunion dates as Sept. 14 through Sept. 17 at the Marriott Hotel in Huntsville, AL. The 1996 dates are Sept. 19 through Sept. 22 at Raleigh, NC. They are still working on the 1997 site and dates.

AUDIT COMMITTEE - F. Schoch stated that the committee found the 34th B.G. financial books to be in good order and were signed off.

E. Baldea noted there would be no official photographer for the gala banquet tonight and urged people to take pictures of their tables and send them to him, properly identified, for inclusion in Mendlesham Memories. Press date of the next issue of MM is Oct. 21, 1994.

PX REPORT - Paul Shull noted that the son of Oscar Hanson would be at the hotel at 11:00 a.m. and would like to talk to anyone who knew his father. P. Shull gave the following PX financial report:

Beginning Balance	$ 696.65
Sales for the year	6,182.00
Expenses (includes $4,976.00 paid to General fund)	6,683.00
PX ending balance	$ 195.65

He noted the difficulty of finding a supplier for squadron pins unless a very large order is placed. Pres. Wolstencroft said he would investigate a possible source he had been told of that would accept smaller orders.

H. Ruthka spoke briefly on the trip to England. He said the trip went very well. It was asked if an England trip was planned for the 50th anniversary of V.E. Day. H Rutka said he had no such plans but would be happy to help anyone who wanted to organize such a trip.

NOMINATING COMMITTEE - B. Sothern recognized the two outgoing board members, R. Wright & A. Prillaman. He presented the following slate:

For President:	E. Baldea
For 1st V. Pres.	A. Hanson
For 2nd V. Pres.	R. Palmer
For Recording Secr.	V. Ames
For Archivist	W. Brauks
For Treasurer	H. Province
For B. of D. (1997) and	H. Rutka
For B. of D. (1996, to replace R. Palmer)	J. Doronsky

The floor was opened for additional nominations. None were heard. A motion was made to close nominations and accept the slate as presented. The motion was seconded and carried.

NEW BUSINESS - H. Rutka noted that the Scholarship fund is supported only by those who attend the reunions, through the registration fee. Since our attendance will be decreasing with the passing years he suggested all members be solicited to help with the Scholarship fund. A motion to this effect was made, seconded and carried.

Pres. Wolstencroft suggested that the annual dues for the 34th B.G. Assn. be raised from $7.50 to $10.00 per year. It was so moved, seconded and carried.

A motion was made to adjourn the meeting. It was seconded and carried. Pres. S. Wolstencroft adjourned the meeting at 9:50 a.m.

Respectfully Submitted by:
Paul Anderson
Recording Secretary

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Attendance at St. Paul Reunion

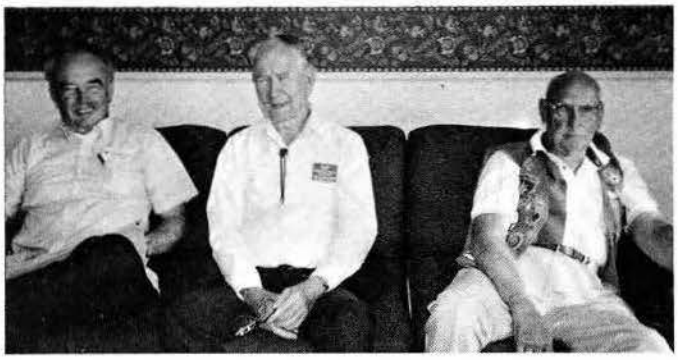
(* indicated First Timers)

F.P. Aldridge
Donald S. Allen (with guests Ethel Walsh & Deanne Guebladui)
Vernon & Millie Ames
Milton & Naomi Anderson
Paul & Beryl Anderson
Maury & Lois Anderson*
Kenneth & Eileen Anderson*
Cecil & Frances Anderson
Alex & Betty Antanovich
Denton & Eileen Armstrong
Charles & Evalyn Attridge
Lawrence & Marie Babcock
Robert & Rose Marie Baer
Sam & Lydia Baglio
Eli & Rose Baldea
Roy & Millie Balantyne
Charles & Roberta Barclay
Carwin & Marlene Baxter*
Joseph & Estella Beall*
Robert & Barbara Bell
Don & Barbara Benscoter*
Fred & Hazel Berglund
Leonard & Helen Bess
Thomas & Madeline Belleou
John & Marge Bloczynski
Lloyd & Bobbie Boreen
Paul Bourquin
Ed & June Bouty
Wally & Doris Brauks
Bill Browne
Merlin & Patricia Bruning
William & Margo Burnell
Hyman & Ruth Chausow*
Jack & Dorothy Clarkson
James & Lois Clemins
Robert & Ginny Cole
Donald & Darlene Collins
Claude & Genevieve Conklin
Anthony & Mary Coutros
Harry & Marie Crawford
Harold & Marilyn Crisp
Bertis Crouse*
Richard & Betty Cutting
Robert & Edith Dees
Marcus W. Dieterle
Al & Elsie DiNenno
Lawton & Joan Dooley
Herbert & Eunice Donahue
John & Bev Doronsky
Harold & Darlen Dwyer
A.C. & Trudy Eggleston*
Jack & Bernice Farley
John & Betty Mae Feda
Robert J. Filip*
Dale & Margie Finley
Robert & Jean Fox
Dale & Esther Frank
Earl & Mary Frank
George & Felicia Franco
Carl & Imogene Freysinger
Peter & Sylvia Gaskin (FOTE)
Mollie Gardner & Velma Konsella
Basil & Lorene Gaumer
Claude & Audrey Gibbs
James Glass
Ginny Gradin
Willia Griffis
A.E. & Joan Habiger
Herbert & Anne Hall
Arthur & Elizabeth Hansen
Milton & Kathryn Hansen
Ambers & Jean Hanson
Bill & Tootie Hetherington
Glenn Henry (with guest Vera Pokorny)
Charles & Eileen Herget
Robert & Marilou Hess
Red & Peggy Hownninger*
Jack Hood (with guests Bonnie Lasseigne & Margo Haworth)
Wayne & LaVerne Howarter
Edwin & Rita Hiltner
Al & Agnes Israelsen
Max & Eila Jakel
Eugene & Helen James
Robert & Jo Jansky
Alf & Maye Johanson
Dexter & Beulah Jordan
Jack & Shirley Kinney
Robert & Betty Lampey
Ace Lehman
Irving Levy
James & Bernice Loiselle
Ed & Birgit Lonergan
Ralph Lundeen
August & Kitty Luhrsen
Joseph & Kathern Marks
James & Bettie Martin
Norman & Schatzie Mayer
John & Barbara Mayor
Walter & Ruby McAllister
Robert E. McKay
Paul & Twyla Meeder
George & Faye Miller
Ted C. Moor
Donald & Shirley Morrison*
Ferd & Ginny Muente
Robert & Dorothy Nendel
George W. Neubauer*
Tom & Mildred Newton
Kenneth & Shirley Noaeill*
John & Liz Noe
John & Margaret Northrup
Carlyle & Loretta Ott
Robert & Virginia Pacholski
Raymond & Bula Palmer
Bernard & Kathryn Peczkowski
Ken & Kathleen Paxton
Harry & Willie Perry
Gerald & Wanda Pine
Donald & Mildred Plank
Phil Podulka
Arnold & Georgia Prillaman
Harold & Jan Province
Lyle E. Rhein
Luke Richardson*
Floyd B. & Miriam Richmond (with guest Thelma Warfield)
Cleveland & Henrietta Romero
Everett & Peggy Rose
Herbert & Dotty Roy
Harold & Genevieve Rutka
Charles & Rose Sakal
Leon & Jeanne Salveson
Robert & Lawrence Saxton
Harold C. Schmidt*
Fred & Clara Schoch
Robert & Jeannie Schroeder
Jack & Marian Share
Donald & Bonnie Shee
Byron & Mary Sheesley
Paul & Pauline Shull
Ronald & Martha Simpson
James & Jane Smith
Oren & Lois Smith
Bruce & Muggs Sothern
Carl & Peg Stemen
Walter & Lois Sturdivan
Mike & Ann Sass
Marvin & Avis Syverson
Adolph & Florence Szaras*
Jack & Nellie Terry
James & Eleanor Thomas
Hal & Ruby Thorpe*
Henry & Audrey Tobiason (with son, Art)
Carl & Margaret Trauernicht
Herbert Vick*
Frederick & Blanche Voss
Oral & Jim Walker
Fred & Rachel Waltz
Jerome & Dorothy Wessel
Sam & Peggy Wolstencroft
Joseph & Marilyn Wong
Benson & Margaret Workman
Robert & Esther Wright
Charles & Virginia Yockey
Paul & Doris Youngholm*
Ben & Edith Zeldes
Frank Zukaitis

REUNION 1994

" Getting Down to Business"

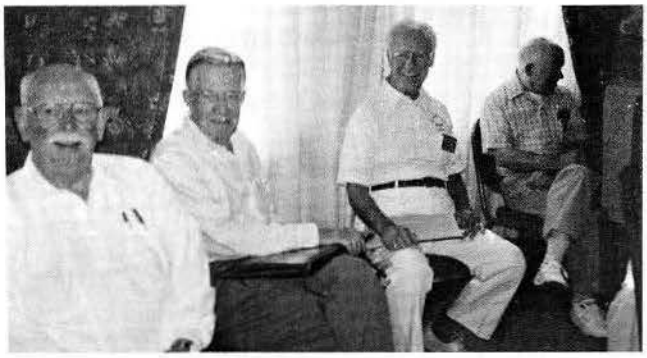
Head Table - S. Wolstencroft, Hal Province & P. Anderson at the Board of Director's Meeting



R. Palmer, W. McAllister & R. Wright at the Board of Director's Meeting

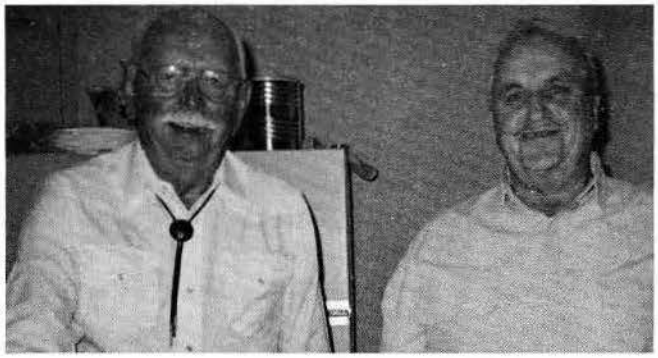
C. Stemen, C. Romero, V. Ames & S. Baglio at the Board of Director's Meeting

E. Baldea, H. Rutka & J. Farley at the Board of Director's Meeting

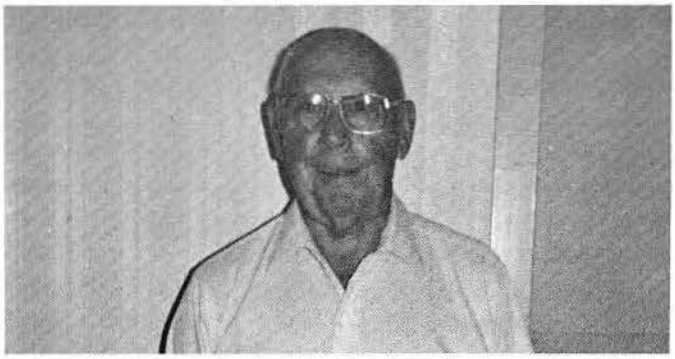


G. Pine, A. Israelsen, J. Clarkson & W. Griffis at the Board of Director's Meeting

Our Registration Crew Workers - Wanda Pine, Esther Wright and Genevieve Rutka "Well Done!"



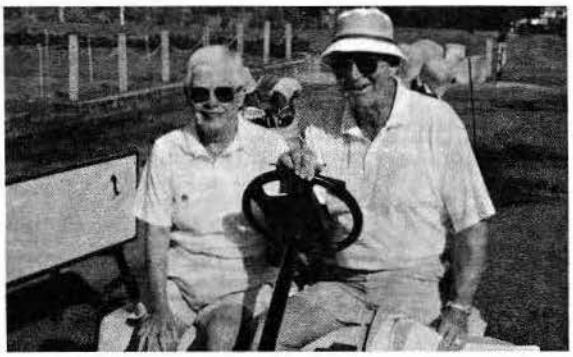
Workers Gerry Pine & Harold Rutka - Hospitality Room Bartenders



Worker Bob Wright, One of the Crew

REUNION 1994

"Golfers"



Golfers "B" and Ed Lonergan

Golfers Roy Ballantyne, Glen Henry, Bob Wright and Paul Shull

Golfers Fred Muente, John Feda, Jim Clemins & Harold Crisp

Golfers Hy Chausow, Herb Roy, Jack Clarkson & Bob Cole

"Leisure Time"

First Timers Luther Richardson, Barbara & Donald Benscoter and Lois & Maurice Anderson

Peg Stemen with Bob Lampey and Sylvia Gaskin

Helen Bess, Bob Nendel, Leonard Bess, Vern Ames & Chas. Attridge

Lorene Gaumer, Elsie DiNenno, Bobbie Boreen, Dorthy Nendel & Millie Ames

REUNION 1994

1. Lloyd Boreen & Tony Habiger
2. Charles & Evelyn Attridge
3. Imogene Freysinger with Bob & Jennie Schroeder & Lee Baglio
4. Dale & Marge Finley with Laverne & Wayne Howarter
5. Jack & Liz Noe
6. Arthur & Betty Hansen with Florence & Al Szaras
7. Joe Wong & Eli Baldea
8. Glenn Henry, Ginny Gradin & Beryl Anderson
9. Harry Crawford & Schatzie Mayer
10. Gen Conklin & Sylvia Gaskin
11. Fred Aldridge
12. Charles & Virginia Yockey
13. Edith & Ben Zeldes
14. Roberta & Charles Barclay
15. Hospital Room Entertainer, John Doronsky
16. Marilyn Wong
17. Shirley & Jack Kinney
18. Basil & Lorene Gaumer
19. Mary & Earl Frank
20. Betty & Jim Martin
21. Our PX Crew, Pauline & Paul Shull and Beryl & Paul Anderson
22. Claude Gibbs & Sam Wolstencroft
23. Rod & Peggy Hoenninger
24. Mary Coutros, Jan Province & Tony Coutros
25. Wally Brauks & Charles Yockey

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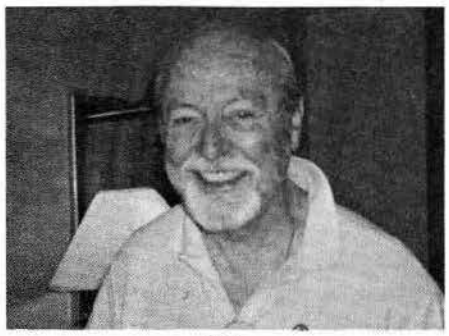

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- LEISURE TIME

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REUNION 1994

1. Eleanor Thomas, Lois Smith & LaVerne Howarter

2. Betty Lampey & Gen Conklin

3. Bobbie Boreen, Leonard Bess & Hoan Habiger

4. Helen Bess, Lloyd Boreen & Tony Habiger

5. Irene Yockey, Doris Brauks & Peggy Rose

6. Sylvia & Peter Gaskin

7. First timers George Neubauer & Carwin Baxter

8. Peggy & Everett Rose with Fred & Clara Schoch

9. Lawton & Joan Dooley with LaRaine & Donald Allen

10. Gen Conklin, Gen Rutka & Wanda Pine

11. C. Attridge, L. Boreen, B. Gaumer & A. DiNenno

12. Helen Bess, Evelyn Attridge & Bobbie Boreen

13. Walter & Ruby McAllister

14. Group waiting for tour bus

15. Group waiting for tour bus

16. Hall Of Fame Museum B-17

17. Norman Mayer in cockpit of Hall Of Fame B-17

18. Don Collins, Carlyle Ott & Merlin Bruning

19. Charles Barclay & Al Israelsen

FRIDAY NITE DINNER

20. Edith & Robert Dees

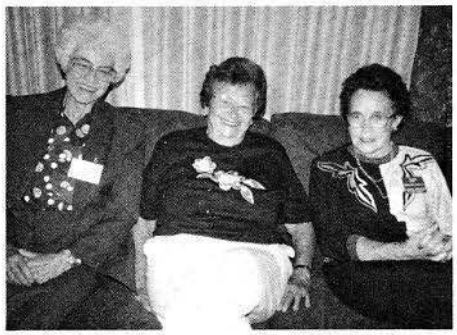
21. Barbara & Robert Bell

22. John & Liz Noe

23. Darlene & Harold Dwyer

24. First-timers Hal & Ruby Thorpe

25. Henry Tobiason, Joseph Beall, Audrey Tobiason & Ambers Hanson



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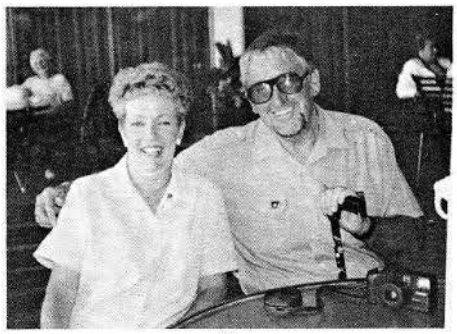

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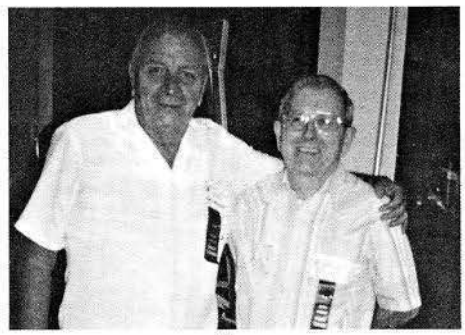

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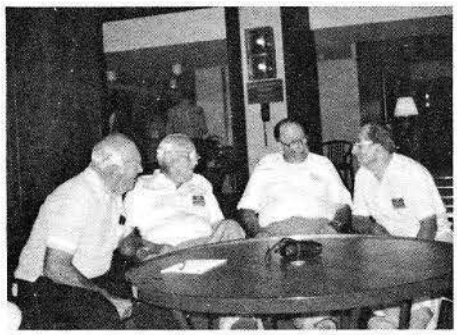

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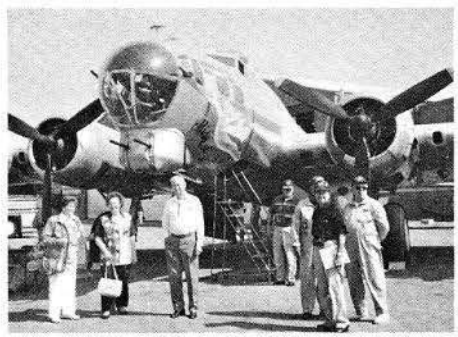

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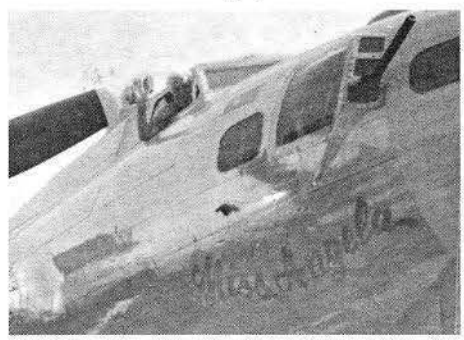

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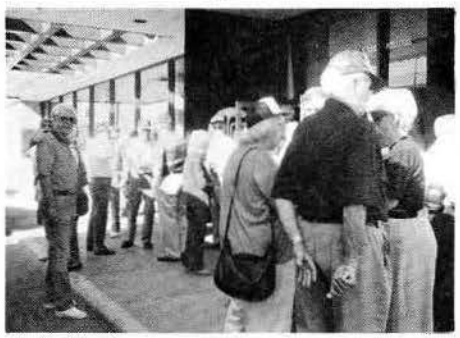

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REUNION 1994

1. Margaret & Ben Workman with Anne & Herb Hall

2. Reta & Ed Hiltner with Bob & Ginny Pacholski

3. Shirley & Jack Kinney with Walter & Ruby McAllister

4. Jennie & Robert Schroeder with Kay & Joe Marks

5. Al & Agnes Israelsen with Charles & Roberta Barclay

6. Thelma Warfield with Miriam & Bennett Richmond & Bob Filip

7. Lorene & Basil Gaumer with Elsie & Alfred DiNenno

8. Marcus Dieterle with John & Betty Mae Feda

9. Jane & J.C. Smith with Ginny & Fred Muente

10. Bonnie Lasseigne with Jack Hood & Margo Haworth

11. Jack & Dorothy Clarkson with Denton & Eileen Armstrong

12. John & Marge Bloczynski with Joan & Ed Dooley

13. Mary & Byron Sheesley

14. Birgit & Edward Lonergan

15. Genevieve & Claude Conklin

16. Past Pres. Sam Wolstencroft passing the gavel to Eli Baldea

17. Wally Bauks with the Floral "Remembrance" Board

18. Marilyn & Harold Crisp with Richard & Mary Beth Cutting (his daughter)

19. Bob & Dorothy Nendel with Helen & Leonard Bess

HEAD TABLE

20. Sam & Arlene Wolstencroft

21. Eli & Rose Baldea

22. Lee & Sam Baglio

23. Paul & Beryl Anderson

24. Jan & Hal Province

25. Jean & Ambers Hanson

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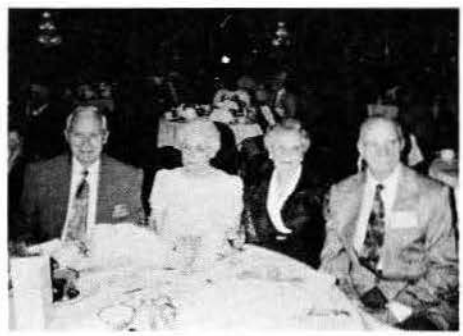

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- GALA BANQUET

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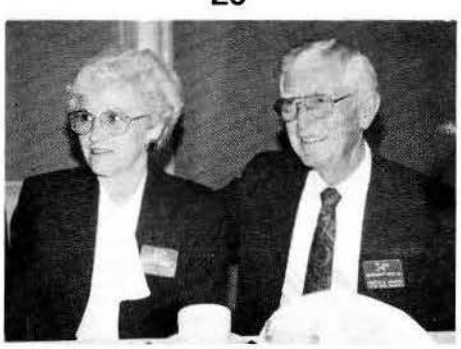

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REUNION 1994

1. Robert & Ginny Cole
2. First-timers Shirley & Don Morrison
3. John & Margaret Northrup
4. Fred & Blanche Voss
5. Imogene & Carl Freysinger
6. James & Lois Clemins
7. Peter & Sylvia Gaskin (FOTE)
8. Nellie & Jack Terry
9. Alex & Betty Antanovich
10. James & Betty Martin
11. Bula & Ray Palmer
12. Mildred & Roy Ballantyne
13. Barbara & John Mayor
14. Hymen & Ruth Chausow
15. Paul Borquin & Irving Levy
16. Ken & Eileen Anderson
17. Bonnie & Donald Shee
18. Lucille Babcock & Marie Crawford
19. Toots & Bill Hetherington
20. Herb & Dottie Roy
21. Charles & Eileen Herget
22. Wanda & Gerald Pine
23. Esther & Robert Wright
24. Genevieve & Harold Rutka
25. First-timers Joseph & Estella Beall

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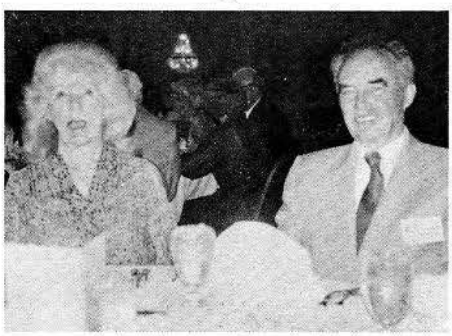

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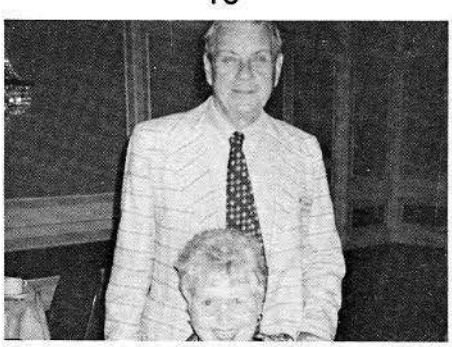

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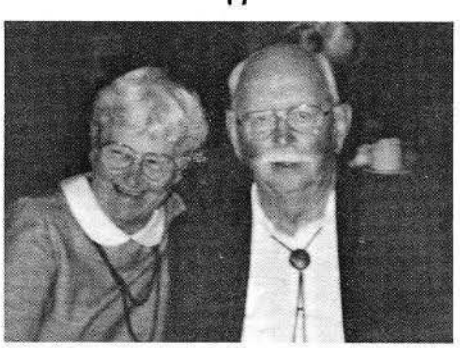

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- GALA BANQUET

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REUNION 1994

1. View from the 13th floor overlooking the Mississippi
2. Bob & Betty Lampey standing behind Jack & Marian Share and Peggy & Carl Stemen
3. Standing: Tony Coutros, Bernie Farley, Jack Farley, Marilyn Wong & Joe Wong - Seated: Mary Coutros
4. Liz Noe with first-timers Ruby & Hal Thorpe
5. Herb & Eunice Donahue with Avis & Marvin Syverson
6. Paul & Pauline Shull with Bud & Lucille Babcock
7. Bill Browne, Jeanne Salveson, Ace Lehman & Leon Salveson
8. Claude & Audry Gibbs with Stella & Joe Beall
9. Art Tobiason (son) with Henry & Audry Tobiason
10. Glenn Henry, LaVerne Howarter, Vera Pokorny & Wayne Howarter
11. The "James" gang - Margo & Bill Burnell, Eugene & Helen James, Arnold & Georgia Prillaman and Clara & Fred Schoch
12. First-timers Maurice & Lois Anderson, Donald & Barbara Benscoter and Luther Richardson
13. Bill Browne, Ace Lehman, Frank Zukaitis & Lee Salveson
14. Ted Moor, Schatzie Mayer, Ralph (Pappy) Lundeen & Willis Grifftis
15. Ken & Shirley Noaeill with Bernice & Joames Loiselle
16. Tony & Joan Habiger with Evelyn & Charles Attridge
17. Loretta & Carlyle Ott, Patricia & Marlin Bruning and Donald 7 Darlene Collins
18. Rear: Chas. Attridge, Helen Bess, Bob Nendel, Leonard Bess & Vern Ames. Front: Evelyn Attridge, Bobbie Boreen, Dorothy Nendel & Lloyd Boreen
19. Ginny & Fred Muente with Beulah & Dexter Jordan
20. Robert & Edith Dees, Paul & Doris Youngholm, Dale & Marge Finley and Bob & Jo Jansky
21. Peggy & Everett Rose with Twyla & Paul Meeder
22. Georgia Prillaman, Helen James & Mary Sheesley behind Clara Schoch Jo Jansky & Doris Youngholm
23. Harry & Marie Crawford with Schatzie & Norman Mayer
24. 7-man crew attendance - The Jim Glass Crew - Rear: D. Shee, C. Herget, F. Aldridge & C. Yockey Front: H. Roy, W. Hetherington & B. Zeldes
25. 7-Man crew attendance - The J.C. Smith crew - Rear: H. Hall, D. Jordan & B. Workman Front: J.C. Smith, F. Muente & R. Pacholski (E. Hilton had to leave early)

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- GALA BANQUET

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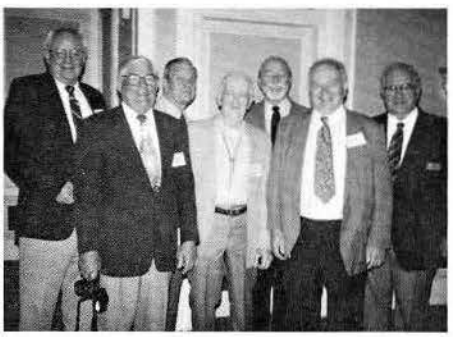

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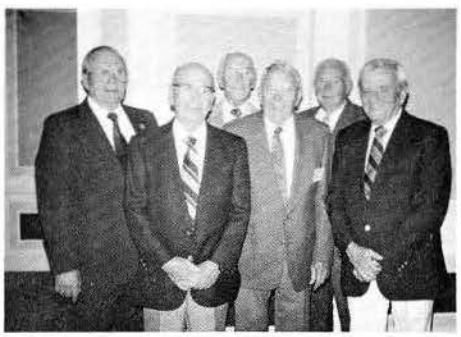

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ROSE'S CORNER

Guess who is after me to get busy and write my "Corner" column? Not only the editor of Mendlesham Memories but also the President of the 34th Bomb Group Assn! He wants me to put my thoughts on paper and also salute and hum "Hail to the Chief" each time we pass each other on the stairs!! Well, I told him that when he again fits into his Air Force uniform I may consider doing just that! Yes Sir!!

Now, back to some normalcy. I was very happy and impressed that so many of you showed up in St. Paul. You came from all over the country - Bravo! We didn't go to the famous shopping mall because I forgot my roller skates. Not really, but I'm sure I would have needed some help.

What a mistake I made in not bringing along some summer-type clothes. The Minnesota weather really wasn't typical. We are always reading about how cold it gets up there. 80 degrees below zero wind chill factor is common, we were told. Well, the days were 80+ degrees above with no chill factor! Beautiful! Let's hope that Huntsville, Alabama will be as delightful and we are hoping that all of you will be there to share in the fun.

The mail brought some surprises for me when we got home. I want to share one of the recipes which was sent in by Ginny Gradin and is ideal as a snack while guzzling any beverage. Ginny sez that these are best eaten very cold so don't let them stay out on a platter too long. She advises to serve in small portions and keep refilling the serving dish. This is called:

Party Pretzels ala Ginny Gradin

1 pkg. large, but not thick curly pretzels
1/2 cup Orville Redenbacher's Buttery flavor popcorn oil
1 envelope Hidden Valley Ranch Dressing
1 Tsp. Lemon Pepper

Mix ingredients other than pretzels and shake well. Put into a small shallow bowl. Add pretzels one at a time using a fork to turn them over making sure each is covered. Use a 9"x13" Tupperware pan that is lined with wax paper. Place pretzels one at a time in the pan and they can be layered. Put in the freezer for a few hours. Leave them in the freezer and take out only what you want to use at the time. It's a delicious snack for "Happy Hour" or at any time. The recipe does not use a full package of pretzels.

Thank you Ginny. With the holidays coming I'm surely going to serve them as "something different". In our next issue I will have two very good items from Muggs Sothern. One is a cake and one a chicken casserole dish which you will make again and again. Muggs and Bruce were more than happy about the weather because they live in Minneapolis and after the reunion the rain and cold began and lasted a week! We were lucky!!

So, until your next issue, may God bless you all with continuing good health and don't forget to hug your grandchildren!

****

SPECIALS

Bob Platz, of Ottsville, PA., has written us about a medallion he received recently. His friend, Bill Tyson, was on a tour with the War College Study Group. In London he met a man who, with 40 more lbs. and a cigar in his mouth, would be the spitting image of his grandfather, Winston Churchill, which was also his name.

During their conversation Bill mentioned that their next stop would be Benouville, France. Mr. Churchill told him of a remarkable "beautiful and elegant" woman there, named Madame Arlette Gondree Pritchett, who Bill must stop in to see. She owned a cafe there and had been a ten year old girl at D-Day.

When Bill got to France he walked over the cafe (now called Pegasus Bridge Cafe Gondree). While reading a small brass plaque on the wall commemorating D-Day the door opened and this striking lady came out. Bill remarked that she must be Madame Gondree and explained, when she asked, how he knew her name.

Bill then told her about the group's visit there and they were invited into her cafe. During their conversation Bill was asked whether he had family members who had participated in D-Day. He told her about Bob Platz and she then gave him a small bronze medallion. It was struck especially for the 50th Anniversary and is given to selected members of towns and villages to acknowledge their role in the invasion. She asked Bill to give it to Bob to convey the feelings she felt for the bravery and sacrifices made by Americans during the war.

Bill said that he found the same reception from French people everywhere in the region for the American military. He ended his letter to Bob saying, "Hopefully, when you look at this medallion you can remember there are people (other than your family) who really have a special place in their hearts for you. Your efforts have not been forgotten.".

Continued on Page 21

Specials

Continued from Page 20

On December 23, 1994, the 34th Bomb Group celebrated the completion of the 100th mission. We have received a copy of the invitation and decided to reproduce it here for those of you who were involved.

The Commanding Officer, Officers & Men
of U.S.A.A.F. Air Base, Mendlesham,
cordially invite you to attend their
100th Mission Celebration & Dance
on 23rd December, 1944

Music *Dinner 5 p.m—7 p.m.*
Entertainment 2 p.m. *Dancing 8 p.m.*

MRS. JOANNE (JOHN) Kantorak - Lakewood, OH.

I want to inform you John Kantorak passed away January 29, 1994 at the age of 73 years. He really enjoyed reading Mendlesham Memories. He is missed by his family very much. We were married 46 years on January 10, 1994.

****

WILLIAM V. SHERMAN - Miami, FL.

I want you to know how much I enjoyed the Sept. issue, especially the account of the 100th mission party in one of the hangars. I recall seeing many barrels of brew lined up outside the hangar. I've often wondered if all of it was used. With regard to Sgt. Crawford, I recall he wore one of the old style jackets without any indication of rank. I recall the broadcasts of the American Forces Network. Crawford often came out with some very funny dialog, some a bit racy. We wondered if the British might be offended but he said he had no complaints.

****

LINDA MODICA (Daughter) - Paso Robles, CA.

This letter is to inform you that Paul Tardiff of the 18th Sqdn. ground crew has died on June 20, 1994. Thank you for inviting him to your reunion. He was a very patriotic man who loved his country and the flag he served under. We will miss him!

****

MRS. MARIE (FRANCIS "BOB") SKINNER - Saint Ann, MO.

Just a note to let you know that Francis Skinner passed away on Oct. 3, 1993. I would love some news of some of the men who were very close to Bob.

****

PHIL (PHILIP G.) PALERMO JR. - Indio, CA.

It is with great remorse that I have to inform you of the death of my father, Philip G. Palermo. He passed away on Sept. 4, 1993 of heart failure. He was 72 yrs. of age and was preceded in death by my mother on Aug. 13, 1992. Thank you for your keeping in touch with my dad over the years. He often mentioned his days in the service of our country and had several stories about his Air Force buddies.

****

GEORGE R. MORRIS - Ontario, CA.

My wife and I are unable to travel because of health reasons so we won't be at the reunion. We hope you have a great one (We know you will!) and want to thank you for all the effort that goes into the "Memories". Keep up the good work.

Recently I had an occasion to go through some of my old files and found the program of the Lead Crew Banquet held on Nov. 25, 1944. I have enclosed a copy. I hope you will display it at the reunion. (Editor's note: I will have it there.)

****

KENNETH ANDERSON - Sherrills Ford, NC.

We enjoyed our first reunion very much and hope to make it to Huntsville next year.

****

WAYNE HOWARTER - Welda, KS.

The St. Paul reunion was just great. It was a fine place to have it. I saw a lot of old time buddies. A lot of others I would have liked to see but they just couldn't make it. I'm afraid our group is getting smaller. It was great to see two groups of seven people there after 50 years.

****

Continued on Page 22

Notes From Our Friends

Continued from Page 21

MARGARET (BILL) BURNELL - Kirkland, WA.

All seemed to go well in St. Paul but it seemed a bit more low-key than usual. Maybe we're just all getting older. It's the first time we had so few of our crew on hand.

We had an additional week in the greater St. Paul area with very close friends and it was great except for the humidity.

****

IMOGENE (CARL) FREYSINGER - Cable, OH.

Many thanks again for a wonderful reunion. It gets better every year. It is so good to see all of our old friends and meet new ones. Carl's radio operator and wife, Fred and Blanche Voss, were first-timers. He pulled Carl back into the plane when he almost fell out over Holland dropping food supplies.

****

DALE FINLEY - Crothersville, IN.

We enjoyed the reunion and seeing old friends again. Congratulations on your new position as president. We hope to see everyone at Huntsville next year.

****

DON COLLINS - Omaha, NE.

We all had a very good time and hope to see everyone in Alabama next year. Corkey Ott, Mike Bruning and I were on the same crew at Mendlesham, Thomas Mullins' crew. Thomas is in the photo on page 4 of the September issue of MM.

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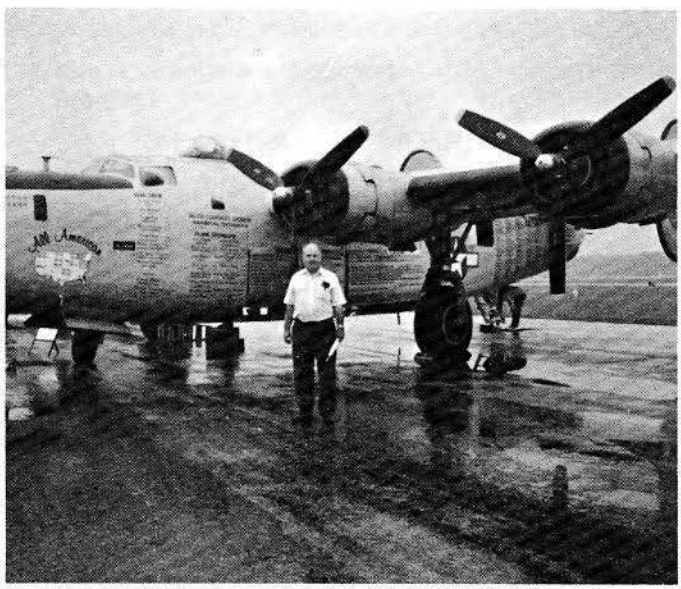

Gordon Breeding at the Traverse City, Mich. Airport with the B-24 "All American"

OLIVER BOLDUC - Chaplin, CT.

I'm responding to the article by Ward Provance in the Sept. issue. He mentions the fact the German plane that intruded our airspace had headed back toward the channel but didn't make it as the anti-aircraft girls got him and that "he felt sorry for him with the war so near the end."

Truly, any loss of life is hard for us to accept. However, that pilot caused the loss of many lives and did a tremendous amount of damage as well. I saw the German fire at many planes. I saw the parachutes open and I did see our plane fall out of the sky. The sole survivor of that plane's flight, to my knowledge, is Edwin J. Irwin, who had parachuted to safety.

I do keep a close watch for articles pertaining to that night because it was a terrible occurence to witness. H. Eastman, the pilot, was a fine man. I have a heavy heart when I think of it all.

****

AUDREY (HENRY) TOBIASON - Remer, MN.

Just a short note to let you know how much we enjoyed the reunion in St. Paul. As usual, those of you responsible did a wonderful job. Our son, Art, joined us for the banquet on Saturday night and he was really impressed with the closeness and friendliness of the whole group. He said that now he understands why we look forward so much to the reunion each year.

****

ERNIE SISNEY - Yale, OK.

I was surprised to see the picture on page 4 of the Sept. issue. I was the copilot for Tom Mullins and I must have given him a copy of the picture since I was the one who took it. We picked up 33 French P.O.W.'s and flew them to Paris. Others of our crew in the picture were Gerald O'Shea, Carlyle (Corky) Ott and Angel Velasquez.

****

PETER GASKIN - (FOTE) England

We had a great time in the states. Once again everybody was so friendly. If we were to take up all the offers to visit we would have to spend a year in the states. Hey! That's an idea!! Seriously, though, we ended up putting 3,300 miles on the Buick we had and traveled through 10 states.

Our next trip to the U.S. will be in Feb. `95 to stay for 2 weeks with the Williamses, Harold and Evelyn, at their home in Lantana and take in a bit of sun on the beach. After that it will be save-up for the trip to Raleigh-Durham in `96.

****

ROBERT LAMPEY - Aurora, OH.

I know you're having a lot of fun setting up the next MM. We had a great time and look forward to the next reunion.

Continued on Page 23

Notes From Our Friends

Continued from Page 22

JOHN J. FEDA - Marshall, MN.

We had three of our crew as first timers at St. Paul. They were Ken Anderson, Don Benscoter and Luke Richardson. Marcus Dieterle and myself have been to previous reunions.

We appreciate Mendlesham Memories. Thanks for your efforts.

****

PAUL ANDERSON - Everett, WA.

Here it is, October already. Don't know where the time has gone. We didn't get home until Sept. 27th. Spent time in Iowa visiting my brother and sister, some of Beryl's relations and friends. Have been busy getting the yard and house back in order. Beryl and I really enjoyed the reunion. Hope everyone else did.

****

ED LONERGAN - Fort Myers, Fla.

All who played golf said they had a good time. There were no prizes, no winners, no losers - just 14 golfers enjoying the fresh air and sunshine.

We sure had a great time at the reunion and congratulate the reunion committee on doing a fine job.

****

GINNY GRADIN - Superior, WI.

I sure enjoyed the reunion and it was so nice to see old friends again. At first I thought it would be hard for me but everyone made me feel so welcome. The first reunion Bob and I went to was in St. Paul. Looking forward to Alabama.

****

ROBERT COLE - South Bend, IN.

Another great reunion. Congrats to the committee and all those involved to make it a success. We had four crew members present and it was good to visit with them again. Hope all the first-timers felt welcome and will be with us again in Huntsville in `95.

****

HENRIETTA (CLEVELAND) ROMERO - Lafayette, LA.

I finally got Cleveland back home from the hospital. He is doing fine and wanted everyone to know how much we appreciated the phone calls and cards and so many prayer offerings from his 34th buddies and wives. He had open heart surgery the week we came back from St. Paul - three bypasses this time. He is losing weight and is ready to start a cardiac rehab program at the hospital. I will also take part in this phase.

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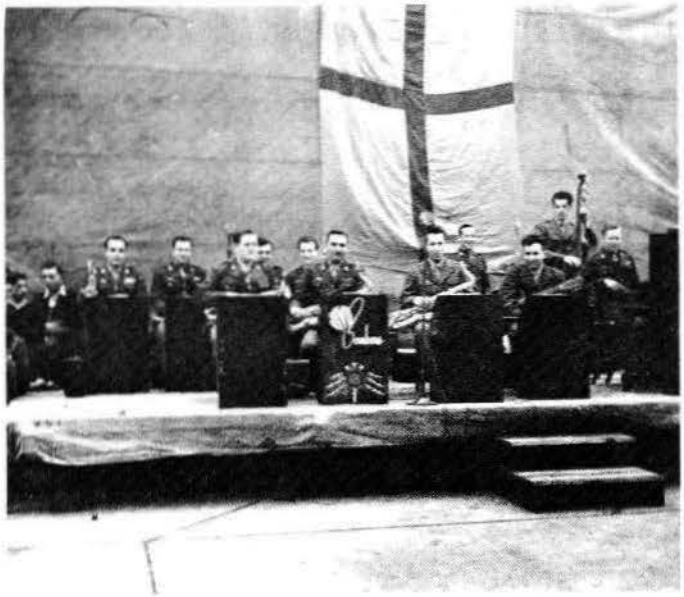

The Jive Bombers - Can anyone identify them?

PAUL YOUNGHOLM - Jefferson, NH.

We enjoyed the reunion very much. Please convey our profound appreciation to the committee and everyone we met.

****

JOHN E. REILLY - Ocean City, MD.

Many thanks for the `94 Roster and copy of Mendlesham Memories. Through the roster I was able to identify pilots from 3 of the 4 crews on which I served. I really hope to make the next 34th B.G. 1995 reunion.

****

FREDERICK SCHOCH - Spokane, WA.

We are enjoying a beautiful "Indian Summer" here. This is our most enjoyable time with the fall harvest of crops and fruit. Clara and I have been busy since returning from St. Paul. Her relatives from Germany have been visiting for several weeks so we have been on the go. Met them in Seattle and then toured our state showing them the mountains and Puget Sound. They were impressed, especially with our food markets and stores.

Clara and I would like to send our Holiday Greetings to all our 34th friends.

****

FRED MUENTE - Wauwatosa, WI.

The reunion committee did a great job. We arrived home a week later after spending time with "in-laws" in Superior, WI. and then on to Bayfield and Minoqua for needed relaxation.

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Continued on Page 24

Notes from our Friends

Continued from Page 23

GWEN (WILLIAM V.) MUNTZER - Meadowbrook, Pa.

Yes, unfortunately, it is true. Bill passed away on August 7th, 1994. He had been diagnosed with cancer in Oct., 1993 and underwent very aggressive treatment of chemo and radiation for several months and responded very well. We thought he was going to be O.K. He looked good, felt good - all positive.

Then, around the middle of June, it recurred and he started treatment again - but it had to be stopped as he was not responding and it all went downhill from there. He spent the last 16 days at home as that was where he wanted to be.

****

TONY HABIGER - Topeka, KS.

We sure enjoyed the reunion. We stopped at Crystal Lake Casino on the way home but didn't do too good. See you all in Alabama.

****

JAMES E. BASSINGER - Charlotte, NC.

We just returned from a vacation in London. What a trip! No buzz bombs and my wife refused to let me visit Picadilly Circus alone. Outside of missing those two momentous happenings the trip was marvelous.

The most meaningful part, though, was a visit to the Memorial at Mendlesham. At Stowmarket we asked how we might get a cab to Mendlesham. A gentleman and his wife there asked to take us there if we wouldn't offer to pay them. What a country! What kind and generous people. Needless to say, the tour was very moving for me and quite emotional at the Memorial itself. Later our hosts took us for fish and chips in Stowmarket. What a delight!

****

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to: HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426
before the labels are printed to ensure the correct arrival of the MEMORIES!!

Doug Culver & ???

NEWS FROM HERE AND THERE

We have recently received the following:

My name is Jim Perry and I retired from the Air Force in 1989. Before retirement I started collecting military memorabilia from all eras. I collect patches, wings, uniforms, flight jackets and flying gear. My favorite items are group and squadron patches. Please write to me at: Jim Perry, 138 Manchester Road, Summerville, SD. 29483. Thank you.

****

From Molly Gardner we have the following:

I would like to find an English friend. She was Peggy Peck and lived near the base. She married a yank and is now in the states somewhere. She has a sister Sheila. Anyone who knew Peggy Peck (her maiden name) please contact: Molly Gardner, P.O. Box 214, Bagley, IA. 50026.

****

Don't Forget
To Send In Your Dues

Mail $10.00 to: Harold Province
111 Province Lane
Carriere, MS 39426

ADDRESS CHANGES

(As of 10-21-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD
BASSINGER	JAMES A.	391	301 WILBY DRIVE	CHARLOTTE,	NC.	28270
BERRY	BOB	7A	211 SO. MARKET ST.	BENTON,	AR.	72015
DANIELIAN	LEO	18	3259 S.W. SUNSET TRACE CIR.	PALM CITY,	FL.	34990
FERLICH	WILLIAM F.	7	155 MEADOWS VIEW ROAD	WASHINGTON,	PA.	15301
KELHART	ROBERT E.	7	111 LINDFIELD CIRCLE	MACUNGIE,	PA.	18062
KINZIE	CHARLES A.	18	1642 WICKHAM WAY	CROFTON,	MD.	21114
LARMORE	CHARLES W.	HDQ.LM	420 EAST WASHINGTON	BLUFFTON,	IN.	46714
McDANNOLD	WILLIAM E. SR.	7	115 EAST EVERGREEN	CAMERON,	MO.	64429
McKINNIE	DWIGHT H.	4	7304 EAST CAROL AVENUE	MESA,	AZ.	85208
MONGEON	OMER G.	18LM	P. O. BOX 190	SUMNER,	MS.	38957
MULLINS	THOMAS J.	391	100 HERITAGE LANE	MADISON,	AL.	35758
NASH	EMIL B.	391	283 ALEXANDRIA DRIVE	SAINT CHARLES,	MO.	63304
NELSON	HENRY B.	7	1455 MATTHEW CIRCLE	ESTES PARK,	CO.	80517
NURRE	ALVIN H.	18	4336 SULLIVAN AVENUE	ST. BERNARD,	OH.	45217
PENTADOS	ANTHONY W.	391	13033 DENTVILLE ROAD	HAZLEHURST,	MS.	39083
RADOVICH	VALD	RYAF	5120 LOBO COURT	ORLANDO,	FL.	32819
RICHARDS	HOWARD C.	18	14750 HARDING DRIVE	HOMESTEAD,	FL.	33033
ROWLEY	FRANCIS O.	4	2876 MEADOWWOOD DRIVE	JACKSON,	MI.	49202
SCHLINDWEIN	ROBERT L.	391	302 W. SILBERHORN ROAD	SEQUIM,	WA.	98382
SHINN	WHILMER	391	RD. 3, BOX 111A	EMLENTON,	PA.	16373
SIMMONS	SHERWOOD L.	391	P. O. BOX 313	PENFIELD,	NY.	14526
VANNATER	EARL	7	2045 NO. BRABANT	BURT,	MI.	48417
YOUNG	JAMES C.	7A	3910 BROCKRIDGE DRIVE	MECHANICSBURG,	PA.	17055

NEW LIFE MEMBERS

(297 as of 10-11-94)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD.
FRANK	DALE L.	475SD	702 WEST COURT	WINTERSET,	IA.	50273
GREEN	WILLIE F.	7-4	4620 ROYALVIEW ROAD	KNOXVILLE,	TN.	37921

NEWLY FOUND

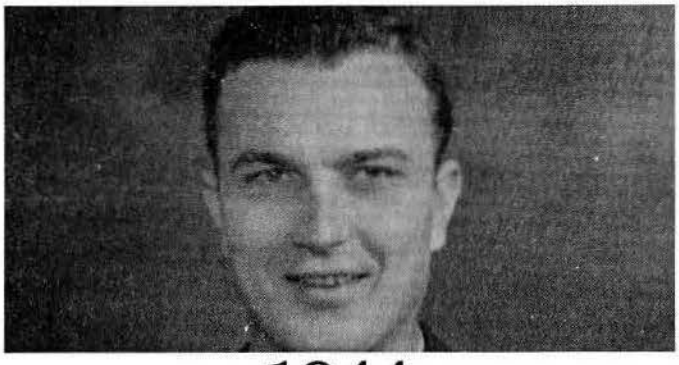
LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD.
BLOMQUIST	THEODORE L.	7A	1001 ACADIA AVENUE	LAFAYETTE,	CO.	80026
CONWAY	CHARLES		18 WINDY HILL	METUCHEN,	NJ.	08840
DIGREGORIO	RAYMOND F.		2 BENTWOOD DRIVE	STURBRIDGE,	MA.	01566
FORTH	ROBERT F.	391	973 KINGSTON AVENUE	PIEDMONT,	CA.	94611
HOLTZ	MONROE		66791 BALK ROAD	STURGIS,	MI.	49091
JUST	GEORGE E.		6 PHEASANT LANE	NORWALK,	CT.	06854
MORRISON	DONALD R.		3150 CHANNEL BLVD. RR-1	CHEMAINUS,	B.C. CANADA	VORIKO
OBERG	DON L.		4203 SABANA GRANDE	RIO RANCHO,	NM.	87124
OSUNA	LEO V.		446 WOODBINE LANE	DANVILLE,	CA.	94526
REILLY	JOHN E.	18	13307 PEACH TREE ROAD	OCEAN CITY,	MD.	21842
REYNOLDS	THOMAS P. III	18A	4208 PINFISH LANE	PALMETTO,	FL.	34221
SMITH	ERNEST N.	18	P. O. BOX 1101	LONG BEACH,	NC.	28465
STRAHLEY	MILES J.		661 ELIZABETH STREET	SALT LAKE CITY,	UT.	84102
SWORDS	WILLIAM	18	LAKE MANOR,2400 N.8TH ST.,RT.29	N. PEKIN,	IL.	61554
THORPE	WILLIAM H.	391	644 E. 1950	BOUNTIFUL,	UT.	84010

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD.	DIED
FOWLER	JOHN	18	1910 AVENUE P	BROOKLYN	NY.	11229	5-16-94
FULMER	GEORGE	18	1548 WOODLAWN AVENUE	FRANKLIN,	PA.	16323	6-01-94
GREEN	ELMORE	4					
GRIFFIN	ROSCOE C. JR.	18					3-15-84
KANTORAK	JOHN	7LM	1642 WOODWARD AVENUE	LAKEWOOD,	OH.	44107	1-29-94
KOSMATKA	RAYMOND	7	743 SO. DEARBORN CIRCLE	AURORA,	CO.	80012	12-03-83
LIKNESS	DARWIN	18					1-17-45
MUNTZER	WILLIAM V.	391	1334 CAROL ROAD	MEADOWBROOK,	PA.	19046	8-07-94
PALERMO	PHILIP G.	18	81026 FRANCIS AVENUE	INDIO,	CA.	92201	9-04-93
RAMSHAK	FRANK JR.	4	2746 BENT SPUR DRIVE	ACTON,	CA.	93510	12-06-93
REINECKE	FRANK	18		BIRMINGHAM	AL.		1-17-45
ROBINSON	PAUL	18		CLEVELAND,	OH.		1-17-45
SKINNER	FRANCIS R.	18	3579 SAN JOSE LANE	SAINT ANN,	MO.	63074	10-03-94
STEFFENS	JOHN P.	18		MILWAUKEE,	WI.		1-17-45
TARDIFF	PAUL G.	18	1118 DOROTHY STREET	PASO ROBLES,	CA.	93446	6-20-94
WHITE	WALTER P. JR.	4	3631 CROOKED OAK LANE	WINSTON-SALEM,	NC.	27106	5-8-94

The Jim Glass Crew, rear L. to R.: C. Herget, S. Simmons, F. Aldridge, D. Shee, B. Zeldes, & W. Hetherington - Frt. L. to R.: H. Roy, J. Glass & C. Yockey.

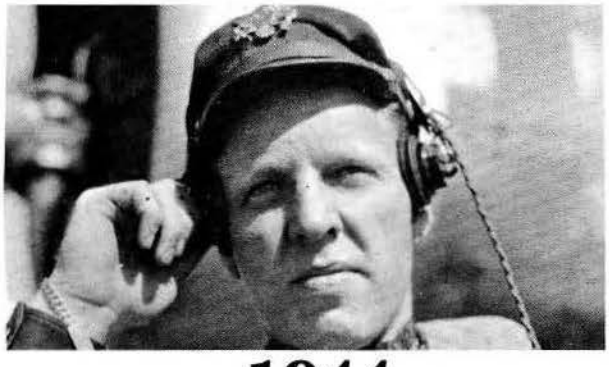
JOE GARRETT



1944

1993

JAMES L. BARTELS



1944

1993

THOMAS J. MULLINS

1944

1994

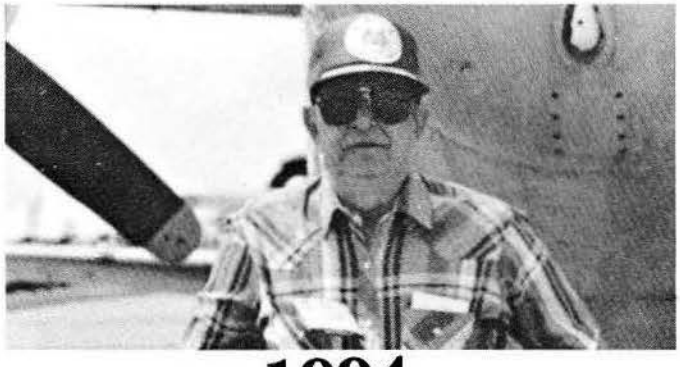
EVAN ROGERS

1944

1994

ROBERT L. HENSLER

1944



1994

ROSS MINGE

1944

1994

Memories

REPATRIATION OF AN EX-POW

by Eli Baldea

(Continued from September issue)

As you might expect, it wasn't long before we were confronted by two American M.P.'s Our outlandish dress certainly was the catalyst that prompted them to stop us. After some questioning, with honest answers, the M.P.'s told us that they would not run us in now but we had better find someplace to stay before nightfall because we would certainly be run in then. My New England friend asked directions to the nearest Red Cross station. They pointed to a hotel just a half block away and told us that it was run by the Red Cross. We later found out that all available hotel rooms in Paris were managed either by the American military or the American Red Cross.

We walked over and entered the building. The Red Cross woman in charge was sympathetic with our plight but said she just could not help us without getting into trouble. Then, and only then, my friend asked her to please call Mr. Basil O'Connor, then head of the Paris Red Cross and, later, head of the International Red Cross. He gave her his name and asked that she tell Mr. O'Connor of his being there with two friends. She was advised to take care of us for the night and to see that we got to Mr. O'Connor's office the next morning.

She then relented saying that, although she could not give us a room for the night, she was allowed to give us the use of a room to take a shower and if, without her knowledge, we remained there all night, she was within the rules. A man showed us to the room and showed us where to find towels, etc., then left us. This was the lap of luxury. A little later they sent up a great meal and we were in "Heaven". We took our showers and slept in a real bed for the first time in many months.

The two of us questioned our New England buddy as to how he knew Basil O'Connor. It turned out that his family were neighbors of the O'Connors and one of his best friends was Basil O'Connor's son. They had buddied up from grade school through high school and had spent many nights in each other's homes. Basil O'Connor certainly knew who he was but we two had no prior idea of his connections.

34th B.G. Volleyball team on the right - opposing team???

Chowline at Mendlesham

The next morning we were driven to another large hotel and ushered into a large office. Behind the desk was a very officious looking gentleman who arose and grasped our friend in a bear hug. After the introductory ammenities were over he asked to hear all about our past many months and what we now wanted to do. When we explained our problem with Section One at Camp Lucky Strikes, and our proximity with, and desire to see, Paris, he understood and said he'd take care of two more nights at our hotel. Then he reached into his pocket and brought out a wad of French francs which he freely doled out to us. He then wished us an enjoyable stay in Paris and directed that we be taken back to our hotel.

For the next two days and nights we enjoyed Paris to the fullest. One of our best experiences was going to the Folies Bergere to see their daring show (especially in those days). While there we heard that most of the young ladies doubled as prostitutes after the performance. Now that our stomachs were full, our thoughts turned to "SEX!". One of the girls, in particular, struck my fancy and I sought her out later at the stage door. Money was no problem since we had plenty. When she emerged I approached her and soon found myself alone with her in a hotel room. My two buddies had also paired up with girls at the same hotel.

After a period of gratification we met out in the street and discussed our actions. Our newlywed became concerned about catching a venereal disease and carrying it back home. The other two of us were not too sure of it ourselves so we decided to seek out a "PRO" station. "PRO", I think, was short for prophylactic, the guarding against venereal disease. We had heard that there were many in Paris. All we had to do was find one - but how? We walked down a few streets looking to find any building with an outside light on, possibly signifying a "PRO" station. We found ourselves in the street immediately in front of the

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Memories

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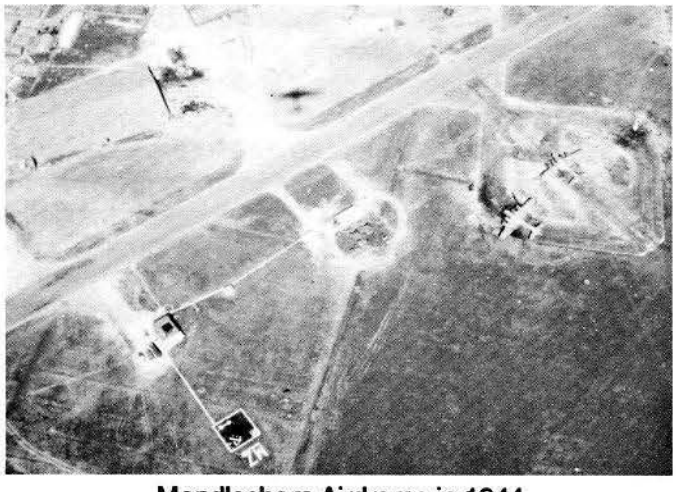
Louvre, the French art museum. Still we had not located a "PRO" station and didn't know in which direction to go next.

Just then a jeep with two army M.P.'s drove up and we were questioned again. When we explained where we came from, our desire to see Paris and our present predicament they loaded us into the jeep and drove us about four city blocks to a building with one exterior light showing. "Go in there and they'll take care of you," we were told. "But afterward, you'd better get back to your hotel before you're discovered again and run in!"

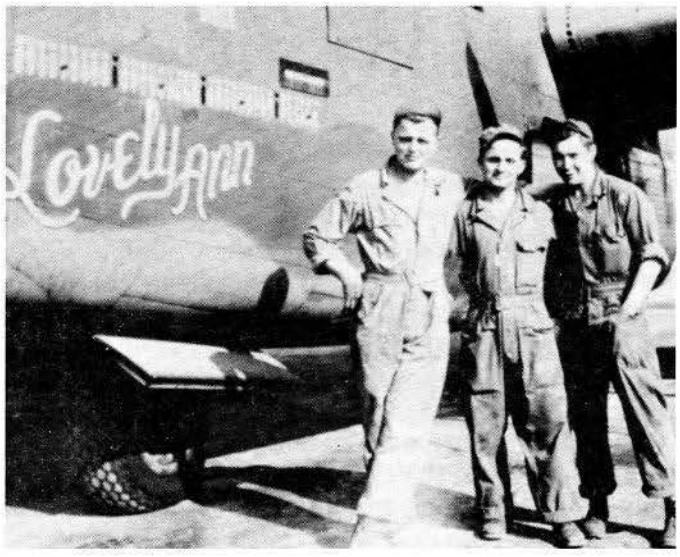
We thanked them profusely and entered the building. There we were handed a syringe-like instrument, shown a cubicle and told how to care for ourselves. After following the instructions we met in the foyer with a smile on our faces, now convinced that we had taken care of any possible problem. After all, we had indulged in sex under questionable circumstances, but we were now "CLEAN!". We decided now to heed the warning and go back to the hotel. The sergeant told us where we could find a taxi-cab. We walked a couple of blocks, found a cab and returned to the hotel. That night we all went to sleep with large smiles on our faces, dreaming of our evening's experiences.

The next day was spent sight-seeing. We travelled up the elevator of the Eiffel Tower, walked on the Champs Elysees, around the Arc De Triomphe and more. We got to see some of Paris before heading back. It was exhilarating, but we soon felt we must get back to the rehabilitation camp, hopefully not to lose our place in line. As with coming to Paris, we had no problem getting a ride back to the camp.

When we arrived back we found that we had not even been missed. There was no roll call until you were called to move to another section. Our group had not been called for Section Two but, fortunately for us, were called the day



Mendlesham Airdrome in 1944



Bill..., Mike Sass, Ed Bouty

after we returned from Paris. We spent the next three weeks there going through Sections Two, Three and Four. There was a lot of free time to waste but nothing comes to mind as being memorable during that period. Our total thoughts were toward getting through Section Four and being shipped home.

Finally that day arrived and we were driven by G.I. trucks to the docks at Le Havre. There we boarded a "Liberty Ship", one of the ocean vessels mass-produced, especially for the war. These ships were not meant to be troop carriers, so living quarters below deck were limited. The cabins, then, were assigned to officers according to rank. By the time I was shot down I had been promoted to First Lieutenant. This was enough to get me a bunk below in a cabin with three other men. All enlisted men, warrant officers, and most 2nd Lts. were to bed down on deck. Also, the officers received a listing of names and home addresses of all the returning ex-POW's on boad.

Although everyone was fed equally, the officers had one "perk" not available to the enlisted men on board. There was a "PX" type shop from which we could get all sorts of items such as cigars, cigarettes, candy, etc. Naturally, we savored our little specialty bonus.

After a couple of days of just loafing around I decided to take a look at the list of people aboard. Lo and behold!! I found two names from my home town of East Chicago, Ind. One was named Jackson and the other Godocik. I figured Godocik was just another "Hunky" so I went on deck and inquired of everyone until I located Jackson. He turned out to be a young black man, nice enough, but not who I thought I could buddy up with. This decided me to seek out Godocik.

Paul Godocik turned out to be a nice young army man about a year younger than me. After introducing myself we began talking about our homes and families, as well as mutual acquaintances. I found that he liked cigars and candy, which he could not buy. For the rest of the voyage I supplied him with these and he appreciated it. We became fast friends and vowed to look each other up after

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Memories

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reaching home. This we did and remained good friends until about five years ago when he died of a stroke.

We docked at Boston and were taken to a local airbase. There we were issued new uniforms, underwear and shoes. Finally, after all those months, I felt I was part of the Air Corps again. In all, it had been more than six weeks since that day at Moosburg when we were liberated by the 14th Armored Divn. I could again walk with my head held high, proud to be a member of the U.S. Army Air Corps.

****

QUITE AN EXPERIENCE!
by Joe Garrett

We were assigned a military target at Kiel, Germany that day and given an assigned altitude of 14,000 ft., which was too low for the accuracy of the flak guns at Kiel. We had been by that city before at a much higher altitude and had picked up quite a few holes in our equipment. I complained to HQ in London, but got "raked over the coals" by some captain for even thinking of getting the altitude changes.

Joe Tolino mowing the lawn

Our rendezvous was good and we joined the bomber stream at the right time and reached the coast of Europe by the time we reached 14,000 ft. At that time we split to the left and headed for Kiel. We hit our initial point southwest of the city and started our bomb run. Just before dropping our bombs there was a tremendous thump and the plane lurched to the left. We had a direct hit by flak on the #1 engine and right wing. We had dropped our bombs about a second before we got hit. We started losing altitude immediately. After feathering the #1 engine a further look showed it was drooping downward on the wing ten to fifteen degrees and the prop was not in full feather position. The gear was out of the uplocks and the bomb bay doors were open about three-fourths of the way. We had no hydraulic pressure.

We considered going to Denmark but we were still flying and wanted to get back to the base. By the time we cleared the coast of Germany we were down to about 10,000 ft. and still losing altitude. I asked the crew to throw out everything they could find to lighten the load, which helped some, but not enough. The plane was hard to handle. I had to use both feet on the left rudder and full left aileron to hold the plane in the air.

When we reached 3,000 ft. we could still not hold altitude and, to make matters worse, the flight engineer told us that we had about 3 minutes gas left. We were pulling power from the other 3 engines. We thought about ditching the plane but we had previously let the airspeed get down to 145 MPH and started into a stall. Our chances of survival hitting the water at that speed in a B-24 were small.

At 1500 ft. I asked the crew to line up on the bomb bay catwalk and to jump when I dropped my arm. I would be right behind them. They all had individual dinghys attached to their chutes and I knew they would be together in the water. In seconds, I looked back and they were gone. I turned loose of the controls and tried to get up. The plane immediately started a turn to the left. I suspect the dinghy got hung up on something because, later, I took the dinghy loose and had no trouble getting out.

When I got the airplane under control again I wasn't over 25 ft. off the water. I found the plane would fly straight and level with full power on 3 engines and, by getting the airspeed up to around 155 MPH, I could then gain a little altitude before dropping the speed to about 147 MPH. I did this for a long time knowing that I was going to run out of fuel. I couldn't take both hands off the controls to fasten my seat belt so ditching would be rough. The rapid loss of altitude or a malfunction in the fuel guages must have given the flight engineer a bad reading. Although the guages were right behind me I could not turn around to look at them since I could not relax on the controls.

After what seemed like hours I could see the Cliffs of Dover and kept praying I would not run out of fuel with Eng-

Continued on Page 32

Address Correction Requested

HDQ.

18 391 4 7

34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
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Permit No. 417

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Memories

Continued from Page 31

land in sight. On reaching the coast I had managed to gain altitude to a little over 800 ft. My chest chute, which I had strapped to my harness before the crew bailed out, was still in place. During my flight I had managed to release the dinghy from the harness. I pointed the plane back out toward the sea, took two or three steps and jumped out the open bomb bay. As soon as the leading edge of the tail got to me I pulled the cord and, to my relief, the chute popped open. One of the seams in the canopy had split about 2 to 3 ft. and I landed pretty hard in a wheat field. The plane took a 270 degree turn before hitting the ground and skidding under a house. Luckily nobody was home.

On landing I lay back with my head in my hands. A British citizen came running up to me with a drawn pitchfork. He said, "I say, are you friend or foe?". I said, "I a friend, friend". About that time another man came up and gave me some lukewarm tea. We rode into a small town on bicycles. They took me to a police station where they checked my identity. I notified the base and was picked up in about two hours. It was "Quite An Experience!"

****

Bob Gay, Major Heath, Col. Wackwitz and Tommy Thompson, Red Cross Dir.

VOLUME XIX NUMBER 1 MARCH, 1995

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

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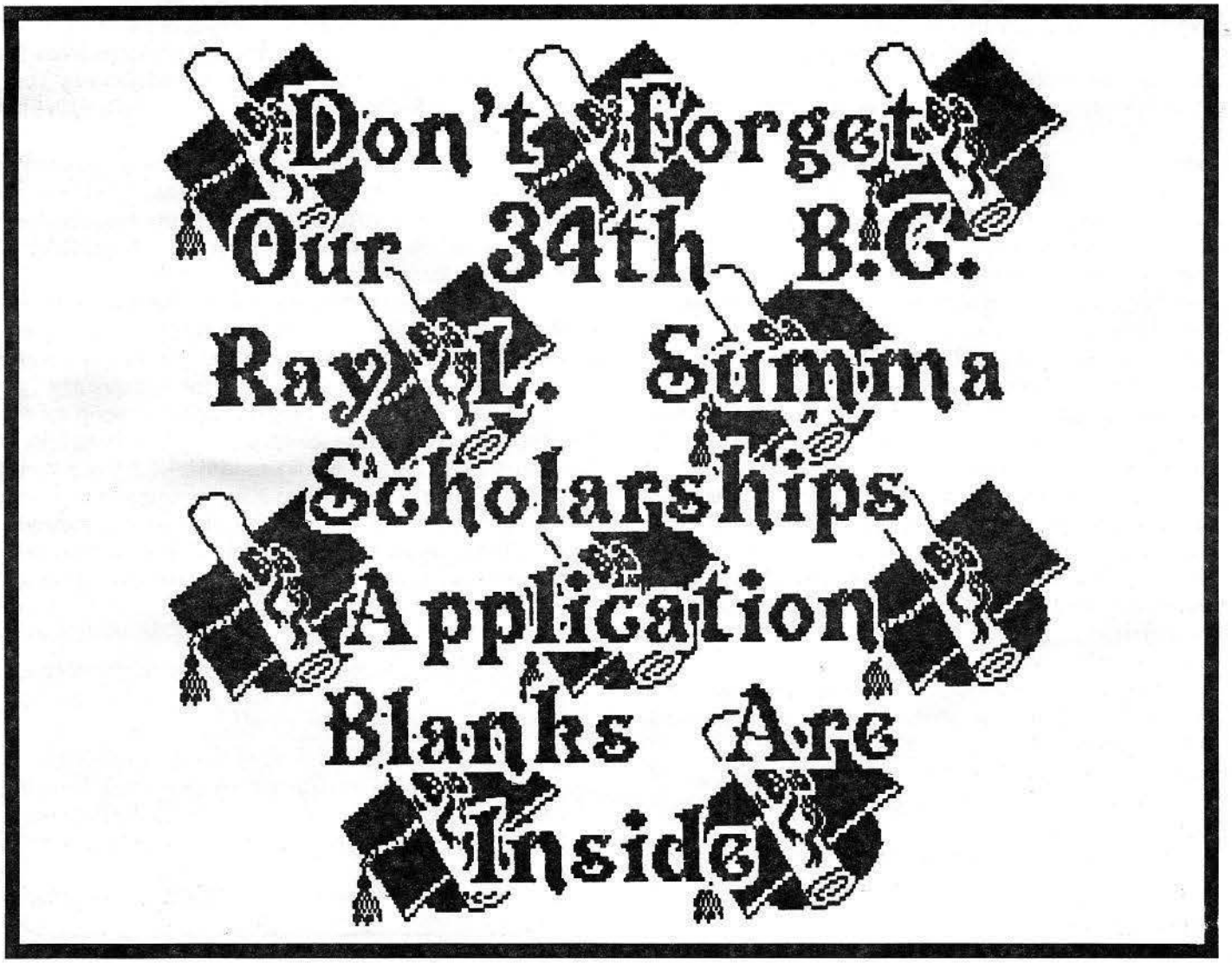


OBSERVATIONS

Dear members of the 34th B.G. Assn.:

Here we are, in Florida, enjoying temperatures and other weather conditions far better than we would be experiencing back home in Indiana. Along with that, we're very pleased with events here.

On Dec. 17th, with almost nine years of going to night classes after a full day's work, our son, Michael, has received his B.A. degree, Cum Laude, from the University of Central Florida in Orlando. He's worked long and hard to reach that day and both Rose and I are extremely proud of the accomplishment. He is now the fourth of our six children to graduate from college. How about that?

We've also had a beautiful Christmas celebration with Michael and our daughter, Lauren with her husband, Robert, along with others that have family connections. It was quite a festive family affair and we were happy to be there. However, I must say, all of our grandchildren are up north, back in Indiana, and we did miss experiencing that glow which is evident in children when opening their gifts from "SANTA CLAUS". We had it with our own children and, on several occasions, with our grandchildren. Oh, well, that's part of being a grandparent, I guess.

Now for 34th B.G. business. In our December issue we published photographs from the reunion at St. Paul. Some were our own but most were sent in by attendees. We tried to make sure that at least one photo of everyone there was included in the issue. However, since we do not have an official photographer for these affairs, we've had to rely on photographs being mailed in by those in attendance. Unfortunately, these photographs did not cover all who were there. If you were one who attended and did not see your photo in the Dec. issue, we apologize. However, we cannot print what we do not have.

For all future reunion participants, please remember - we rely on personal photographs for our coverage of the event. We do not have an offical photographer so we do rely on each of you to send in photos. Of course, we will not, and cannot, use all of them but it does give us the possibility of showing all, or most of those in attendance. We do, immediately, identify the sender and guarantee the return of the photographs after the issue is put to rest. More we cannot promise.

We also want to mention, again, that we hope all of our "First-timers" at St. Paul enjoyed it as much as we did. Rose and I, as well as many other "old-timers", tried to greet any and all we met. It was a beautiful reunion and most of us, if not all, enjoyed it immensely, as usual. It's so nice to meet again with people in one's own age bracket who had some kind of a similar background.

We also want to take this opportunity to thank all of you who sent us Christmas cards. Please understand that there's no way, other than through the newsletter, to wish you all our best wishes for the holiday season. Especially to those of you who sent us your best wishes, Thanks A Lot!!

In this issue you will find the forms for the Scholarship applicants. Those of you who have bright grandchildren should go out of your way to see that they get them.

Please remember that our June issue goes to press on April 21st, and all material for that issue should reach me no later than that date. Remember, also, that the June issue goes to all on our roster, whether membership dues are paid or not. So, if you'ld like to make sure someone, not a paid member, sees your message, see that your material is in on time.

Our June issue, also, will have more information and the required forms for the Huntsville reunion. Watch for them and "USE THEM"! We look forward to seeing you all there.

That's enough for this issue. Please think seriously about joining us in Huntsville. It looks like a quite interesting place and the company you will keep will be the "BEST!!"

Eli Baldea
President and Editor

PAST PRESIDENT'S MESSAGE

To all members and friends:

Another year has come and gone, and we are already thinking of this year's reunion in Alabama. Time passes very fast and we don't always complete what we had planned. For example, that was how I missed last December's newsletter, as I sent it in too late.

First of all, I would like to thank all of the officers, the reunion committee, and chairmen of all committees for making the reunion in St. Paul such a great success. They do all the work and the President sits back and twiddles his thumbs.

I guess everyone that went to the Mall of America enjoyed themselves, especially the ladies. It was quite an experience to see so much under one roof. Hopefully, we will see as many members, or more, if possible, in Huntsville, Alabama.

Just an added note to Paul Shull. I have received the Squadron pins - 4th - 7th - 18th and 391st. I will send them on to you as soon as I hear from you. So, if you want any of your pins, contact Paul for the price and quantity.

At this time I would like to thank the group for the attache case and the plaques - especially the one I get to keep. My wife, Peggy, also wants to thank the group for the beautiful plate. She received it in November and is very proud of it. I guess you know we will treasure them always.

Thanks again to each and everyone for all the assistance in making St. Paul a big success and we hope to see you all in Alabama.

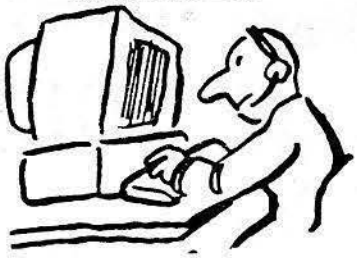
Sam Wolstencroft

DEADLINE

Any material or items to be inserted in the June issue of Mendlesham Memories should reach me on or before April 21, 1995. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

FROM THE CORRESPONDING SECRETARY AND TREASURER'S COMPUTER



GREETINGS to all in this NEW YEAR! Jan and I have appreciated the many cards that you have sent along with your 1995 dues. I trust that all of you made it through the HOLIDAY SEASON and are enjoying 1995.

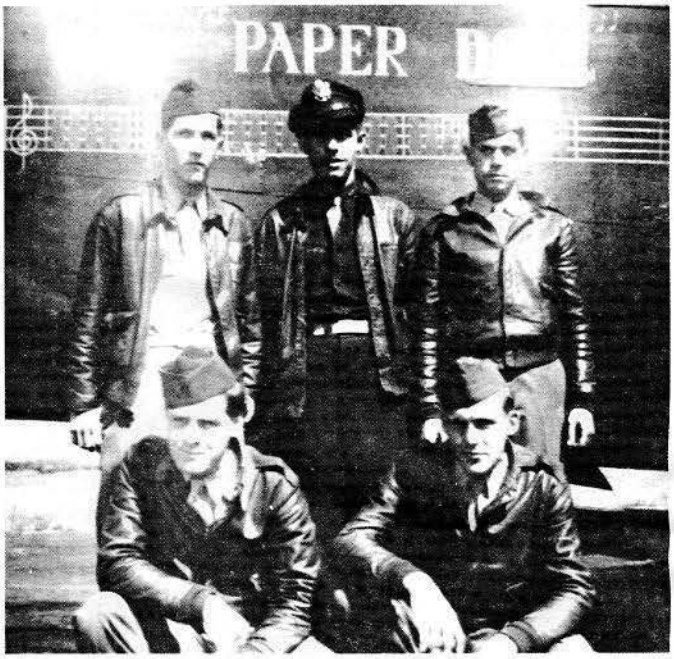
It seems totally unreal but within a few months it will be 50 years since we pulled out of Mendlesham and returned to the U.S. This year will be a continuation of celebrations in that it will be the 50th Anniversary of VE Day and, also, the 50th Anniversary of the Food Droppings in Holland. I hope to be in England once again on May 8th, following the celebrations in Holland in late April.

And there is another anniversary to be celebrated! Eli Baldea has finished his tenth year as editor of MENDLESHAM MEMORIES! I'm certain that none of us (except Rose and Hannah Summa) realize what it takes to edit and publish our quarterly publication. We are exceedingly fortunate to have a guy who spends as much time as it takes to put out a top-notch newsletter like MENDLESHAM MEMORIES! I'm certain that Rose, and Hannah when Ray was editor, shared a large amount of the burden of the publication. I've not seen a newsletter that can compare with ours and I know that many of you feel as I do - we've got a great editor-wife combination! May the two of you have another great 10 years.

We've got another hard worker in the 34th BGA. So that all will know, in case they don't already, Harold C. Rutka was elected Vice-president of the 8th Air Force Historical Society! Harold was elected to the BOD of the 8th AFHS a couple of years back, took on the added task of Reunion Chairman for them and was elected vice-president at San Diego at the last reunion. "WAY TO GO, HAROLD!!

For those New-Founds or others who may not know, all of the men who served in the 34th BG while in Mendlesham are eligible for membership in the 8th AIR FORCE HISTORICAL SOCIETY. Last year the reunion was in San Diego and the 1995 reunion will be in Saint Louis. If you can't attend the 34th BGA reunion it may be possible to make the 8th AFHS reunion. And for the New-Founds or anyone else who hasn't joined or heard of the 8th AFHS, if you'll write me I'll send you an application to join. Additionally, there are many local STATE chapters of the 8th AFHS who would be only too happy to send you an application for membership.

My thanks to you who have remitted the additional $2.50 for years previously paid for dues. I've added a minus sign to the address label for those who still are behind in their dues. And, speaking of dues, etc., I'm in agreement with Eli - we wonder if some of you really read



"PAPER DOLL" Crew after 35 missions. Standing: L.to R.: W. Havron, D. Tuttle & L. Chatoian. Kneeling: G. Henry & C. Pell.

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the MM. Eli gets checks for membership and I get articles for MM.

Not too many have taken our item regarding the RAY SUMMA SCHOLARSHIP FUND to heart. The BOD suggested that people other than those who attend the annual reunions might want to help support the SCHOLARSHIP FUND. Until this year the SUMMA SCHOLARSHIP FUND has been entirely supported by $5.00 per person being added to the registration fee for the reunion. The BOD believes that all of the membership should have the opportunity to support the fund. With the advancing age of our membership it may be that we will have to support the SCHOLARSHIP FUND by such contributions. Wallace Green, John Janes, Herbert Roy, Laurence Sherman and Joe Wong have contributed to the fund and we sincerely thank them for their contributions.

And, speaking of the scholarship fund, Cleveland Romero tells me that the 1995 application should be in this issue. Please encourage your children and/or your grandchildren to enter and make certain they submit ALL the information requested. Cleveland, John Janes and I really have to split hairs in determining the first and second place winners. Thank goodness we have Gloria Janes, a retired English school teacher, to help us in evaluating the essay portion.

Have you noticed the NEWLY FOUND list? I recently sent out about 2300 letters looking for more lost sheep (or old goats, as some have replied). Some have been found who were members of the 34th at Westover or Pendleton but were sent in cadres to form other Bomb Groups. I've encouraged them to join the 34th BGA but I also realize they may not feel a comradeship to the 34th BGA and, so, may decline to join us. Also, I've received letters from those who were members of the 34th in Mendlesham and

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FROM THE TREASURER'S COMPUTER

Continued from page 3

are enthused to find, even after 50 years, that the 34th is ALIVE and growing! And, sadly, I've also received letters from those who are survivors of men who served in the 34th. I thank those of you who have sent me additional sources of names of men who were in the 34th at Blythe or Mendlesham. I'm about out of names to look for and will welcome any additional source of names.

And, speaking of the NEWLY FOUND list, have you also noticed the LIFE MEMBERS who have sent the LIFE MEMBERSHIP dues? The number of LIFE MEMBERS is approaching one-third of our annual membership! I appreciate those who join as LIFE MEMBERS since it means that I don't have to send out yearly membership cards! But, to you who send in yearly dues, I really do appreciate it when you do as the reminder suggests - include a self-addressed envelope.

Cheers to all and MAY GOD ABUNDANTLY BLESS!!

Harold "Hal" Province

8TH A.F.H.S. ANNUAL REUNION

The Eighth Air Force Historical Society's 20th Annual Reunion was held in San Diego - 6th to 11th of October, 1994. The 34th B.G. was represented by Dan Oberg with daughter, Marilie Bomberger, Robert Springer with son, David S. Springer, William L. Paterson, Jack & Nelly Terry and Harold & Genevieve Rutka. We had a total of 1274 in attendance and, from what attendees reported, they were well satisfied at the reunion.

The 21st annual 8th Air Force Historical Society reunion will be held at the Adams Mark Hotel in St. Louis, MO. - 6th to 10th of September, 1995. Those of you who haven't attended an 8th AFHS reunion in the past 10 years might like to attend this one and then go on ot the 34th B.G. reunion at Huntsville, Alabama. We will be looking for you at both reunions in September, 1995.

Harold C. Rutka
Vice President, 8th AFHS

7th Sqdn. Sign with Jerry Kincaid on the right. (other unknown).

ROSE'S CORNER

Hello, out there!

We haven't heard from you ladies for quite awhile. Please write! Well, I believe that I may have hit upon an idea that all of you can take advantage of and you will write. Your info will appear in my column and the results can make you happy! Here are my thoughts:

1. I'm a cookbook and doll collector.

2. Are you a collector of any kind? Please write and let everyone know. There are lots of collectors in all of our more than 1,000 readers and here is a way to let them know if you have a similar interest.

I will print your name and what you collect. Thereby, whoever wants to get in touch with you may do so by using our yearly roster and this will further our network and friendships. This can develop into many exchanges of ideas and material. You may have something to sell or to find what you are looking for. Wouldn't this be wonderful? I began collecting cookbooks during wartime and dolls a short time later. We have six children, so it was easy to collect a variety of dolls.

I do hope you will send lists and I'll try to include them in our next issue which will go to press on April 21st. Anything received after that date will go into our September issue. So, Hurry!

As I had promised, here is one of the two recipes sent in by Muggs Sothern, one of our most loyal, delightful members. This is "Crazy Cake" and looks like a very good moist cake. Here goes:

CRAZY CAKE

3 cups sifted flour (all purpose)	1/3 cup cocoa
2 cups sugar	3/4 cup salad oil
2 tsp. baking soda	2 tbsp. vinegar (white)
1 tsp. salt	1 tsp. vanilla
	2 cups water

Sift dry ingredients into ungreased 9"x13" pan. Make 3 wells in dry ingredients. Carefully pour oil in one, vinegar in one and vanilla in the third one. Pour the water over all. Blend thoroughly with fork but DO NOT BEAT.

Bake in a 350 degree oven for 35 to 40 minutes. Cool and sprinkle with powdered sugar. Muggs says that you can make a 9"x9" cake by cutting the ingredients in half.

The chicken recipe will be in our next issue. Thanks, Muggs!

To keep happy, give much, sing often and always pray.

Belated Valentines greetings from us to you!

****

Notes From Our Friends

HELEN WACK - Canfield, OH.

I always look forward to the 34th newsletters and thank you so much for sending them to me. I live with my youngest son, Chris, and family since my husband, John, died and have three grandchildren here who keep bugging me to send you this photo which was among John's war mementos. It is of one of his friends, I think called "Rocky'. Maybe if you print it in some future issue someone might just recognize him. I seem to recall that Rocky and John lived in the same quonset hut. Anyway, the picture doesn't mean much to me since John is departed but maybe someone will recognize him.

****

"Rocky"

ALICE (KENNETH) CHEZEM - Freeport, IL.

It is most likely my fault you never heard from Kenneth. He has been awfully sick the last four years and totally dependent on me. For the last 1-1/2 years he was in a nursing home and passed away 'on' April 10, 1994.

He is greatly missed by his family yet I know he has a special place in heaven. The rest of you "young" men of the 34th will be treated in the same manner. I want to thank you all for the sacrifices you gave to the American people so we can be a free country.

****

PERCY CASEY - Austin, TX.

I was in two bomb groups, the 34th and a B29 bomb group. It's hard to handle two bomb groups from one coast to the other. I do enjoy hearing from the 34th. In the past I have not seen the names of anyone I know but I will keep on looking. Thanks for keeping me on the mailing list.

****

GEORGE PERRY - Emporium, PA.

I was sure glad to hear from you. I had written to some of the fellows I knew overseas but I never heard from them. I had a lot of sickness - it seems one thing after another. Sure hoping to God that we have good luck. I want to pay my dues and thank you a lot. God bless you all.

****

ROBERT COLE - South Bend, IN.

I have just received information regarding our co-pilot, James R. Hanrihan, who died on Oct. 18, 1944. He was a member of Elmer Autry's crew in the 7th Sqdn. He attended several reunions but missed St. Paul because he and Joy were in Hawaii celebrating their 50th wedding anniversary. Jim will be sorely missed by everyone and we will keep Jim, Joy and family in our prayers.

****

GORDON BREEDING - Alpena, MI.

I read Eli's story in MM and decided to look up my flight record. I found that we flew that day, Oct. 17, 1944. This was the 79th mission of the group.

My first mission was to Mondesir, France on May 23rd and my last one was to Hanover, Germany on Dec. 15th. Our first ship, the "Dugan Wagon" was lost on July 24th, 1944.

****

Virginia L. Bisher - Ozark, MO.

I'm sending this note to tell you that Francis Brooks Bisher passed away on Tuesday, Nov. 29, 1994. He has had leukemia since 1988. He became ill and had anoperation for a gall stone - then he began to have organ

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Don't Forget To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426

NOTES FROM OUR FRIENDS

Continued from page 5

failures. He loved to hunt and fish and was deer hunting when he became ill and had to go to the hospital. He had two sons, Stan and Steve, by his first wife.

****

CLEVELAND ROMERO - Lafayette, LA.

With this note I am enclosing the scholarship forms for the next issue. Personally, I am recovering slowing from the last heart by-pass surgery. I'm being slowed down with a real bad cold.

****

EDWARD G. BERRY - Benton, AR.

We plan to attend the reunion in Huntsville along with Gerald Holmes, Kivett Ivey and Claude Gibbs along with all the respective wives. Our son, Bob, also hopes to attend.

****

ELDON L. MUNNIS - Federal Way, WA.

Sorry I couldn't go to the St. Paul reunion but I had an eye retina detach and the doctor wouldn't let me fly. Hope to get to the next one in "95. It might interest you to know that I qualified as a B-24 pilot before I started training in B-29's. Lots of fun. Thanks for all your work.

****

WILLARD STELLING - Ottawa, IL.

Hope everyone has a good year. It was nice to hear from all of our crew members last Christmas - John Beyer's crew. One member has passed on.

****

ROBERT P. PATTERSON - New York, NY.

I visited Mendlesham in August of 1994 and, after some difficulty, found the group's monument which revived some memories and was a little emotional. I could not find the pub in Ipswich which was referred to as "The Buncher" back in 1944, and where we used to sing "Ragtime Country Joe" and "Knees Up Mother Brown". Best regards and God Bless.

****

MAURY ANDERSON - PLymouth, MN.

It was a wonderful experience at the 34th Bomb Group's reunion in St. Paul and renew some acquaintances. My wife and I both enjoyed it. Our pilot of "Old Crow", Luke Richardson, and our flight engineer, Don Benscoter and his wife were there also. Don and I hadn't seen Luke for almost 50 years since this was the first reunion any of

B-17 on Mission

us had attended. Luke and the Benscoters stayed with us since we live in a suburb of the Twin Cities. We had a chance to show them around our green and clean cities and countryside.

****

R. SCOTT SCHUETZ - Lovettsville, VA.

My father, Robert C. Schuetz, flew as engineer on Jim Sheridan's crew on which Milt Braveman was navigator. Dad passed over in 1991. When asked about it he used to love to talk about the 8th AAF. He was a great guy. I have no memories of not hearing about the men and machines of the mighty 8th.

He was diagnosed with MS about age 30. By the time he died he was pretty well ravaged physically, but not mentally. He showed everyone he came in contact with the meaning of esprit de corps. He, of course, learned and was infused with this as a young man while in the Air Corps. He carried it, used it and exhibited it to his grave.

His best friend, Bob Jones, ended his eulogy at Arlington Cemetery by saying, "Well, Robert, I guess you never knew that your last mission would be your toughest one".

****

EUGENE J. LETALIEN - Vacaville, CA.

Sorry for the delay in sending in my dues. I pulled tours with both the 91st and 96th bomb groups and retired after 29-1/2 years, still on flight status. I've had a few hurdles to overcome but presently doing well!

****

DAVID L. TOMACCIO - Jenkintown, PA.

Thanks for taking the effort to seek me out. I have to work on my memory to bring back those "Mendlesham Days" which were not so many for me as for others in the group. Nevertheless, I feel I was fortunate to have shared

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NOTES FROM OUR FRIENDS

Continued from page 6

in those long ago events and to have come through to this day in good health and in our great country.

****

MERLE E. WILSON - Independence, KS.

I still have a lot of thoughts of the good old 34th. I was in the 7th Sqdn. and still keep in contact with Wes Franklin, Henry Jurgens and Steve Bialas. I was transferred to the 486th bomb Group for the build-up for the ETO. I have hopes of attending one of your future reunions.

****

GORDON BREEDING - Alpena, MI.

Walter Sturdivan and his wife, Lois, stopped by to see us in Sept. They sure enjoyed themselves. They saw some nice sights here in Michigan. Walter and I sure talked over old times. I wish we had more time to show them our state.

****

RALPH BUSH - Springfield, IL.

Sorry we missed St. Paul but we enjoyed England and France instead. Hope to see you all in Huntsville.

****

Partial crew of "CAPT. JOHN SILVER" Kneeling L. to R.: Reedy Sears & Robt. Smith. Standing L. to R.: Walt McAllister, Richard Whited & Eli Baldea.

ROY TAVASTI - Pismo Beach, CA.

Kate and I both regret missing the St. Paul reunion but we ran into a schedule conflict with my flying class get-together at Dayton. Unfortunately, the same problem is facing us with respect to the '95 Huntsville reunion. Our oldest granddaughter is getting married and Kate seems to think the wedding has priority over the 34th. Enough said! So now we are setting our sights on '96!

****

CARL FREYSINGER - Cable, OH.

Thanks again for all the work you do so all the rest of us can enjoy ourselves. The reunion has become the "Highlight" of our lives. How wonderful it is to see all the ones that have become so dear to us.

****

HARRY McMILLION - Norfolk, VA.

I don't know whether to offer you congratulations or condolences. I am sure that with the new job as president and also editor of MM, you will be quite busy.

Carrie and I both got a kick from the first paragraph of "Rose's Corner". Rose, you'll have to tell Eli that when one is separated from the Service or retires, one is supposed to give up authority and not require others to stand at attention or salute.

Noticed from MM that quite a good turnout was on hand for the reunion. It seems that it is not in the cards for me to attend, for every time I make plans it seems something pops up and I can't make it.

****

HERB ROY - Marco Island, FL.

Please note in MM that James M. Glass, pilot, passed away on Dec. 20, 1994. The nurse on his floor at the hospital told me that he had the picture of the crew by our plane with him and showed it to everyone. By that time he had sorted out those things which he deemed important in his life. We are glad that he thought of us as he has always been in our thoughts for 50 years.

****

DON BENSCOTER - Lapwai, ID.

I enjoyed the last issue and appreciate your using the photographs we sent you. Anderson and Richardson will be surprised to see that they made print. Best wishes to all for the New Year.

****

BOB GAY - Paso Robles, CA.

The picture on the back page of the December issue was taken shortly after Bill Creer assumed command. As his adjutant, it was my duty to arrange various functions for

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NOTES FROM OUR FRIENDS

Continued from page 7

him to meet as many of the officers and men as possible in order to build morale and show what the new commander was like. Just minutes after I met him, in the wee hours of the morning, I knew he was just what we needed. We have remained good friends and do talk and visit regularly.

****

MARGE ("MARIA" = inside joke) BLOCZYNSKI - Marshfield, WI.

We enjoyed the reunion in St. Paul very much. Always so nice to see all the old friends and make new ones. It is wonderful that so many more people are getting into the 34th B.G. Assn. As usual, everyone involved with getting it together did a magnificent job and deserve a big "Thank You".

We had some sadness after the reunion. John's youngest brother, Tom, died very unexpectedly of a heart attack on Sept. 30th. It was a big shock to all of us as he was only 57 years old. They live only one block from our house. With faith and prayers we will see each other through the holidays.

****

WILLIAM E. CREER - Las Vegas, NV.

Another year and another chance. Particularly you fine folks in the President's chair. Congratulations! And carry on smartly. Vivienne joins me in sending our very best wishes to all for the holidays and the COMING YEAR! Sorry we could not make the reunion this year. We were committed to attend a University of San Diego Parent Orientation for our granddaughter, Dede.

I appreciated the MM. The pictures of attendants were very interesting. However, regarding the picture on the back page, I am a classmate of "Wackwitz" and that doesn't look like Wackwitz to me. (Editors note: See our "Clarifications" section in this issue and Bob Gay's letter above. Sorry about that!)

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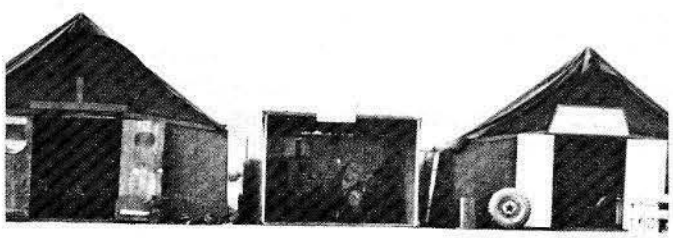

The maintenance area - Center tent had a generator which had to have oil changed while running. It would not start if shut off.

JOE WONG - Alameda, CA.

Congratulations to you as president of the Assn. for "95, the Chinese calendar year of the Boar. January 31st is Chinese New Year. "Gung Hay Fat Choy" to everyone.

Marilyn and I really enjoyed ourselves at St. Paul. What a beautiful city. Meeting the first timers brought back fond memories of our first time, in '93 at Little Rock.

****

CARL O. NICHOLS - Fresno, CA.

I am sorry we were unable to attend the last reunion. It sounds like all had a wonderful time.

Just after the 8th AF reunion in San Diego we had Roger Freeman here in Fresno to sign his new book "The Mighty Eight". I was so surprised to hear Roger tell of events that went on in the group. He is really a historian of the 8th AF.

We hope to make the next reunion.

****

BASIL GAUMER - Greenville, IL.

We had a great time in St. Paul. Little Rock was our first one and my wife wasn't caring about going. We went to St. Paul so the other day I said that I guess we wouldn't go to Huntsville as we have been there and my wife said, "What do you mean - we're not going?" So I guess, if we stay well, we will see you in Huntsville. "HA".

****

C. EDWARD HAYES - Salisbury, MD.

I enjoy reading the Mendlesham Memories. It brings back some old memories. The last meeting I attended was with the 8th AF reunion in Ohio. At my age I'm still keeping busy, involved in too much. Not many of us left from our original B17 crew. I still keep in touch with those left.

****

BILLIE ROUTH - Bethany, MO.

Just a note about Clarence Squires. He has had another stroke and Dr. says his brain is dying. He can't remember what he's eaten but remembers all his buddies from Mendlesham. I read it to him when it comes and he enjoys hearing from the men. He wanted me to wish everyone a Merry Christmas and Happy New Year. His address is: Crestview Home, Box 430, Bethany, MO. 64424.

****

CHARLES EVANS - Sacramento, CA.

I enjoyed my first reunion at Little Rock. What are the chances of a reunion somewhere on the west coast?

****

Continued on page 9

NOTES FROM OUR FRIENDS

Continued from page 8

JOY HANRIHAN - Auburn, CA.

I'm so sorry to have to tell you at this time of year that I lost my Jim. We were in Hawaii and he was snorkeling with friends when he had a heart attack and drowned. We were there celebrating our 50th anniversary. It happened Oct. 18, 1994.

We had 50 wonderful years. I hope you will continue to send me the Mendlesham Memories. I would love to be able to still come to the reunions.

****

YVONNE HUDECEK - Eureka Springs, AR.

We found out Tom has Alzheimers so this will probably be our last year of membership. We so enjoyed our first experience meeting the group members at Little Rock and planned on attending this past year's reunion but it wasn't possible. Keep up the good work. I will be looking forward to the news editions you put out during the years. Thanks.

****

SANFORD C. COLE - Simsboro, LA.

Enclosed are my membership dues. I was a top turret gunner on H. Vick's crew in the 7th Sqdn. I do intend to be present at the next reunion.

****

PAUL MILLS - So. Windsor, CT.

I was glad to hear from you. I didn't know the assn. existed. Yes, I was one of the first to get into the 34th, 18th Sqdn., early in 1941 at Westover, MA. I would like very much to hear more from you.

****

JOHN E. REILLY - Ocean City, MD.

I have every intention of attending the next reunion at Huntsville. Perhaps I will get to see a lot of my old friends.

****

LUKE RICHARDSON - Tampa, FL.

I certainly enjoyed the reunion. It was one of the highlights of my life. I only wish I had found out about it several years before. My engineer, Don Benscoter, and radio operator, Andy Anderson, were also there. I hadn't seen either of them in 49-1/2 years. I had, however, talked with them on the phone at Xmas each year.

Hope to see everyone at Huntsville. That's getting on our playing field.

****

WILLIAM SHELTON - Cambridge, MA.

I have enjoyed reading Mendlesham Memories over the years but I would like to terminate my subscription at this time. I guess I prefer to remember us as we were - rather than as we are!

****

Continued on page 10

The B-24 "HELLS BELLE"

NOTES FROM OUR FRIENDS

Continued from page 9

BOB SIMPSON - El Cerrito, CA.

Sorry to be so slow. A few health problems in '94 (80 yrs. old in Feb. '95) I was an old man in the Group, nearly 27 yrs. old going into flying school in Nov., 1941. You guys are catching up on me.

****

JOSEPH R. DuFRESNE - Parker, FL.

I was in the 34th B.G. when it was formed in 1941 at Westover AFB. In Jan., '42 I was transferred to a new group, the 303rd B.G., at Boise, ID. The unit went to England and was stationed at Molesworth. I retired from the Air Force in 1963 as a captain.

I am a life member of the 303rd B.G. Assn. I would like to correspond with whoever is looking for a DuFresne.

****

HOLLIE A. WILKES - Biloxi, MS.

I was among the original members of the 34th B.G. when it was spun out of the 2nd. B.G. and located at Westover AFB. I was Sqd. Cpl. of Guard for the 7th Sqdn. on 7 Dec. '41. Our available combat aircraft on that day was one PT-17 and one B18A! Our Sqdn. Commander was Capt. Curtis LeMay with a back-up of Capt. Sutherland.

I joined the cadre of the 449th B.G. at Tucson and ended up in the first B-24 group assigned to the 15th A.F. in Dec. '43. We have an active group association and meet every 18 months.

****

PAUL SHULL - Raytown, MO.

The 1994 34th B.G. reunion at St. Paul is over and, as usual, the convention committee did a super job. Not only was the PX a nice room close to the registration area, but also around the pool. Such a great spot! We appreciated all the good help carrying in the merchandise to the PX room. Also, a big, big thanks to Beryl and Paul Anderson for spending time each day helping us! Our success was all due to good help and the members' support. Wally Brauks and Doris also spent time helping, giving us lunch and coffee breaks. A big thanks to them also! All in all - it was a good convention and we are looking forward to Huntsville in 1995.

****

OLIVER BOLDUC - Chaplin, CT.

I haven't seen any articles pertaining to the work done by the 34th flying into Austria to assist in flying slave laborers back to their home lands. I feel those involved should write of what took place, what they observed there, etc. I was one who did go, saw the long lines of laborers

Crew #60, Front L. to R.: R. Turpin, M. Phillips, B. Corbin & J. Clemins . Rear L. to R.: W. Scott, L Underwwod, L. Wright, J. Blair & A. Turtanich.

who came to be flown home, the destruction of homes, businesses, streets, etc. There are stories to be told. Someone, who is a better writer than I, should write about it.

****

HENLEY L. DAVENPORT - Newberry, SC.

Yes, indeed, I am one of the "Old Goats" that took overseas training with the reactivated 34th at Blythe, California - later stationed at Mendlesham, England and, subsequently, interned in Sweden. I am curious as to how you got my name and current address.

****

CHESTER R. CASEY - Houston, TX.

I am the man you have been looking for the last fourteen years. I did serve with the 34th B.G in Mendlesham, England.

****

JOE W. SANDERS - Plainview, TX.

Yes, I was a member of the 34th Bomb Group in Westover and Pendleton air bases. I was transferred to Equador in Feb., 1943. Thanks for the information as I have wondered about the group.

****

ROBERT SHEETZ - Cedar Rapids, IA.

I am a former member of the 34th B.G. at Mendlesham. I'm pleased to hear of your assn. I've had no previous information regarding it.

****

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NOTES FROM OUR FRIENDS

Continued from page 10

GERARD E. NADEAU - Punta Gorda, FL.

I am the man you are looking for. I did serve with the 34th B.G. at Langley Field, VA. in 1940. I did not go overseas because I was discharged in 1943 on disability.

When I was in Little Rock last year, just before your reunion there, I happened to read my son-in-law's Air Force magazine and saw your notice about it. I wanted to attend but my plans had to change because my daughter (a doctor) was moving to Louisville, KY. at that same time and I had to help them move. I am very much interested in attending your 1995 reunion at Huntsville, AL. and hope to be hearing from you again soon.

****

DAVID F. GOULD - Newtown, PA.

I am very likely the David Gould your letter asked about. I only say very likely because I was never in Mendlesham, England and I don't remember the 34th Bomb Group, as such. However, I did find in an old file a Pay and Allowance Account for me from the 34th Bomb Group and I was in England for just about a year from D-Day. I was in the 36th Bomb Squadron at Alconbury, near Huntingdon but this is fairly far from Mendlesham.

****

ROBERT HESS - Omaha, NE.

I'm saddened to inform you of the loss of two of my crew members, both of whom were members of the 34th Bomb Group Assn. They both passed away in November, 1994. They were James N. (Mo) Morlock and Francis B. Bisher.

****

DEXTER JORDAN - Huntersville, NC.

Beulah and I enjoyed the St. Paul reunion very much. I left Willow Run factory as crew chief on a B-24 and went through modification center at St. Paul so I was glad to be back after 51 years.

We had a very good holiday season and hope everyone did. We appreciate all the cards and pictures we received. It was great to hear from so many of you. Now we are looking forward to Huntsville.

****

LEONARD L. WALTER - Tucson, AZ.

I received your letter the other day and am writing to inform you that I was a member of the 34th B.G. I completed my tour in England flying 26 missions in B-17's and was discharged in 1945 as a 1st Lt. Bombardier.

****

The ground crew living tents with lights and radios in every one.

CLARIFICATIONS

We have been informed by Bob Gay that the names shown under the picture on the back page of the December issue were incorrect. They should have read L. to R.: Bob Gay, Maj. William Heath, Col. William Creer and Red Cross Director, Tommy Thompson.

We must apologize but we print what we get. Whoever sent in the photograph identified the third person as Col. Wackwitz. We do not profess to be able to identify everybody in all pictures so we do rely on those who send in the photographs.

Bob Gay also mentions that Bill Heath was a veteran of World War I and the oldest man on the base. Shortly after that picture was taken Heath returned to the U.S. and died in 1946.

****

Joseph Bei writes to tell us that he was one of the trumpet players in the photo on page 23 of the December issue. His face is half hidden by the sax man in front of him. To his right (left as you look at the picture) is the lead trumpet, a medic called Lee. That's all he can remember.

Dexter Jordan also writes that the pianist shown in that photo is Paul N. Teare whose last known address was in Greenwood, DE. He'd appreciate any update on Paul.

****

Don't Forget
To Send In Your Dues

Mail $10.00 to: Harold Province
111 Province Lane
Carriere, MS 39426

NEWS FROM HERE AND THERE

From the EIGHTH AIR FORCE MUSEUM VOLUNTEER ASSN., INC. we have the following:

The 8th Air Force Museum, Barksdale AFB, Louisiana, established in 1979 and dedicated to preserve and present the Air Force's Bombardment heritage, is expanding its facility to cover this vast history and we ask for your help in making it happen.

To make this expansion happen we are raising funds to renovate the facility that the 8th Air Force Museum will expand its displays and archives into. Those individuals that donate $25.00 or more will be enrolled in the 8th Air Force Museum Friendship program which entitles the friend to 20% off any gift shop purchase (excluding the hand-carved mahogany desk top models). Those individuals donating $1,000.00 or more will be placed on the museum's Benefactor Board.

Those interested in being a friend of the 8th Air Force Museum, please contact: Ms. Lee Birchfield, Friends of the 8th Air Force Museum, P.O. Box 10, Barksdale AFB, LA. 71110.

****

A Mr. Roger W. Armstrong has written a book "U.S.A. THE HARD WAY", an autobiography of a B-17 crew member. It is the story of the author's training, flying missions over Germany, being shot down and captured by the Germans and incarceration in a prison camp. It is a softbound book, 8-1/2"x5-1/2" and the price is $16.00. Anyone interested can write to: Roger W. Armstrong, 9641 Skylark Blvd., Garden Grove, CA. 92641-2631.

****

We have recently been informed that two of our group's couples have recently celebrated their 50th wedding anniversaries. They are:

Wayne & La Verne Howarter who celebrated on October 17, 1994.

Harold & Genevieve Rutka who celebrated on November 14, 1994.

CONGRATULATIONS TO BOTH COUPLES!!

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival of the MEMORIES!!

Standing L. to R.: Goy, Heikkila, Dotson, Bennadict, Gallardo & Becker. Kneeling L. to R.: Valiando, Millard, Scharmen & Friedman.

THE 50TH ANNIVERSARY OF WORLD WAR II COMMEMORATIVE COMMITTEE would like stories from individuals of their experiences during WWII. They have an 18 page questionnaire on which you can detail your experiences. It is titled "ARMY SERVICE EXPERIENCES QUESTIONNAIRE" Keep in mind that, during WWII, we were a part of the army. If you're interested in passing on your story write to:

50TH ANNIVERSARY OF WORLD II
COMMEMORATIVE COMMITTEE
1213 Jefferson Davis Highway
Crystal Gateway Four, Suite 702-D
Crystal City, VA. 22202-4303

and ask them to send you their questionnaire.

****

From Lonnie Crook we hear that the 8th Air Force Museum at Barksdale Air Force Base will soon be expanded from 3,000 sq. ft. to 20,000 sq. ft. as a result of a $50,000.00 grant from the Shreveport-Bossier Convention and Tourist Bureau. When finished, the Barksdale Museum will present the history of aerial bombardment, which has been influential in deciding the outcomes of wars from World War I to the Persian Gulf.

Lonnie also makes mention that our B-17 painting is still on display, there on loan for an indefinite period of time since March of 1992. The agreement with the base must be kept on hand if ever we want to reclaim the picture, for any reason.

****

ADDRESS CHANGES

(As of 1-27-95)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD
ARMSTRONG	EMIL R.	7	1333 SOUTH QUAIL RUN	WATKINS,	CO.	80127
BERRY	BOB	7A	604 MILLER COVE	BENTON,	AR.	72013
BROFFT	KATHRYN	7	444 ANDERSON FERRY RD. APT. 6	CINCINNATI,	OH.	45238
CHAMBERS	JAMES A.	391	22 WYNNE DRIVE	ASHEVILLE,	NC.	28806
DE ROCCO	CLEMENT J.	7	12450 POCONE PLACE	APPLE VALLEY,	CA.	92308
FRANKLIN	WESLEY	18	7851 HARBACH BLVD.	CLIVE,	IA.	50325
GARFINKEL	BERNARD	391	P. O. BOX 668	DONA ANA,	NM.	88032
GRAHAM	ALAN A.	18	P. O. BOX 99	BRYN MAWR,	CA.	92318
GREEN	GERALD O.		4046 LAPWAI ROAD	LEWISTON,	ID.	83501
HOLLOWELL	JAMES S.	7LM	1725 GENESEO ROAD	PASO ROBLES,	CA.	93446
ICE	WILLIAM B. JR.	4	1663 GARRETT'S PRAIRIE RD	WEST FRANKFORT,	IL.	62896
MARTIN	REX HUGH	18 LM	6121 PENINSULA POINT DR.	ATHENS,	TX.	75751
MOORE	BETTY	A	100 ROCKIN J ROAD	MAIDEN,	NC.	28650
MORRELL	EILEEN	4A	3400 N.ALMA SCHOOL RD.APT.2008	CHANDLER,	AZ.	85224
NICHOLS	CLARENCE L.	7	7447 FARM 9 SOUTH	WASKOM,	TX.	75692
ONESCHAK	WILLIAM F.	4	8454 TRAPPERS COURT	FISHERS,	IN.	46038
POULOS	ARTHUR	391LM	71 SPRING ROAD	NAHANT,	MA.	01908
RAGAN	ROGER L.	7A	165 STATE STREET	MEDINA,	NY.	14103
REAGAN	WILLIAM N. JR.	4	1853 SAN PABLO DRIVE	SAN MARCOS,	CA.	92069
TROUP	JAMES H.	7	2800 KELLER DR. APT. 300	TUSTIN,	CA.	92680
WRIGHT	THOMAS B.		717 MURPHYSBORO LAKE RD.	MURPHYSBORO,	IL.	62966

NEW LIFE MEMBERS

(311 As of 1-23-95)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD
BERGOLD	ROBERT W.	18	2725 MAYAGUANA COURT	PUNTA GORDA,	FL.	33950
BERNARDO	ALFRED	18	1608 BRIDGE STREET	NEW CUMBERLAND,	PA.	17070
BRYANT	ARNOLD M.	4	22 MONROE DRIVE	HOOKSETT,	NH.	03106
DAVIS	ROBERT B.	7	P. O. BOX 2044	HUNTSVILLE,	AL.	35804
DOMINO	JOSEPH F.	7	1336 TUNNEL ROAD	PERKASIE,	PA.	18944
INGROUILLE	ROBERT L.	391	4731 4TH STREET	KENOSHA,	WI.	53144
JACKSON	KENNETH G.	7	6609 CHERRY DRIVE	KNOXVILLE,	TN.	37939
LOWER	LAMAR	18	439 DIVISION STREET	UNION CITY,	MI.	49094
MACIEL	EARL J.	391	59 LIVERPOOL STREET	WARWICK,	RI.	02886
McKAY	ROBERT E.	391A	2518 EAST NORWAY LAKE ROAD	LAPEER,	MI.	48446
MEEDER	PAUL R.	7	246 CENTER DRIVE	CHICORA,	PA.	16025
REPOFF	FREDERICK A.	4	298 SCRANTON STREET	AURORA,	CO.	80011
THORPE	W. HAL	391	644 EAST 1950 SOUTH	BOUNTIFUL,	UT.	84010
WIRTHLIN	GERALDINE S.	A	480 SOUTH 200 WEST NO. 17	SAINT GEORGE,	UT.	84770

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD
ANDREWS	LLOYD R.	W	65 QUEETS STREET	STEILACOOM,	WA.	98388
AXLEY	JOHN L.		1008 W. SANDY RIDGE ROAD	MONROE,	NC.	28112
BARR	GLEN D.	4	104 E. WOODSTOCK STREET	NEWCASTLE,	WY.	82701
BICHOWSKY	E. ROBERT	7	4431 CARLIN PLACE	LA MESA,	CA.	91941
BROWN	GEORGE W.	391	182 EAST VAN BUREN	WINSLOW,	AR.	72959
CASEY	CHESTER R.		1425 MURRAY BAY DRIVE	HOUSTON,	TX.	77080
CIARLELLI	JOHN H.	W	1105 WESAT WOODS ROAD	HAMDEN,	CT.	06518
DAVENPORT	HENLEY L.		3123 PRISCILLA STREET	NEWBERRY,	SC.	29108
DRAKE	ERNEST E.	W	5801 LEWOOD DRIVE	AUSTIN,	TX.	78745
DUBE	RENE A.	HDQ-W	421 TYLER	McALLEN,	TX.	78503
DUBOFSKY	BERNARD	W	4230 93RD AVENUE S.E.	MERCER ISLAND,	WA.	98040
DUFRESNE	JOSEPH R.	W	1130 LOFTIN STREET	PARKER,	FL.	32404
EVANS	REESE G. SR	4	53 STOWBRIDGE AVE. P.O.BOX 241	MT. TABOR,	NJ.	07878
GOULD	DAVID F.		8 TALL OAKS LANE	NEWTOWN,	PA.	18940
GREENSPAN	JACOB	HDQ-W	14 MANET CIRCLE	CHESTNUT HILL,	MA.	02167
MAINVILLE	NANCY	7A	320 DIXON STREET	KAUKAUNA,	WI.	54123
MILLIGAN	FRANCIS S.	493	ONE EDENDALE DRIVE	LINCOLN,	RI.	02865
MILLS	PAUL A.	18-W	322 SLATER STREET	SOUTH WINDSOR,	CT.	06074
NADEAU	GERARD E.	4-W	660 COMO COURT	PUNTA GORDA,	FL.	33950
SANDERS	JOE W.	W	306 S.E. 6TH STREET	PLAINVIEW,	TX.	79072
SHEETZ	ROBERT	7 & 4	1317 HERTZ DRIVE S.E.	CEDAR RAPIDS,	IA.	52403
WALEZAK	BEN J.	4BS & 306-W	885 GONZAGA LANE	FLORISSANT,	MO.	63031
WALTER	LEONARD L.		5462 W. FLYING CIRCLE STREET	TUCSON,	AZ.	86713
WILKES	HOLLIE A.	7-W	424 COVE DRIVE	BILOXI,	MS.	39531
WILKIE	EVERETT C.	34CCTS	3401 TIMMONS LANE NO. 31	HOUSTON,	TX.	77027

TAPS

LAST NAME	FIRST NAME		ADDRESS	CITY	STATE	ZIPCD	DIED
BISHER	FRANCIS B.	4	288 N. TANGLEWOOD DRIVE	OZARK,	MO.	65721	11-29-94
BREWI	ALBERT		390 JACKSON AVENUE	MINEOLA,	NY.	11501	1993
BRUNS	CADWALLER C.			CHARLOTTE,	NY.		1984
BURTON	EUGENE G.	4					
CHEZEM	KENNETH J.	18	34 ARCADE COURT	FREEPORT,	IL	61023	4-10-94
FUELLING	RICHARD	7LM	227 BRIARWOOD LANE	DECATUR,	IN.	46733	3-27-94
GLASS	JAMES M.	4	4055 TOWNSHIP ROAD	COLLEGEVILLE,	PA.	19426	12-20-94
HANRIHAN	JAMES R.	7	6261 BARBARA LANE	AUBURN,	CA.	95602	
HOLTZ	MONROE T.	18	66791 BALK ROAD	STURGIS,	MI.	49091	12-05-94
HUDSON	WILLIAM	7	(KILLED IN ACTION)(KIA)				9-22-44
JENKINS	HARRY J.		7876 CAMINO HUERTA	SAN DIEGO,	CA.	92212	12-21-93
KIEC	STANLEY	391	60 REIMAN STREET	BUFFALO,	NY.	14206	11-25-92
LAWRENCE	LEONARD L. SR.			PRAIRIEBURG,	IA.		4-09-63
MORLOCK	JAMES	7LM	46 KENNEDY DRIVE	FAIRLESS HILLS,	PA.	19030	NOV. '94
PALMER	JAY	7	(KIA)				9-22-44
POTSBY	RALPH		262 SCOTLAND ROAD	NORWICH,	CT.	06360	FEB.'74
ROBERTS	CHARLES	7	(KIA)				9-22-44
SHAW	AVON D.	7	3515 92ND STREET	LUBBOCK,	TX.	79423	1-03-95
TANTES	JOSEPH H.		1133 GOLFVIEW PLACE	COLUMBUS,	OH.	43119	8-17-92
WALSH	HOMER P.		R2. BOX 15	POPLAR BLUFF,	MO.	63901	
WETHERBEE	OWEN L.		24436 HANOVER STREET	DEARBORN HEIGHTS,	MI.	48125	7-11-88

SALUTE TO THE 34TH BOMB GROUP

by Gertrude Martin
(Jim Martin's Mother)

I saw them as they walked the paths
By the ivy-covered walls;
And I smiled at their dear faces
As they entered the hallowed halls.

They came from the town and country
Ready to face the world.
How could they know that soon they
Would see the battle flags unfurled.

They laughed at life on the campus green
Where no bonds of duty led.
They were just barely turned eighteen;
Their dreams still lay ahead.

But when they heard the desparate cry,
"Pearl Harbor is no more",
They laid their books and pens aside
And marched away to war.

I smiled through my tears as my own dear son
Walked through the door alone.
"Don't cry", he said, "I must do my part
And I'll soon be coming home.

Then I saw them not as boys but men.
Their fun and games were over.
They turned their planes and lifted their wings
Toward the pure white cliffs of Dover.

Through the darkest days and sleepless nights
Those brave young airmen flew.
God answered our prayers and he led the flight
As they climbed up into the blue.

They fought for country, God and home
When they answered freedom's call
The enemy was at the door -
The flag must never fall.

Those bomber squadrons gave their best.
We thank you for them, Oh, God;
And for those who sleep in a foreign land
Deep beneath the sod.

Our own dear son came home at last.
God forbid such wars hereafter!
Then the hallowed halls will echo again
With the sounds of soft young laughter.

WHEN??

by M.A. Wegener, 8 July, 1944

When will our hearts be gay again?
When will we comprehend
The agony of the present day?
I'm asking you, my friend.

When will we sleep serene again?
When will the bombings cease?
Against the blackout of the night
Our souls are far from ease.

How long ere yet must this go on?
Is there a day of peace
To which we all can look as one,
And find much joy and rest?

I'm asking you - pray tell me this -
Will wars forever end?
Or do we look without much hope
To years of peace - and then -

Another war perhaps will come,
Too soon, too soon, indeed!
Our sons who yet are infants small
Will learn what we have feared.

We're fighting now so this won't be.
We know our cause is just.
Our aims, our purposes are one,
With God's help we'll succeed.

We'll crush the force of evil men.
We'll make the scoundrels pay.
They'll fall in sad dejection
Before the Allied fray.

That time is soon; that day is near.
Our forces move in splendor.
With Great Jehovah on our side
We'll make the foe surrender!

Ball Turret Gunner's position on display

GLENN MILLARD

1944

1994

LOUIS FOURNIER

1944

1993

RICHARD H. EDWARDS

1943

1993

Then and Now

FREDERICK SCHOCH

1945

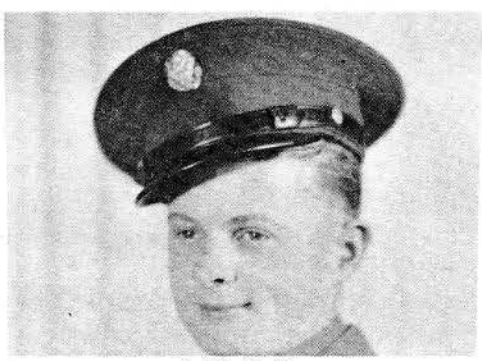
1990

RUSSELL S. PAULNOCK

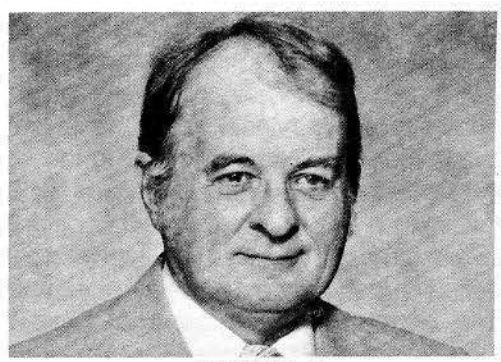
1944

1994

BILL YOTHMENT



1944



1994

INTRODUCTION TO OPERATIONS

by John T. Lyons

We arrived in the ETO via the north Atlantic route, Goose Bay, Labrador, Greenland and Iceland, landing at Valley, Wales ATC Base. We ferried over a brand new unpainted B-17G with the guns still crated. Our next stop was an RAF base west of London where we were to receive pre-combat training on the "way it was" by Eighth Air Force veterans who had survived their tour of duty.

Buzz bombs, jets and rocket planes? We thought our instructors were a bunch of flak happy screwballs giving us the left handed monkey wrench routine. At first we didn't actually believe them. They acted a bit on the weird side which we subsequently learned to understand as we achieved as many missions as they had.

Bovington was a permanent RAF facility and Beatty Hall was where we were quartered. The structures were one-storied brick barracks with air raid shelters between barracks. These shelters were half underground and half above ground. The first night, after four air raid alarms and dashes to the shelter, we stayed in the barracks and continued to sleep.

The next morning we attended classes in temporary one-story wooden buildings. We were introduced to flak aprons and flak helmets by a veteran instructor who lectured from a desk in front of the classroom. The air raid siren didn't phase our instructor at all as he continued to lecture. When the jeep horn sounded, probably indicating imminent danger, all hell broke loose! There was an explosion and the building swayed. The instructor dismissed the class while in a mid-air dive under the desk accompanied by several flak suits. We departed every way possible - window, doors, etc. Looking up, we were introduced to our first buzzbomb about seventy-five feet overhead being chased by a fighter. The initial buzzbomb had exploded in a nearby field decapitating, we hoped, many brussel sprouts. We then came to the horrifying realization that they were not joking about the jets and rocket fighters.

We were getting a little leery of these lectures introducing us to the way it was in combat over Europe. The next day we were in the same classroom with a Bombardier lecturing on bombs. We got only as far as incendiaries. The instructor dropped a small one to see if it was live. It was!! Sparks showered everywhere! We exited the classroom faster than we did the day before, but not before I acquired three pinhead incendiary burns through the trouser leg of my pants.

While we could not get to London because of the buzzbombs, we could visit Whatford, the western terminus of the London Underground System. In the Whatford park we met London children who had been evacuated to the country for safety from London bombings. The children would ask if we were flying "Ops" (missions). We were having a difficult time surviving Bovington, but survive we did to become the first B-17 to join the 34th Bomb Group.

****

THE "GOTTA HAVER" STORY

by John Doronsky

This is a brief story about our crew and plane, "Gotta Haver". Paul Roescher, our pilot, wrote to June Haver in Hollywood and asked for a sexy picture. She mailed us a large photo and our crew chief, Bruce Sothern, attached it to the nose with big red letters beneath "GOTTA HAVER".

We flew 30 very exciting missions that the movie "Memphis Belle" couldn't hold a candle to. We were shot at from the ground and air on every mission, crash landed in England and spent two weeks in the "Flak Shack" at Southport, England. Bruce told me at our Las Vegas reunion that he and the ground crew spent many hours patching up holes and replacing wings and engines on our aircraft after each mission.

The mission I most vividly recall was when we had two engines shot out forcing us to leave the protective bomber squadron. We ejected all of our guns and heavy ammo to lighten the plane. We had no radio equipment to contact England and had to rely on our navigator to "shoot the stars" in order to get us back. We lost our third engine over France and limped over the channel losing altitude rapidly. We made it back to a fighter base and crash landed.

On our 30th mission over Stendahl, Germany, we were hit by flak on our bombing run. The plane was burning badly and Paul ordered everyone to jump. I was captured by the SS and put into a jail near Stendahl. After about seven days I escaped with about ten other airmen. Paul Roescher was one of them and he was badly burned about the face. The only medication given him was to wrap toilet paper around his entire face and head.

We made it back to the U.S. lines and eventually returned to the States. While I was in England I played in the band called "The Jive Bombers". We played at the enlisted's and Officer's dances in Mendlesham and other nearby bomber bases.

Although it has been 50 years since we flew I feel like it was just yesterday with an experience I will never forget.

****

Continued on page 19

MEMORIES

Continued from page 18

"TEX" RIFE - 1944

by "Pete Gray"

"Tex" Rife was one of the technicians down on the 7th Sqdn.'s flight line - an instrument specialist. He was rather small of stature with sandy hair and a perpetual grin on a somewhat scraggly face. However, he seemed to have a rather arrogant attitude about him and was just a bit intolerant of the other mechanics, much the way an older brother would act towards his kid sister. Some said all Texans were like that. It seemed to be just a part of their nature. Others blamed this attitude on the fact that he was "regular army" - in other words, a career soldier.

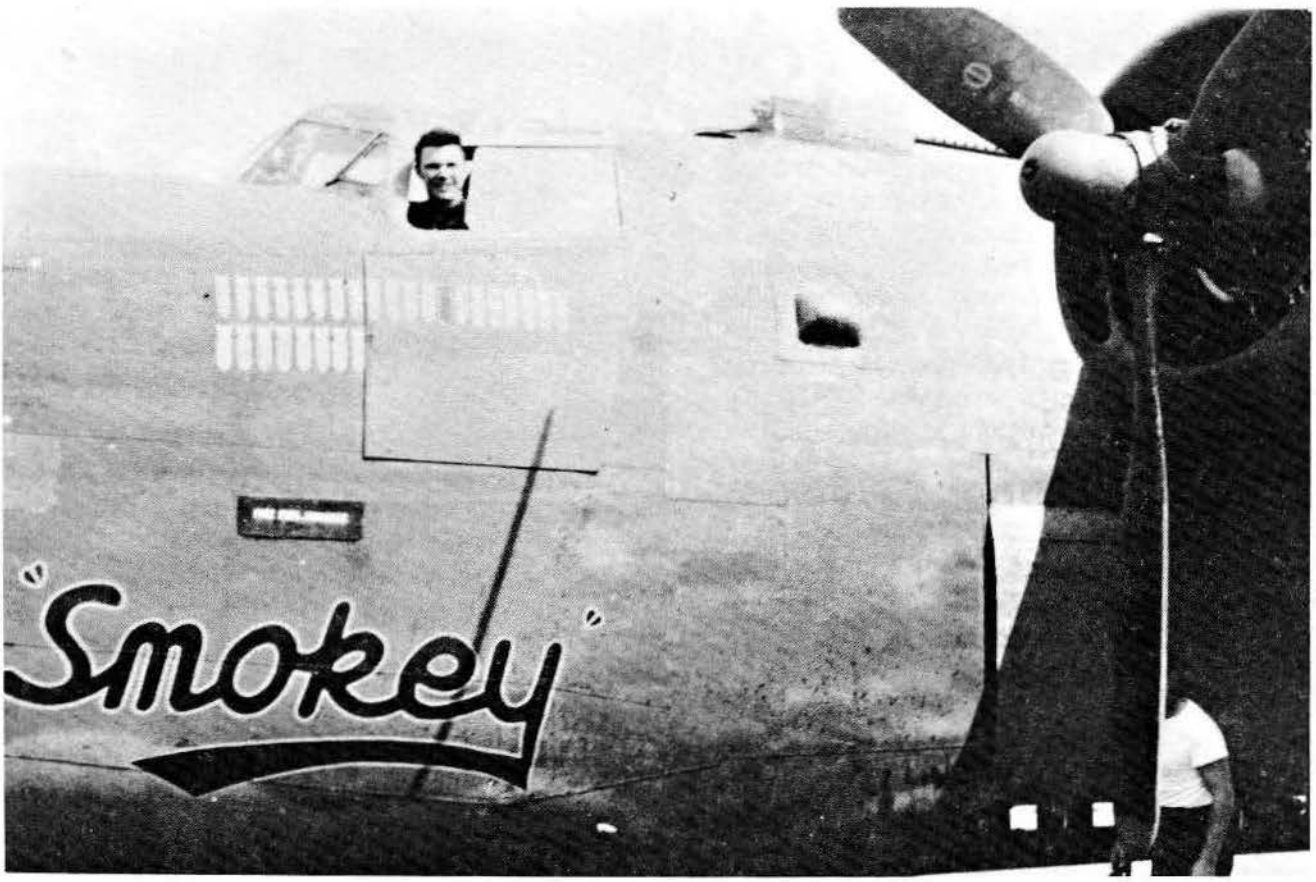
Now all regular army soldiers seemed to look down on these war-time "draftees" as if they were intruders in what they considered to be their own little private domain - someone to be endured for the well-known "duration and six months", but no more. This was brought home to us every payday when, according to Army regulations, all regular army personnel were paid "first". The war-time "draftees" had to wait and then follow in alphabetical order.

And, so, when this notable day arrived, "Tex" would stand back until we "draftees" finished shuffling around trying to find our proper place in line. Then he would step up and take his position in front of everyone else. And, once he received his money, he would immediately make his way back to the barracks. There he would set up several foot lockers and blankets in one corner in preparation for the inevitable payday crap game. This seemed to be a tradition with those in the regular army but the civilian soldiers almost ignored the custom. Now "Tex" was not only a career soldier - he was also a career gambler. He often said he would rather shoot craps than eat and frequently did. And he almost always won.

However, on our last payday at Blythe, California, before the 34th left for overseas movement, the usual game took a slightly different turn. This time a "G.I." from the Anti-Aircraft unit stationed some six miles down the road, joined in the game. He was part Indian and needed no introduction to the game. And - he was no amateur.

The game went on into the night while most of us slept quite undisturbed by the muffled voices of the participants down at the end of the barracks. Once in a while, though, the stillness would be broken by a profane exclamation as some made, or failed to make, a point! The Indian proved to be more than a match for "Tex" and the others in the game. When they broke up at dawn he had won all their money, including even their small change. "Tex" was quite embarrassed by this turn of events and for several days afterwards, went around muttering under his breath, "That damned half-breed must have been cheating".

Continued on page 20



Ken Jackson

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ

391
18
4
7

34th Bomb. Group

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MEMORIES

Continued from page 19

The 34th left about a week later and, after a long train ride across the country, we arrived at Boston, Mass., our POE. Our stay there, however, was quite short - in a few days we were marching up the gangplank of this large, sinister looking, troop ship. But once aboard, "Tex" managed to borrow $10.00 and immediately got a crap game started in one corner of the large room we were assigned as sleeping quarters.

Once the game began it never stopped. It went on continuously, night and day, for almost nine days! It only ended when we docked at Liverpool, England.

But this time the result was different. The Indian, of course, didn't make the trip and "Tex" was back up to his usual form. He proved to be almost unbeatable and many gave up trying to recover their losses. As we prepared to disembark from the ship "Tex" repaid his $10.00 loan and began making inquiries as to how he could send his winnings home.

They came to over $1,000.00!

****

CREW OF THE "OLE-TIMER". Front L. to R.: G. Kotun, P. Mann, W. Chestnut & P. Connolly. Rear L. to R.: J. Bobrowicz, J. Davis, K. Janowski, E. Dayton & R. Benson.

VOLUME XIX NUMBER 2 JUNE, 1995

MENDLESHAM MEMORIES

4 7 18 391

34TH BOMB GROUP H

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REUNION '95
Huntsville, AL.

See You There
Sept. 14 - 17, 1995

OBSERVATIONS

Time does fly by, doesn't it? It seems like only yesterday we were at St. Paul and I was elevated to the Presidency. I guess it's true. The older we get the more rapidly the days go by.

Here we are now, with the June issue in which are included all the necessary papers and forms for our next reunion at Huntsville, Ala. Rose and I are looking forward to it as we do with all of our 34th B.G. reunions. It is so nice to see all of our OLD friends at least once a year. It is also very nice to welcome and get to know any of our newcomers.

In this issue, also, is a notice regarding donations to the Ray L. Summa Scholarship Fund. Donald and Bonnie Shee came up with the idea that donations should be made in the memory of one of our deceased. I thought it was a good idea and have made sure it appears in this issue. As we go to press we have already received donations from Robert Filip, Roderick McColl, and, in memory of Jim Glass from Donald L. Shee, Charles R. Yockey and Charles A. Herget. Also, in memory of Roy O. Jones we have one from Dirk Gombert.

Also in this issue, in the "Memories" section, is a story of the recollections of Florence Godfree, who lived in Mendlesham during the war years. She is now 80 years old and her story was sent in to us by Freddie and Margaret Maundrell, associate members and personal friends from England. It is a story which I thought might be of interest to any of us who had spent time at Mendlesham.

This issue, as usual, is the one each year which is mailed to all names on the roster, whether they are paid-up members or not. It is always hoped that receipt of a copy of Mendelsham Memories might induce some non-members to want to receive all issues and to get re-acquainted with old friends. Let's hope so.

The next issue is the September one. The deadline for any material to be included in that issue is July 21, 1995. This is a firm date and any later materials which cannot be saved for a future issue will be returned to the sender. Don't forget - if you have something for the September issue - **"HAVE IT HERE NO LATER THAN JULY 21, 1995."**

As I've said many times before, we look forward to each and every reunion. We hope you do too! "SEE YOU IN HUNTSVILLE!"

Eli Baldea
President & Editor

Mendlesham Memories is published four times annually by the 34th Bomb Group Association, Inc., March, June, September & December.

Editor - Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Each issue of the newsletter is prepared and printed at Crown Point, IN Editorial contributions and stories are welcomed and should be sent to the address above, along with new addresses, changes and deletions.

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STATEMENT OF PURPOSE

This corporation was formed for the purpose of bringing together veterans of World War II who were members of the USAAF, 34th Bombardment Group: to encourage social fellowship: to uphold and defend the Constitution of the United States of America: to perpetuate Americanism: to preserve the spirit of comradeship among its members: to perpetuate the memory of our dead: and to assist their widows and children.

PRESIDENT'S MESSAGE

Being both editor and president, I wouldn't usually have this column appear in Mendlesham Memories. However, we have received information from the "MIGHTY EIGHTH AIR FORCE HERITAGE CENTER" which, I believe, needs to be mulled over by our members prior to my making a commitment. Therefore, I want you all to read the following and we will decide at the Huntsville reunion whether we, as a group, will participate in this action. They say:

"One of the goals of the Heritage Center is to create and maintain an electronic data base of individuals who served in the Eighth Air Force. The data base is developed to track unit members from that particular unit's mission folders. This data base can contain audio and video clips as well as still photographs. Data on each mission can be included as can strike photos."

"We are aware of the nature of this Herculean task and of the amount of data that exists and, in many cases, does not exist. We are asking for the support of each unit in bringing together as much information as possible into this data base. This is to be an ongoing, "living", record that will be accessible for research by historians, authors and family members seeking more information on Eighth personnel."

"Without asking for a commitment at this time, we would like your response to the following:

Is your unit interested in being included in this data base?

Is your unit willing to take responsibility for the data gathering, data entry and individual costs for this project?

Establish contact persons(s) within your unit responsible for the creation of the unit's data base and work as liaison to the Heritage Center.

What data does your unit have? Does it have its mission reports, official records, published unit history?

Continued on Page 3

DEADLINE

Any material or items to be inserted in the March issue of Mendlesham Memories should reach me on or before JULY 21, 1995. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

President's Message

Continued from Page 2

How is the information organized (hard copy, computer disk, micro film/fiche, other)?

Is there a WWII roster as well as a current roster of unit members?"

"Again, we know this is a tremendous task. Success depends on active participation from each unit. We look forward to hearing from you soon."

As president, I am asking you all to read and mull over the above presentation. I will not respond to this request until we have discussed it at the Huntsville reunion. It's obvious there will be some cost involved and I cannot take the responsibility of spending money without majority approval. Think it over!

****

Also, just recently my daughter, Marianne, wrote up an article for Father's Day which I thought should be read by all the Fathers out there. Here it is:

After watching a television special on Pearl Harbor I began thinking about all the people who have fought, died and lived to tell the tale of World War II. It brought to mind my father. Although he wasn't at Pearl, he was in the war. He was a navigator in the Air Force, stationed in England. He was shot down over Germany and imprisoned in a P.O.W. camp. He, along with thousands of others, has his own unique story to tell. I remember sitting around the dinner table listening to his stories. I don't remember all the stories but I do remember how I felt listening to them.

I thought they must have been so scared. I could never be brave enough to go through all the horrors of the war. How horrific to be flying over a bomb site never knowing if you would hit the target, and then, live long enough to make it back home.

Why? Why did all these young people not only go to war but volunteer to go? I mean, they signed up to fight, kill and get killed voluntarily. Why? What these men have told me and what I've perceived on my own seems to be pretty much the same. They did it to preserve their country. They fought so that the American way of life would be guaranteed for all time. They guaranteed this with their blood, sweat and tears. THEY fought for OUR freedom.

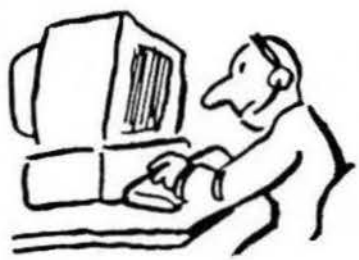
My father imparted that pride of fight for freedom on me. He showed me that America is worth fighting for, worth dying for. He taught me that if there's anything you want bad enough you can accomplish it. Just the way they did when they went to war for a cause they believed in - for a goal they wanted bad enough - for a belief so ingrained as to override any fears or trepidations they may have had.

How different <u>all</u> of our lives would be today if they hadn't had those beliefs - that pride and unselfish attitude - not only to go to war but to fight and win it. Every day I see the bad side of people. The news tells us how horrible life can be. We hear every day about gang wars, child abuse, murder and abductions. I sometimes wonder what was it all for. Then I see my children going to school, growing up in a free society, going to work and enjoying a beautiful spring day.

I'm fighting my own war right now with Multiple Sclerosis. I get all of my strength in knowing I can choose my treatment, my doctors and enjoy my life in freedom. That freedom was given to me by all those who fought, lived and died in that war. So, when I ask myself what was it all for, I think about all the good things I have in my world today and smile. Thanks for keeping us free. Thanks Dad! "HAPPY FATHER'S DAY!!"

Edward Mazzarella with the headquarters sign

FROM THE TREASURER'S COMPUTER



While I'm writing this I'm recalling my activities of this day, April 12th, in 1945. We were slow-timing the engines of a B-17 over England and listening to the BBC on a sunny but partly cloudy day when the BBC broke into their programming with the announcement that Pres. Roosevelt had died at Warm Springs, GA. It is one of those moments which one always remembers, like the day I said "I DO", and when my first son was born, and when the first flak burst, or the first fighters appeared. Next Month, the day will be May 8th, when we knew that the war in Europe was over!! Ian Hawkins writes that Mendlesham is holding a street fair on May 8th and, the good Lord willing, Jan and I will beattending that fair after we help the Dutch celebrate the 50th anniversary of the 1945 food drops. This will all be history by the time you read this.For those of you who wrote to tell me that you had paid your '95 dues: Look at your dues notice which was included in the March issue. Note in the heading that "If the digits are circled in RED your 1995 DUES ARE DUE!" Since taking over this job from Ray Summa I have added to the label the current

Continued on page 4

FROM THE TREASURER'S COMPUTER

Continued from Page 3

year for which your dues have been paid. ANYTIME YOU SEE A RED CIRCLE ON YOUR LABEL YOU CAN BE ASSURED THAT YOUR DUES ARE DUE!! I must admit that I have made some mistakes and didn't update the personal records properly. If there is a mistake on the label your membership card should help you resolve this mistake.

This issue goes to all we have on the roster, except those who don't want to hear anything about the 34th BGA! If you've never paid dues we invite you to join the 34th Bomb Group Assn. and get ALL of the issues of MENDLESHAM MEMORIES. I have yet to see another newslatter that even approaches the quality and coverage that Eli gives us in M/M! And remember, membership is one of the requirements which allows you to attend a reunion.

Graduating high school seniors, and those in college, still have about a month to submit their applications for the annual scholarship awards. Recall that we give a First and Second prize of $1,000.00 and $500.00 to our winners. Please encourage your children or grandchildren to avail themselves of this opportunity.

Speaking of the Ray Summa Scholarship, Don Shee suggested that we accept donations to the scholarship fund as memorials to our members who have died. Several of the men who were on Jim Glass's crew have sent in funds in memory of Jim Glass. While the details have not been fully implemented, we intend to acknowledge such donations to the family of the one being memorialized as well as a letter to the donor.

The reunion information and reservation items should be included in this June issue. A reminder to not expose your credit card number openly if you reserve the hotel room by credit card using the hotel's reservation form. And, if you're going to be flying to the reunion, don't forget to ask about the senior book of tickets which many airlines offer. Four one-way fares for about $500.00 is better than some round trip fares!

Cheers to all and we'll be looking for you at Huntsville!!

Harold Province

HUNTSVILLE REUNION

The 34th Bomb Group has received clearance to land our group at Huntsville, Alabama. All systems are set and ready for a grand reunion. Those flying in will find complimentary transportation from the airport to the hotel.

Prime target is the Space Center. To those of you who have never seen this project it will be an eye-opening experience. Those who have visited this facility will be surprised at the ever-changing and up-dating of the new space ideas exhibited here.

We will go by bus from the hotel to tour the training and testing areas. We will then return to the Space Center to view the many wonders of what has happened and what is happening in the world of space. A plus to all this is that our Friday evening meal will be served at the Space Center.

There is a generous amount of time allowed to reminisce about old times with old friends. There will be golf for the golfers on a very find course. To top this all off our president, Eli Baldea, has a fine program lined up to keep us happy. This includes music of our vintage and dancing. The hospitality room will be open at announced times. Paul Shull will also have the P.X. stocked with his brand of goodies, all priced to move.

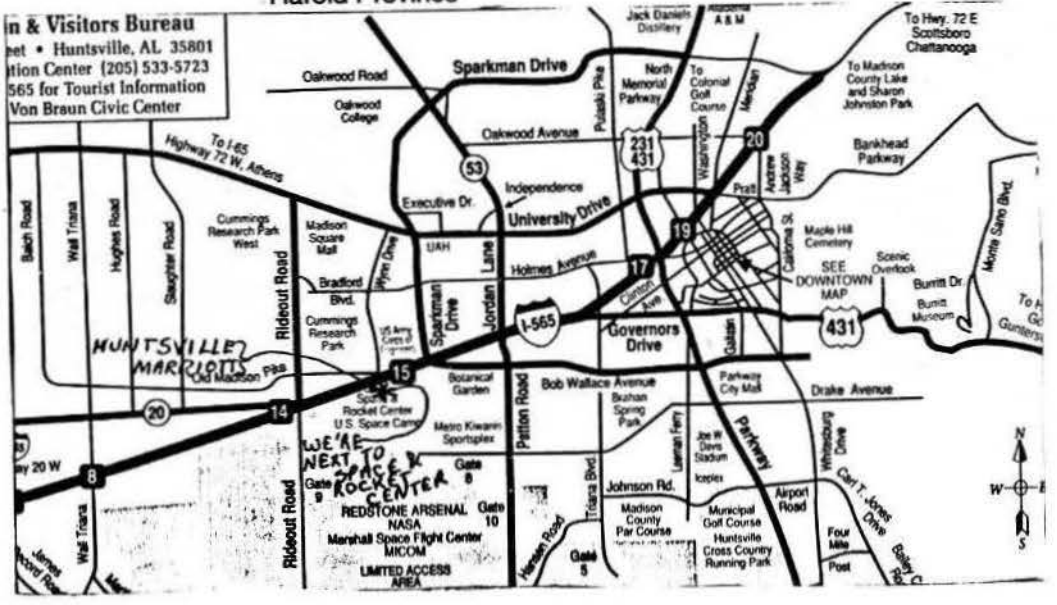
Send your reservations for rooms to the hotel on the form provided. Send your food, tour and golf reservations to Robert Wright on the form provided for this purpose.

We'll see you in Huntsville.....

Your Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

Editor's Note: Please be advised that we will not have an official photographer at the reunion. Therefore, those of you in attendance, please take pictures of those at your table and send them in to me, properly identified. These are for the December issue of Mendlesham Memories. Have them in to me no later than October 20th, 1995. Thank you!

Eli Baldea, Editor



Donald Durham and Lt. Brooks

ARCHIVIST'S MESSAGE

As I am the archivist for the 34th Bomb Group, I am asking for any records, pictures or any pertinent information regarding the activities of the 34th. Please send to Wally Brauks, 6923 Aliceton Avenue, St. Louis, MO. 63123. Please send copies only as I will not be responsible for the return of documents. Thank You!

The 8th Air Force Historical Society News

The 8th AFHS will hold its annual reunion and celebrate the 50TH ANNIVERSARY of the V.E. DAY at the Adam's Mark Hotel in St. Louis, MO. from the 6th to the 10th of September, 1995. The business meeting will be held on Sept. 9th at 9:00 a.m. and any 8th A.F. member can attend but must have their membership card with them to be able to vote.

The optional tours which will be available during the reunion are The City Tour, Historic St. Charles, Riverboat Gambling and Dinner, Grant's Farm, Abbreviated City Tour and The Botanical Gardens. These will be elaborated upon in the next 8th Air Force News.

We attended the Control Tower Dedication at the USAF Air Museum at Wright-Paterson Air Force Base in Dayton, Ohio on April 22nd. The Tower has been built using the original plans - a brick from each base was used in the construction. The bricks will be identified so that we can find one from Mendlesham. This is the largest of any museum display put in place by the Eighth A.F. Memorial Museum Fdtn. The 8th AFMM is looking for a photo of the control tower at Mendlesham. If you have one please get in touch with me.

Harold G. Rutka
Vice Pres., 8th AFHS

England Tour

There have been many inquiries regarding another trip back to England. I have referred those that wanted to go in 1995 to Dick D'Amato of Tamarac Travel, as the 34th B.G. had not decided on a return trip this year. A decision could be made at our Huntsville reunion this fall.

We could possibly have two tours - both starting in Cambridge and Mendlesham - then splitting - one on to London and the other would go on to Portsmouth and the D-Day Museum, then ferry to Cherbourg with a visit to Omaha Beach, St. Mer Egliese, Caen and ending up in Paris near the Eiffel Tower and then back home.

I will have a proposal on hand to present to the board and the membership for their decision.

Harold C. Rutka
Back to England Coordinator

****

BETTY (PAUL) SCHOMMER - St. Paul, MN.

Please cancel Paul Schommer from the Mendlesham news. He's not well - can't remember anybody or anything about his group. I've got my hands full so - Please Cancel.

****

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Rear left to right: M. Blumquist, Stearman, G. Kincaid and F. Nichols - Front left to right, E. Mink, J. Thomas, W. Simpkins, E. Chapman, W. Eaton and R. Fox

NOTES FROM OUR FRIENDS

Continued from Page 5

MORTON I. FIEDLER - Lake Worth, Fl.

Enclosed are my 1995 dues. Please put me back on the membership rolls. I'm sorry for my neglect. Keep up the good work. Our crew got together for a 50th reunion last September. It was great! We are planning to attend the next 34th reunion.

****

CHARLES D. CONWAY - Metuchen, NJ

I believe your newly-found, Donald Morrison, who attended the St. Paul reunion, is one of my former co-workers from the radar shop. I'm still planning on being in Huntsville in Sept.

****

BASIL F. MAUK - Denison, TX.

I would like, very much, to be able to get to one of these reunions. Due to my health and also my wife's, it is just impossible. But I do enjoy "MM" very much. It brings back lots of memories.

****

LEONARD T. HENDRICKSON - Victor, MT.

Hope this note finds all in good health. Looks like everyone had a good time at the reunion. I hope to make another one now that I'm retired.

****

GRANVEL PIERCE - Dallas, TX.

If all goes well I do plan to make the reunion in Huntsville. I had a long talk with Bob Burgner a couple of days ago and told him I wanted to meet him in Huntsville. He said he hopes to be there and that two other buddies, Junius Cobb and John Farley, will be there.

****

GEORGE H. KLINE - Burnt Hills, NY.

We are setting our sights on Huntsville. Margaret and I are trying to do everything right so we can join you again.

Nose Art of "Winnie the Pooh"

We sure missed not being with everyone at St. Paul. Friends sent us photos and letters to keep us up-dated. Keep our memories flying.

****

EDITH (ROGER) CARR - Milford, DE.

I'm sure Roger was the man you were looking for. He was in the 8th A.F. with the 34th Bomb Group at Mendlesham. He passed away on February 8th, 1994. He would have surely wanted to attend all reunions. Thank you for contacting us.

****

GEORGE E. JUST - Norwalk, CT.

Little did I know that joining the 8th AFHS would put me in contact with those whom I served with 50 years ago. Unfortunately, for me, I do not appear to qualify as a lost sheep for the 34th. My association with the group began the day the B-24's began to arrive at Mendlesham. We of the 475th Sub Depot Sqdn. were on the ground to greet them and I was still there in 1945 when the B-17's with the bright red vertical stabilizers left to parts unknown to me. Thank you for the Mendlesham Memories and I hope we can continue to correspond even though I may not qualify as a member.

****

ROBERT HASSETT - Houma, LA.

I can still recall quite a few of the missions we flew. Especially Berlin, Dresden, Mersberg, Kiel and Hamburg. Not too many "Milk Runs". I'm still working in sales but it's more fun than work now.

****

LLOYD INMAN - Kelso, WA.

Thank you for all your work and also the others that make this a great organization. The "Mendlesham Memories" alone is worth my dues!

****

LONNIE CROOK - Shreveport, LA.

I'm enclosing the obituary item from the newspaper for Guy Gipson. I believe he was the pilot of the plane that Ray Summa crewed. Several years ago, when Ray and Hannah visited Shreveport, Guy and his wife had the Summas and the Crooks over for a nice noonday meal at their house.

****

MRS. CHARLES HEMLOCK - Rochester Hills, MI.

Thank you for contacting us. Charles passed away in 1985 from a massive stroke while driving his car to the golf course. He was proud of his service with the Air Corps and greatly treasured his silver wings. He would have never missed an opportunity to attend a reunion but never received any contact regarding any previous gatherings. He would have been the first to respond.

****

ROBERT W. DEES - Torrance, CA.

It was good to see everyone in St. Paul and I look forward to seeing all again. Being a native of Alabama I always enjoy getting back there for a visit.

I would like to commend you and the other officers of the Association for the good job that you are all doing.

****

Continued on Page 7

NOTES FROM OUR FRIENDS

Continued from Page 6

ALEXANDER KOVACH - Pinehurst, NC.

The reason I dropped out of the Assn. is that years ago I had planned to go to the reunion at Nashville, TN. Subsequently my mother died and I called to cancel my reservation. I was told to call the representative in Minnesota, which I did. They told me everything would be taken care of.

Some time later I received a bill from the hotel in Nashville. I called them and they said nobody had cancelled my reservation but my room had been used. With action like that I felt I did not want anything to do with characters of the 34th who would say everything would be taken care of and not do anything about it.

(Ed. note: The reunion committee never cancels someone's hotel reservation. That is still the responsibility of the party cancelling. The reunion committee is sorry for the misunderstanding.)

****

CHARLES J. McCLURE - Clifton Park, NY.

I hope the rest of the members are not as slow as me in paying their dues. This has been a mild winter for us in upstate New York. I have had to shovel the walk only once when we had a 14 inch snowfall. The guy that has the contract to keep my driveway plowed out thinks it is a great winter!

****

MALCOLM "TED" BLOMQUIST - Palos Hills, IL.

I would be remiss if I didn't write and thank you for all the pleasant memories that have been provided by the newsletter that you edit and publish. I was so glad that I was "found" by Hal Province. Keep up the good work. I'm sure the whole membership has probably echoed these sentiments many times over.

****

JOHN H. GALLOWAY - Burnsville, NC.

Unfortunately, because of conflicts with other commitments, I have been unable, in the past, to attend reunions and be more active in the activities of the association. This situation has changed and, assuming that I continue to enjoy reasonably good health for an old man, I plan to attend future reunions and renew acquaintances.

This past October I spent 10 days in England. My travels included a visit to the memorial at Mendlesham. The grounds in front of the memorial seem to be well kept. The local pub had numerous pictures of some of "us" and they treated me royally. I anxiously await the next reunion. I plan to be there.

****

CONRAD RICKER - Oklahoma City, OK.

I'm sorry that I was unable to attend the 1994 reunion. Some medical problems, including a detached retina in my right eye, prevented many activities last year. Hopefully several members of our (Bush's) crew will make Huntsville in '95. I hope to be there.

****

ROBERT WRIGHT - South Bend, IN.

We had a long winter in Florida, the worst since I have been coming down since 1981. It's still better than up in northern Indiana in the winter, though.

Evan Rogers receiving the DFC in 1944

****

MOLLIE GARDNER - Bagley, IA.

Thanks so much for the fine job you are doing for the group. The English gal I was looking for saw the write-up and contacted me. Paul N. Teare, the pianist for the Jive Bombers, wrote to me for many years. The last time I heard from his daughter. He now has Alzheimer's, in pretty bad shape, and is living with her.

I am trying to find members of the crew of "Cokey Flo" of the 18th Sqdn. Robert Saxon, the top turret gunner of that crew, has improved since a stroke last October.

****

HELEN WACK - Canfield, OH.

Just thought I should write and thank you for showing the photo of "Rocky". I have not heard from anyone who knew him yet but I did hear from Al Finch, who was the pilot of the plane my husband was on. It's exciting to hear from people who knew my husband many years ago. I am doing well and have five loving children and in-laws plus 12 grandchildren who are lovely people but you always miss the one who was such a part of yourself. Best wishes to all and may God bless.

****

DICK CAMP - Haines, OR.

I was with the 34th in the 7th Sqdn. at Westover with B-18A's for sub patrol, also at Pendleton and at Tucson. Got my butt chewed out by Capt. Lemay for not knowing the mechanics of the bombsight. I know now! I would like to hear from any guys of the early 34th (Dec. 7, 1941) from Westover, Pendleton or Tucson.

****

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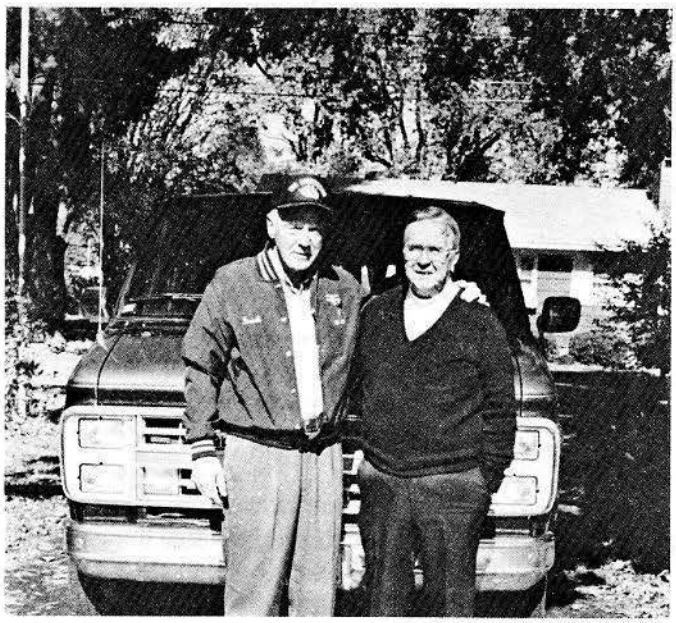
NOTES FROM OUR FRIENDS

Continued from Page 7

FRANCIS B. YATES - Guilford, CT.

Last October I received a phone call on a Sunday morning from Bill Barrett of Evansville, IN. He and his wife were on their way home from a trip to Canada. We had a real long talk over the past year's events and the old 34th B.G.

I first met Bill when he entered the group at Geiger Field in 1942. All these years since WWII we have been corresponding with each other. I am including a photo of us last October.



Frank Yates & Bill Barnett in October, 1994

CARWIN A. BAXTER - Lakeland, FL.

Just wanted to let you know how I enjoyed the 34th B.G. reunion in St. Paul last September. This was my first reunion but I hope to attend more in the future. It was great to reunite with four other crew members. I also met a former radio operator, Maurice Anderson from Plymouth, MN. We went to radio school, gunnery school and flight training at the same bases. He gave me a very pleasant surprise a few days ago by contacting me while visiting relatives in the Lakeland area. We had a real fun time together even if it was such a short visit.

Thanks for putting out Mendlesham Memories. I really enjoy it and often see articles and pictures of persons I had met or seen on the base.

****

F. BENNETT RICHMOND - Pasco, WA.

To inform members of Jim Sain's crew #13, "Pappy" Lloyd Shilkett passed away on Feb. 25, 1995. His wife, Ruby, passed away in Aug., 1994. We plan to be in Huntsville this year and we hope to see the rest of the crew there!

****

EDWARD J. LONERGAN - Fort Myers, FL.

Enclosed is the death notice of Len Arteel who passed away on March 13, 1995. He was executive officer of the 34th in England. I'm sure he was a good friend of Bill Creer, Bob Gay and Roy Tavasti as well as many others who were in the group at the beginning.

Len has had physical problems for a long time and was never healthy enough to make a reunion. His best chance was St. Paul last Sept. where he was from and where he still has some family. He talked about attending very enthusiastically all year but, when it was time to make the trip, it was just too much for him. He had tons of friends here in Ft. Myers and will be missed.

All is well in Florida. Played golf on March 3rd with Bob Wright, Bob Cole and Roy Ballantine. Cole lost all the money but it was fun. Best regards to all my friends in the 34th.

****

JASPER PALADINO - Bellerose, NY.

I would love to come to a reunion of the 34th, but I can't. I was in the 34th B.G. from July, 1944 to July, 1945 in England. Then I was shipped out in a rush and did not get the home addresses of my two buddies, Earl Stovall and John Wooten. I'd like to hear from them.

****

ASENATH "SENA" GIPSON - Shreveport, LA.

It is my sad duty to inform you of the death of my beloved husband, Guy. He died on Feb. 12th at Shumpert Memorial Hospital in Shreveport after a long illness - inoperative cancer. While in the hospital he suffered another stroke and pneumonia, which was probably a blessing as it shortened his suffering. He received excellent, loving care.

We had a great 47 years together, fraught with adventure, hardships and good times -- four fine sons, two grandsons and an accumulation of jumbled memories. I envy Guy his beautiful reunion with our dear daughter, Dorothy, who died in 1983.

****

RODERICK H. McCOLL - East Orleans, MA.

I'm sorry to be late with my dues. You and the rest of the staff do a great job keeping the 34th in good shape. We all appreciate your dedication.

****

DONALD FILLMAN - Des Moines, IA.

Russ Paulnock was our skipper on "Belle Of The Brawl" and I was the flight engineer. I'd still like to know who was our crew chief that did such a great job. I simply cannot recall his name.

****

RYLE GRIFFIN - Tampa, FL.

This is my first contact with you. I was ball gunner on the crew of "The Mission Bell", whose pilot was Paul Lerch. Ann Markowski sent me a copy of your newsletter and suggested I sign up for it.

I am planning, as of now, on going to the reunion at Huntsville, if possible. I hope to get to know a lot of you in September at the reunion.

****

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NOTES FROM OUR FRIENDS

Continued from Page 8

JAY BUXTON - Salisbury, NC.

My wife and I were out of the United States at the time of the last reunion at St. Paul. We do hope to be able to attend at Huntsville in 1995.

****

ANGELINE (ROBERT) MORTON - Girard, OH.

My brother, Andrew Pignanelli, flew as a tail gunner in the 34th B.G. on 32 missions. He passed away 8 years ago and I found several articles among his papers and diary which might be of interest to readers of Mendlesham Memories. My husband, Bob, also flew in the 34th on 34 missions. He and I have enjoyed the reunions we've attended, especially Seattle.

****

OLIVER BOLDUC - Chaplin, CT.

The MM is so informing, thanks to you and those who help you. I look forward to each issue and go through it thoroughly. So very few ground personnel ever seem to write yet they, too, must have stories to tell.

****

DIRK GOMBERT - Boise, ID.

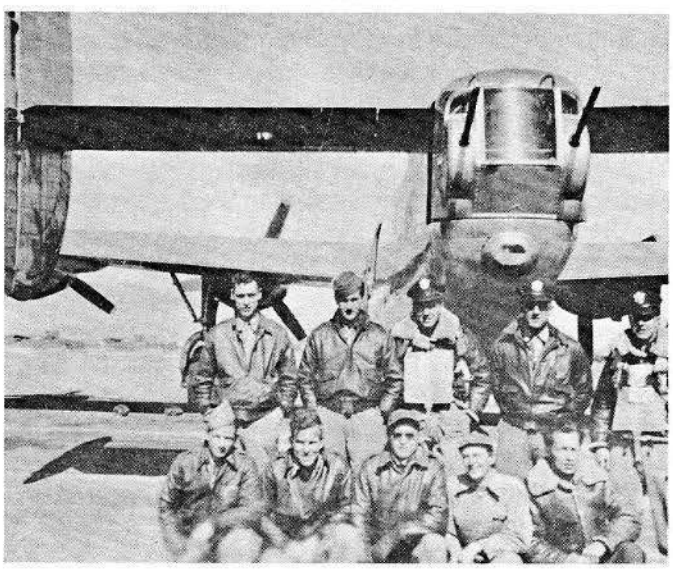
It is with great regret that I have to report the death of a good friend, Roy O. Jones. He and I joined Erwin's crew at Blythe and flew to England together. Their plane was shot down over Belgium but I was not with them that day. Today there are only two of Erwin's original crew left and they are Lawrence Babcock and myself.

I'm happy to say that both Roy and I attended the Las Vegas reunion, as did Babcock and Bill Fager, our crew chief. Bill never had one of his planes ever abort a mission.

****

DONALD J. WILBER - Northville, MI.

I don't remember which squadron but I was with the 34th for a month. It's good to be included and to read about days of the group from so long ago.



Crew of "Winnie the Pooh"
Sal Morellino bottom center

Evan Rogers, Pat McKeon, ?? and George Ritchie on Buzz Bomb Patrol?

KATHRYN (ROBERT) BROFFT - Cincinnati, OH.

I do not wish to continue membership at this time. We were very interested in all the news from the 34th but since Bob passed away last year, and I don't know any of the other members, it just isn't the same.

I do thank you for the enjoyment you gave Bob, while he was here, from receiving Mendlesham Memories.

****

RALPH APPLEGATE - South Bend, IN.

Haven't made the last 2 or 3 reunions due to health problems. I was a medic in the 34th and none of my medical group come to the reunions, so that's another reason for my not going. I sure hope we can make the '95 reunion.

****

MRS. MARVIN RYALS - Orlando, FL.

Marvin is not doing very well. He will be 85 on May 6th, 1995 so I guess "old age" is part of the problem.

****

BILL DONZE - Wickham-Skeith (3 miles from Mendlesham)

Myself and about eleven others were the first Americans to arrive on the base. The Chechs were flying spitfires from there. They moved off and on came the Liberators.

We used to go to dances at the Mendlesham Village Hall, which has since been demolished and houses built on that space. My wife is the girl I went to the dances with. We own our own home on a half-acre and have an Arab gelding which I ride and an Irish Setter dog to take long walks with twice a day.

****

Continued on Page 10

NOTES FROM OUR FRIENDS

Continued from Page 9

LAWRENCE BANFIELD - Rock Island, IL.

I sure enjoyed the item written by John Doronsky about June Haver. She is from our town. The story was very interesting.

****

ROBERT M. PLATZ - Ottsville, PA.

To all the people maintaining the 34th B.G. Assn. - many thanks for a great job.

****

ROBERT F. MAHAFFEY - Toledo, OH.

Since the fall of 1944, when I was a bombardier on Capt. Iverson's crew, I've been trying to get some information about some Free-Czech (I believe) soldiers. I think they were stationed in London and they frequented our barracks every so often. They made brass souvenirs of spent 50 caliber shells, model airplanes, wings, cigarette lighters and other trinkets and sold them on the base.

I asked them to make me a model of a B-17 with about a 12 inch wingspan - and they did. They mounted it on a 9 inch laminated wood section, cut from the propeller of a British Spitfire, and did a beautiful job. I had it shipped home and have had it ever since. I'm very proud of it.

I wonder if anyone remembers them, or bought something from them. If so, and they have anything they can share with me about these enterprising soldiers, I would like to hear anything about them and give them their due credit.

****

Rear, L. to R.: D. Ford, C. Olsen, J. Novicki, L. Fournier & E. Tremblay. Front, L. to R.: L. Pittman, R. Guinn, P. Corrigan & F. Alvord.

HAROLD REIBMAN - Hellertown, PA.

I was part of a very fine crew and proud of all of them. Our 2nd V.P., Raymond Palmer, was the pilot. He stayed in the service until a few years ago and retired as a Brig. General. I feel honored to have been part of his crew.

****

STEVE FELTOVICH - Willoughby, OH.

Toulmin Brown underwent surgery for removal of a malignant kidney recently. I'm sure he would like to hear from his friends. Send him a card.

****

JAMES A. LOISELLE - Danbury, WI.

It's true! As we get older we do get more forgetful. The St. Paul reunion was well planned and we had a great time and all the pictures turned out well. We don't know if we will be able to make the next reunion at Huntsville, AL. Thanks to everybody for a job well done!

****

NEWS FROM HERE AND THERE

A new book titled "WAR AND WOMEN" by J.T. Elias, an ex-member of the 392nd Bomb Group and the 44th Bomb Group, is now available. The story follows the adventures of three men, their training and their contacts with women along the way.

The book is 448 pages long and sells for $24.95. To order send in your check or money order made out to FLYING EIGHTBALL PRODUCTIONS, 72 Union Street, Nanticoke, PA. There is no mailing or handling charge for veterans of the Eighth Air Force.

****

The Distinguished Flying Cross Society is still looking for members. They have received their charter on June 6th, 1994 and are now accepting applications, dues and donations, which are tax deductible. If you are interested write for an application to:

The Distinguished Flying Cross Society
34552 Camino Capistrano
Capistrano Beach, CA. 92624-1232

****

Although too late for any of our members to participate, we have word that the 8th Air Force Memorial Museum Fdtn., Inc. has dedicated a fully equipped WWII, RAF style, control tower at the U.S. Air Force Museum at Wright Patterson AFB in Ohio. Unfortunately, the news reached us too late for any of our members to participate unless they had other prior information. Sorry about that!

****

We are also informed that the Air Force Association is planning a reunion as a Salute to the 50th Anniversary of the United States Air Force at Las Vegas, NV. on April 22nd to the 26th, 1997. We are also informed that the Air Force Sergeant's Assn. will participate in this celebration. At this time they are contactnig only group contact personnel to see who's interested. We will keep you posted on their plans in future issues.

Continued on Page 11

NEWS FROM HERE AND THERE

Continued from Page 10

We have been reminded that the Honorable Service Lapel Pin which was issued to all who were honorably discharged between Sept., 1939 and Dec., 1946 is available to all who have lost theirs. WWII veterans who would like to replace their lost pins may receive one free of charge. To receive yours write to:

Air Force Reference Branch
National Personnel Records Center
St. Louis, MO. 63132

****

Mollie Gardner has given us the names of three books she thought some of us would enjoy reading about the "Old Days". They are: "CLASH OF WINGS" by Col. Walter J. Boyne, "SILVER WINGS" by Col. Walter J. Boyne with a foreword by James H. Doolittle, and "A WING AND A PRAYER", the bloody 100th in action, by Harry S. Crosby. These can be found at your local bookstores, sometimes on sale. Thanks Mollie!

****

Although this issue will reach you too late to participate, we have to report that the Washington State Chapter of the 8th AFHS will have dedicated plaques at both Spokane and Ephrata, Washington in remembrance of the efforts at both Geiger Field and Ephrata AAB for training 34th B.G. personnel, as well as other groups, in the flying of B-17's. The Spokane celebration was held on May 17th and the Ephrata celebration was held on June 7th. The 34th Bomb Group Assn., knowing that nearly 50 of our members had served at either of these two stations, has donated $200.00 toward the cost of both plaques. Inasmuch as time was of the essence, Eli Baldea and Harold Province thought it was the proper thing to do.

****

Rear L. to R.: R. Counts, M. McKay, M. Elvert, J. Lemmon, J. Coffey and F. Fults - Frt. L. to R.: I. Mason, R. Perrin, ????, B. Smith

We have received the following letter from England:

I am a member of the 8th AFHS over here in the U.K. We are a group of four friends who travel throughout the U.K. visiting the old 8th AF airfields and memorials.

Last weekend we visited the 34th BG memorial at Mendlesham and were very impressed by the layout and the design. I was amazed that the 34th never lost an aircraft to enemy fighters over enemy territory. You must have had the best aircrews in the 8th. On behalf of our small group may I say a big "Thank You" to the 34th for everything you did for us all those years ago. It will never be forgotten.

The reason for this letter is that, if available, I would like to have group or squadron patches of the 34th. Any information on the 34th would be gratefully received. My name and address are: Philip Levick, 202 Ironside Road, Gleadless Valley, Sheffield 14, S14 1FJ. Thank you.

****

As we go to press we are informed of the "FREEDOM FLIGHT AMERICA '95 TOUR" which will take place this year. It is an 18 day cross country flight of hundreds of ex-military World War II - era aircraft commemorating the 50th anniversary of the end of World War II. Dates, locations and contacts are listed below.

DATES	LOCATIONS	CONTACT	PHONE
	Freedom Flt. HQ.	Morey Darznieks	800-687-4800
7/28-7/31	Long Beach, CA.	Lovetta Kramer	310-499-1696
7/31-8/1	Glendale, AZ.	Jim McCue	602-931-5555
8/1 & 8/2	El Paso, TX.	Donica Schexnaydre	915-568-4505
8/2 & 8/3	Fort Worth, TX.	Alliance Air Serv.	817-890-1000
8/3 & 8/4	Olathe, KS.	Lee Metcalf	913-782-5335
8/4-8/7	Aurora, IL.	Sue Vos	800-477-4369
8/7-8/9	Dayton, OH.	Maj. Francis	513-257-6206
8/9-8/11	Washington, DC.	Lt. Nipper	301-981-4511
8/11-8/14	Brooklyn, NY.	Mort Arkin	708-507-5220

The mission will come to an end with parade flights of these planes over the Statue of Liberty grand finale events in New York City concluding on August 14, 1995.

CLARIFICATIONS

We have been informed that, on page 24 of the December '94 issue, the man in the photograph with Doug Culver is Sidney Rockmuller. How about that, Sid?

****

Ray Brown has written to inform us that in the photograph on page 13 of the Turner edition of our 34th Bomb Group book, the individual's names are as follows: Front row, L. to R.: J. Mathieu, E. Moyer, J. Higgason, W. Garman and E. Tanking. Behind them, sitting are: W. Garretson and K. Revander. Standing are: R. Brown, J. Bouliane and W. Ingram.

****

ROSE'S CORNER

Hello, dear friends,

In March I was tickled pink to receive a note from Martha I. Simpson. She wrote to approve my collector's idea in our last issue. She collects Grandma's Tea Leaf Ironstone with Alfred Meakin trademark and hopes that one of you may also be a collector of this magic name among collectors. If you are one, or have a friend who is, please contact Martha at the following address: Mrs. Martha I. Simpson, P.O. Box 174, Williamsport, IN. 47993-0174.

I have also heard from Gerry Pine who has a lot of know-how when it comes to cooking and has a cookbook collection. He is not a collector anymore but says that he truly enjoyed collecting.

Muggs Sothern's Chicken Supreme recipe is one which I promised would be in this issue and, without further ado, here it is:

CHICKEN SUPREME

1 cup - diced American Cheese
1 - small jar Pimentos
1 cup - diced celery
1/2 cup - diced onions
1/2 cup - chopped green pepper
1/2 cup - cashew nuts
1 small can - ripe olives, sliced
1 small can - mushrooms
1/2 pkg. (10 oz.) wide noodles, cooked
2 cans - Cream of Mushroom soup
1 can - Cream of Chicken soup
2 cups - mayonnaise
1 can - asparagus
Chow Mein Noodles

Mix left side ingredients first. Then layer with chicken, asparagus and noodles. Blend soups and mayonnaise real well, then pour over the mixture. Bake covered for 1-1/2 hours at 325 deg. oven temperature. Uncover the last 30 minutes and sprinkle the chow mein noodles and the cashews over the entire dish. Bon Appetit and Enjoy!!

P.S. Muggs didn't say what kind baking dish or pan to use. A 9x13 seems to be a little big so choose one somewhat smaller.

I wonder if anyone has a corner in the living or family room called "WWII Memorabilia"? We have and it's a never-ending area of interest to everyone who stops by to visit. Looks like everyone has a facination for living history.

Come on, Collectors - let's hear from you!! We newsletter people need so little but need that little so much!

May God bless everyone of you with many more healthy years!

Love, Rose

SPECIALS

THE ENOLA GAY FIASCO

Ed. Note: We have received the following from our own Maj. Gen. Wm. E. Creer, which expresses the feelings of most veterans as to the goings on at the Smithsonian reguarding the Enola Gay exhibit. Therefore we decided to print it here for you, as follows:

The Enola Gay brouhaha appears to have reached some manner of accomodation. Notwithstanding, it is difficult for me to accept that a national institution of such historical significance - THE SMITHSONIAN AIR AND SPACE MUSEUM - could suggest an exhibit with the connotations that dipict the WWII Americans as racist death-mongers out to avenge Pearl Harbor.

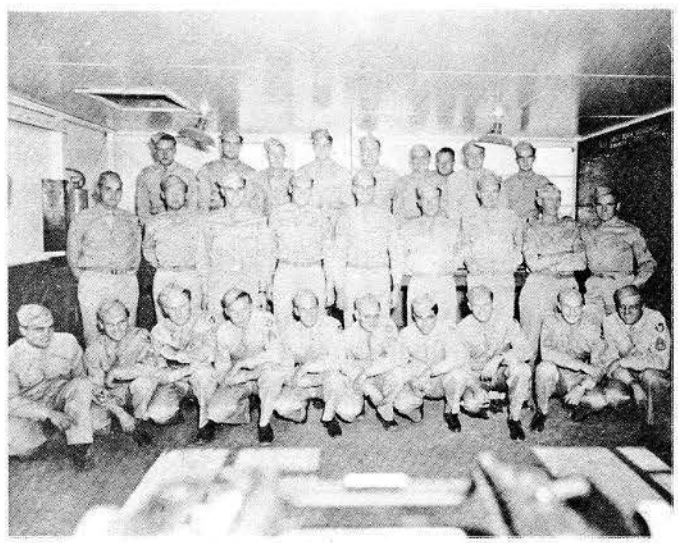
The history of WWII is still in the making. The numbers of our veterans in the US are declining at a rapid pace, so too our political clout, accordingly. As in the Enola Gay case, there appears to be a growing elite contingent, lacking combat exposure, who are anti-war, anti-nuclear revisionists bent on rewriting the facts of World War II, so as to conform to what they construe as "Politically Correct" for this time in history.

The surviving veterans of WWII are obligated to stay vigilant in their efforts to challenge any reinterpretation of the war history that would denigrate our commitment, even a willingness to give our lives, in the struggle to gain victory over our treacherous enemies of WWII.

****

We have also received a copy of the letter Hal Province received from the Smithsonian Magazine regarding the above. Following is the gist of the letter, edited for space, of course:

The sensitivity and emotion surrounding the 50th anniversary of the atomic bombings resulted in the highest level of public scrutiny of any exhibition ever proposed at the Smithsonian - and we have received many letters,



391st Armorers at Blythe

SPECIALS

(Continued from page 12)

longtime subscribers, members and supporters.

Those most responsible for mounting this exhibition have walked a fine line. Over the past few months they have met with representatives of many groups, all of them with strong points of view. As a result, we've decided to mount a much simpler exhibition - one that permits the Enola Gay and it's crew to speak for themselves.

You can be sure that it was never our purpose, in planning this exhibition, to re-write history.

The Mighty Eighth Air Force Heritage Center

We have been informed that progress on construction of the Center is going along much as expected. Site work has basically been completed and actual construction will begin in April, 1995. The Heritage Center building should be completed by the end of October, 1995.

About 75% to 80% of the exhibit will be devoted directly to tell the story of the Mighty Eighth's operations including not only the fighting and flying story, but also the story of the ground crews, depots, headquarters and all support elements.

In addition to the museum the Heritage center will also include a gift shop, food service area, art gallery, archival area, education center space and administration office space. Additionally there will be memorial gardens and a small chapel. The schedule is for a May, 1996 Grand Opening.

Financially, the Heritage Center needs all the help they can get. Chatham County has provided the initial funding for the construction but the Center must pay $1.5 million on the date the doors open and a total of $3.0 million one year after opening. After this, from income received, they must pay approximately $1.2 million per year for 20 years. To date secured pledges and cash on hand is just over $1 million. It is apparent that help is needed now. If you would like to donate please send your checks to: THE HERITAGE CENTER, P.O. Box 1992, Savannah, GA. 31402.

The Heritage Center would also welcome new memberships. Membership annual dues are $20.00 for an individual and $30.00 for a family. If interested in joining please write to the Heritage Center at the same address as above and ask for an application blank. As has been said before, "Every Little Bit Helps"!

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

34th Bomb Group "Bombs Away!"

IN REMEMBRANCE OF ALL GROUND PERSONNEL

You may have stuffed peppers,
Repaired a wing or two,
Rewired in the cockpit or
Replaced a tire that blew.

You may have fed them early,
Loaded bomb racks in the night,
What was your mission on the ground?
It was special in our sight.

You cheered the planes when off they went
And prayed while they did fly.
You cried when one did not return
As you kept vigil on the sky.

But you dried your tears-
Put away your fears,
For there was service
To do once more.
Every plane was needed
To end this nasty war.

"Well done, good and faithful servant"

****

CHANGES OF ADDRESS

(As of 4-21-95)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD
ANDERSON	DAVID	391A	157 SOUTH LE BARON	MESA,	AZ.	85202
COLE	SANFORD	7	P. O. BOX 150	SIMSBORO,	LA.	71275
DANIELIAN	LEO	18	5127 S.W. LANDING CREEK DR.	PALM CITY,	FL.	34990
FIX	LEONARD E.	391	319 EAST 400 SOUTH	WILLIAMSPORT,	IN.	47993
GIBSON	JAMES L.	7	C/O MARETKA, P. O. BOX 149	ST. PETERSBURG,	FL.	33731
HENDRICKSON	LEONARD T.	A	2887 RIPPLING WOODS SO.	VICTOR,	MN.	59875
LEVI	MYRON B.	18	998 NORTH F STREET	TULARE,	CA.	93274
MARTIN	REX HUGH	391 18	6121 PENINSULA POINT DRIVE	ATHENS,	TX.	75751
MILLARD	GLENN	391	W3455 CRESTWOOD DRIVE	WHITEWATER,	WI.	53190
NASH	EMIL B.	391	1501 REALE AVENUE	ST. LOUIS,	MO.	63138
ORF	JOSEPH E.		3842 DUNN ROAD	HAZELWOOD,	MO.	63042
SEDLAK	JOHN C.	A	9570 KEILMAN STREET	ST. JOHN,	IN.	46373
STARR	JOHN J.	391	5655 GULF OF MEXICO DR. #D-107	LONGBOAT KEY,	FL.	34228
STUFFLEBEAM	DONALD L.	7 4	12942 N. STATE HWY. 78, RT.1	LEWISTOWN,	IL.	61542
ULAM	KENNETH	7	200 NORTH DALE AVENUE	ANAHEIM,	CA.	92801
WADE	CECIL L.	391	1108 COOPER LAKE ROAD	MORTON,	MS.	39117
WEEKS	WAYNE N.	18	11475 PORTERVILLE ROAD	EAST AURORA,	NY.	14052

NEW LIFE MEMBERS

(321 As of 4-04-95)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD.
ADAMS	BAILEY	391	12358 LEDGER LANE	HOUSTON,	TX.	77015
BROWN	RAYMOND S.	7	5100 J.D.RYAN BLVD. #447	SAN ANTONIO,	TX.	78245
COLE	ROBERT L.	7	4315 MEADOW LANE	SOUTH BEND,	IN.	46619
DONAHUE	HERBERT T.	4	7141 28TH AVENUE WEST	BRADENTON,	FL.	34209
GREEN	ROBERT L.	475SD	P.O. BOX 621	HIGH POINT,	NC.	27261
HABIGER	ANTHONY E.	391	3206 MICHIGAN AVENUE	TOPEKA,	KS.	66605
HORTON	KENNETH L.	18	732 ELDERWOOD AVENUE	WINSTON-SALEM	NC.	27103
ORTON	WILLIAM J.	1446ORD	13359 EAST 51ST STREET	YUMA,	AZ.	85367
REAGAN	WILLIAM N.	4	1853 SAN PABLO DRIVE	SAN MARCOS,	CA.	92069
SALVESON	LEON E.	18	P.O.BOX 1264	SUTHERLIN,	OR.	97479

NEWLY FOUND

(L W P under ORG means Langley, Westover or Pendleton, (1940-41)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD.
BYRD	JAMES E.		134 48TH STREET S.W.	ALBUQUERQUE,	NM.	87105
CARR	ROGER J.		SEE TAPS			
CORNELL	HAROLD D.	18W	4411 WEST CLARENDON AVE.	PHOENIX,	AZ.	85031
GRAY	WARREN E.	4	22430 COLLINS STREET	WOODLAND HILLS,	CA.	91367
GROVE	SEALE	34CCTS	122 PINE AVENUE	ALTOONA,	PA.	16601
HARRELSON	JOSEPH L.		SEE TAPS			
HARRELSON	THOMAS K.	WP	1506 S. PRUDENCE ROAD	TUCSON,	AZ.	85710
HARTLEY	ROBERT W.	34CCTS	475 OLEANDER VIEW WAY	RANCHO CORDOVA,	CA.	95670
HEMLOCK	CHARLES		SEE TAPS			
JUST	GEORGE E.	475 SD	6 PHEASANT LANE	NORWALK,	CT.	06854
LANDERS	JOSEPH		116 WOLF AVENUE	MALVERNE,	NY.	11565
SKAGGS	LEWIS	LWP	1718 ZUNI	PUEBLO,	CO.	81001
SOBRESKY	GEORGE D.	4 391	605 BELMONT AVENUE	LAURELDALE,	PA.	19605
WILBER	DONALD J.	493&34	19639 CLEMENT ROAD	NORTHVILLE,	MI.	48167

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD.	DIED
ARTEEL	LEONARD J.	7 391	16664 WATERS EDGE COURT	FORT MYERS,	FL.	33908	3-13-95
BALDWIN	GEORGE W.	4	518 EAST GREEN STREET	HONEA PATH,	SC.	29654	9-15-94
CARR	ROGER J.		R.R.2, BOX 356	MILFORD,	DE.	19963	2-8-94
EBERT	EDWARD F.	391 4	30 NOTTINGHAM COURT	EVANSVILLE,	IN.	47715	2-13-95
GIPSON	GUY	18	549 ROBINSON PLACE	SHREVEPORT,	LA.	71104	2-12-95
HARRELSON	JOSEPH L.		202 HORSESHOE DRIVE	CHICOPEE,	MA.	01022	9-27-78
HEMLOCK	CHARLES JR.		163 SUGAR PINE	ROCHESTER HILLS,	MI.	48309	1985
JONES	ROY O.	391	6490 LONG ISLAND DR., N.W.	ATLANTA,	GA.	30328	1995
REVETTI	JOSEPH	391	6597 TIMBERRIDGE DRIVE	YOUNGSTOWN,	OH.	44515	3-10-95
SHILKETT	LLOYD D.	4	P. O. BOX 124	ADISON,	MI.	49220	2-25-95
THOMPSON	CLIFFORD E.	391 LM	8649 S.W. KLAMATH CIRCLE	WILSONVILLE,	OR.	97070	1-23-95
WOODRICH	ROBERT E.	391	7036 CULVER AVENUE	FORT WORTH,	TX.	76116	10-27-94

LOST SOUL

(Moved and gave no forwarding address)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIPCD.
CHRISTENSON	HOWARD A.	391	8625 EASTERN AVE. S.E.	BYRON CENTER,	MI.	49315

50TH WEDDING ANNIVERSARY

NAMES	ADDRESS	CITY	STATE	ZIPCD	MARRIED
STIVER, DAVID AND ETHEL	4191 NOTTINGHAM DRIVE	YOUNGSTOWN,	OH.	44511	MAY 1, 1945

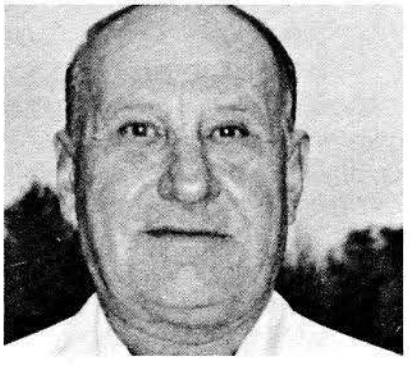
MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to: HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426
before the labels are printed to ensure the correct arrival of the MEMORIES!!

Then and Now

GORDON BREEDING

1944



1994

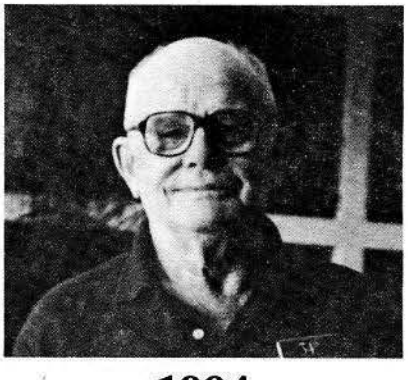
ROBERT YOTHMENT

1944

1994

ROBERT FOX

1944

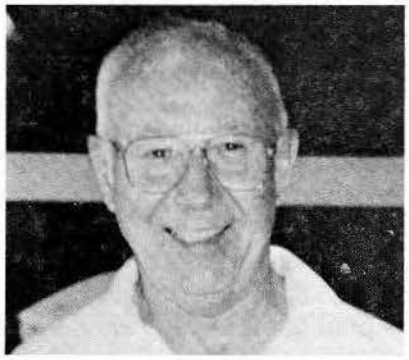


1994

Then and Now

ED BOUTY

1944



1994

MIKE SASS & HAL PROVINCE

1944

1994

DONALD PLANK

1944

1994

Remembering - That Dredful Night

a follow-up by Weldon K. Burns

How well I remember that night. My best military friend, Junior Craft, and his crew were some of those who were shot down that night. Three of his crew died and a fourth had to quit flying due to the trauma of the event.

Meanwhile, our crew, "Bachelors' Baby", was on the same mission and picked up flak damage. It was a hole about the size of your thumb but it had cut the left aileron cable. This caused us to go into a spiral and lose some 7,000 ft. "Pappy" Harris finally got us leveled out and we headed home at about 12,000 ft. Just then an 8-gun flak battery picked us up and bracketed us with four in the front and four on our tail. They never hit us but it was close and we were later told that our course could be followed by the trail of flak smoke.

Next two things happened. As I recall, No. 3 super-charger ran away and we had to throttle back to about 15 in. Then No. 4 prop ran away and we pulled it down a couple of times with the feathering button, but that didn't work so we had to cut the fuel and let it windmill.

Needless to say, we started looking for the first field we could find. The first place we found was a P-47 base and we got permission to land. With all props turning and all landing gear down, our plight wasn't obvious. As flight engineer my job on landing included calling the airspeed. As we were on the downwind leg Pappy called for more power and was told "That's all there is". Then Pappy banked into the dead aileron and leveled out at about 30 degrees from parallel to the runway. We fell out of the air at 110 mph and we bounced. Some 450 feet later we landed again and skidded to a stop some 700 feet away, just a few hundred feet from a stack of 500 lb. bombs.

2nd Lt. Clayton W. "Pappy" Harris was decorated with the Distinguished Flying Cross for this heroic landing. I believe he was the first person in the 34th B.G. to be so honored.

****

The New Minister

The new minister was so nervous at his first mass that he could hardly speak. Before his second appearance in the pulpit he asked his Supervisor how he could relax. His Supervisor said, "Next Sunday it may help if you put some vodka in the water pitcher and after a few sips everything should go smoothly.

The next Sunday the new minister put the suggestion into practice and was able to talk up a storm. He felt great! However, upon returning to the rectory, he found a note from his Supervisor:

NOTE

1. Next time, sip rather than gulp.
2. There are Ten Commandments, not twelve.
3. There are twelve disciples, not ten.
4. We do not refer to the cross as "The Big Tee."
5. The recommended grace before meals is not "Rub-a-dub-dub, Thanks for the Grub; YEA GOD."
6. David slew Goliath; he didn't kick the s--- out of him.
7. Do not refer to our Saviour Jesus Christ and his apostles as "J.C. and the boys."
8. The Father, Son and Holy Ghost are NEVER referred to as "Big Daddy, Junior and the Spook."
9. It is always "The Virgin Mary." Never do we call her "Mary with the Cherry."
10. Last but not least, next Wednesday there will be a taffy-pulling contest at St. Peters, not a peter-pulling contest at St. Taffy's.

MEMORIAL GIFTS

Contributions are being accepted for the Ray L. Summa Scholarship Fund in memory of deceased members of the 34th Bomb Group. Your gift will be acknowledged with an appropriate card to the family of the departed member. Family and friends, as well as wartime buddies and crew members, will know that their gift will remain a living memorial for many generations to come. Please give all needed names and addresses.

Memorial gifts may be sent to:

Harold Province, Treasurer
111 Province Lane
Carriere, MS. 39426

MENDLESHAM WAR YEARS (1939-45)

by Florence "Pip" Godfree
(a resident of Mendlesham during the war years)

The war years commenced for me on Friday, Sept. 1, 1939. My husband, being a local territorial, was called from his work and, within two hours, he said cheerio and gone to join the Royal Amy Service Corps. On Sunday, the 3rd of September, the dreaded announcement - "WE ARE NOW AT WAR WITH GERMANY". I little thought about the years ahead and how we would come through.

The first troops to arrive were the Royal Tank Regiment who were stationed at Wetheringset Manor, the home of Mrs. Stoke Vaughn. Every morning the tanks would come to the petrol station in Mendlesham to fill up and it made us realize the war had really started. Mrs. Stoke Vaughn ran a canteen at the manor for the troops and we made them very welcome. They would often talk about their families and, sometimes, their wives would visit them. I think I had the most embarassing evening of my life. The troops had built us a little wooden loo a few yards from the canteen. I went to spend a penny and, as I shut the door, a hornet's nest fell on my head. I ran outside screaming with my knickers following and was taken up to the Manor and had about sixteen stings removed from myback which was covered with blue bags. I thought my knickers had gone for good until one morning. Guess what was flying from a pole at the Petrol Station??

Evacuees arrived from the big cities but many did not stay long as they were homesick. We were all issued with gas masks and ration books. The Home Guard was formed and "look-outs" were built. Some are still in existance around the countrywide.

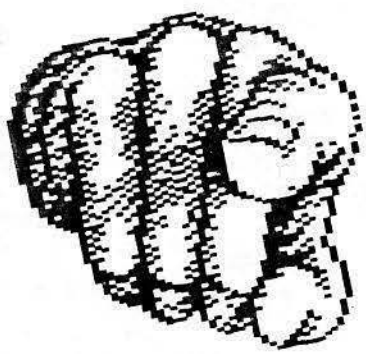
In the meantime, my husband was reported missing at Dunkirk but, Thank God, a week later a telegram arrived "Safe and Well". He had two weeks leave before going off to serve under Montgomery for four years. My little son hardly knew his dad when he returned after the war was over.

The Americans arrived and moved into their huts near Town Lane. The planes took off day and night and we always hoped to hear the same number returning, but this did not always happen. One evening, after the sirens had sounded, the German planes were waiting for them to return and attacked them as they flew in. One plane was shot down and the bodies were found in a cornfield many weeks later.

The Americans made many friends. Some married Mendlesham girls. The dance hall was always packed as were the three pubs - The Fleece, King's Head and Royal Oak. Families invited them into their homes and one of

REUNION '95

Huntsville, AL.



See You There

Sept. 14 - 17, 1995

SWEET SEVENTEEN - B-17, March 1945

Standing, left to right: Jim Ralls - Navigator, Billy Eaton - Engr. Jerry Kincaid - Bomb., Bill Simkins - Arm Gnr., Everett Chappell - Radio, Earl Stuermann - Co-pilot, Kneeling: Ted Blomquist - Pilot.

Address Correction Requested

HDQ.

18 391 4 7

34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Memories

Continued from page19

them helped with the milk round I did during the war years. I worked in the canteen in the evenings and in the fields in the afternoons. It was a very busy life and we had no time to brood, although we couldn't help worrying about our own boys far away. The children missed the chocolate, for sweets were rationed for some time after the war.

Prisoners of War worked on the farms without any bother and some married Mendlesham girls. I think they were housed in a railway carriage.

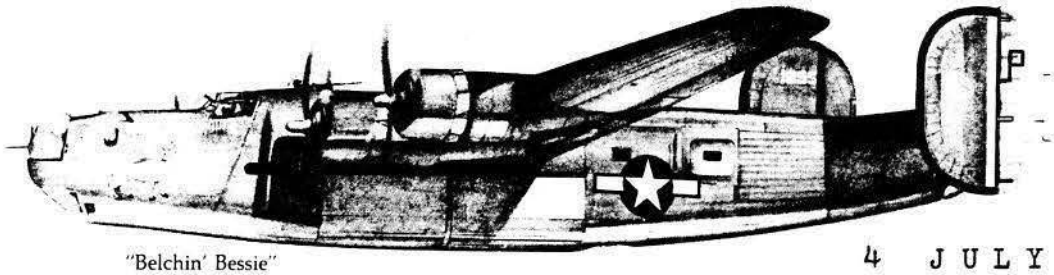
As the Mendlesham Standard Bearer for the British Legion for many years, I felt very proud when two Americans paraded with us on Armistice Day as we visited the American Memorial on the Norwich Road which is cared for by the ladies of the village and Mr. Stedman of Stoneham.

There were so many happy memories, so many sad ones. But we did our best and we will remember them.

****

The 34th Bomb Group Radar Crew. Can you identify any of these people?

7th BOMBARDMENT SQUADRON - 34th BOMBARDMENT GROUP (H)
BLYTHE, CALIFORNIA - 1943 - MENDLESHAM, ENGLAND - 1944



"Belchin' Bessie"

4 JULY 1994

1994 REUNION IN ENGLAND

Members of the 34TH BOMBARDMENT GROUP (H), their families, and friends rendezvoused at TERMINAL 3 HEATHROW AIRPORT on THURSDAY, 2 JUNE. This 1994 Reunion in England was the SIXTH REUNION for the group. It was surprising that we could assemble with all of the D DAY celebrants pouring into the Country. Those present were: CLAUDE & GENEVIEVE CONKLIN, JACK & BERNIE FARLEY, DWIGHT & MARJORIE MC KINNIE, CHESTER GAVRYCK & SON GUY, DALE & ESTHER FRANK, EDWARD & BIRGIT LONERGAN, WILLIAM ORTON, WALTER & MARY TURKO, HAROLD & GENEVIEVE RUTKA, WILLIAM & RUTH VAN LIERE, RUSSELL & NORMA JEAN NELSON, ROBERT FILIP, JOSEPH & KATHERN MARKS, DONALD PLANK & SONS DENNIS & KEVIN, WARREN & MAXINE LOVE, FLOYD & MIRIAM RICHMOND, JOSEPHINE UNDERWOOD, HAROLD & EVELYN WILLIAMS, and JACK RUDE, a member of the 493RD BOMB GROUP. We boarded the bus for CAMBRIDGE and the HOLIDAY INN. The first afternoon was "Recovery Time", then dinner, briefing and introductions. PETER & SYLVIA GASKIN, F.O.T.E., were on hand to greet us.

FRIDAY, 3 JUNE, was a day on our own - the only items scheduled were breakfast and dinner. We checked out CAMBRIDGE and the area. Found the PUB, The Eagle, behind the hotel, that has the Ceiling "Marked with the flames from the ZIPPO LIGHTERS."

SATURDAY, 4 JUNE, we headed for Memorial Services at MADINGLEY CEMETERY, officially known as the: CAMBRIDGE AMERICAN MILITARY CEMETERY AND MEMORIAL. We were checked with "DETECTORS - CAMERA BAGS AND HAND BAGS/PURSES WERE OPENED before we could enter the seating area. PRESIDENT WILLIAM AND HILLARY CLINTON and PRIME MINISTER JOHN MAJOR arrived late - and that allowed us to "absorb moisture and become very damp. The 34th Bomb Group was one of the eighty organizations that presented WREATHS during the service. Music was provided by the U. S. AIR FORCES in EUROPE BAND, and the GRAMPIAN ASSOCIATION PIPER BAND. The service was impressive and ended with the "MISSING MAN FORMATION" by the 48TH FIGHTER WING, RAF LAKENHEATH. The final piece de resistance was the flyover of the B-17, P-47 and P-51. The service was covered by all news and TV organizations. We "scrambled" for a place in line at the "portable latrines"; we didn't have to worry about missing the bus as it was parked five miles away. Our next stop was DUXFORD - part of the Imperial War Museum. TAMARAC TRAVEL had made arrangements for the 34th Bomb Group Members to go thru the B-17 - MARY ALICE. CLAUDE CONKLIN can still get into the Ball Turret - I didn't even think about trying. The damp weather didn't allow us to sit outside and watch the Old Flying Machine Company put on a Mini Air-show with a P-47 and Spitfire, but we were able to watch from the bus. We had to head back to prepare to meet our guests for the evening; the Social Hour was to begin at 06:00 P.M.

Not all the invited guests were able to attend. Those that could were: RON & JEAN BLAKE, RUSSELL & MARGARET BRUNDISH, GLADYS CAPRON, IAN, MARY & ALICE HAWKINS, SID & AUDREY PROCTOR, ANITA SCRUBY, DOREEN & MICHAEL SCRUBY. WE MANAGED TO HAVE A "GOOD MIX AT THE TABLES" and we made "NEW FRIENDS". One table that did not go along consisted of members without spouses; DICK D*AMOTO was thought to be the "Ringleader". GIFTS OF 1994 SILVER EAGLES were presented along with pins and pens that were given from the City of Duluth. Envelopes containing the above were presented either at Church or at the luncheon. We found that it was difficult to eat TWO POUNDS OF

SHELLED PISTOCHIO NUTS THAT A FRIEND HAD GIVEN US TO TAKE ALONG FOR THE SOCIAL HOUR.

SUNDAY, 5 JUNE - we left the HOLIDAY INN a bit late due to late arrival of our bus. On the way to CAMBRIDGE one member had said that"we traveled thousands of miles to go to a HOLIDAY INN"- on leaving, her husband said - "They would have been happy to spend the entire tour there." Church services were delayed a bit so that not too much was missed. ST. MARY THE VIRGIN CHURCH dates back to 1075. FR. PHILIP T. GRAY conducted services and remembered our departed members. Some had the opportunity to visit the ARMOURY that was established in 1593. Fr. Gray gave us permission to visit the Armoury over the North Porch. The Armoury was to store armour for the defense of the church against the attacks of Philip II of Spain, and is the most complete of any church in England. The "BOOK OF REMEMBRANCE" was opened to 6 JUNE 1944 and listed the names of those that made the supreme sacrifice. We had to hurry to get back to the bus, but fortunately JOHN AND ANN HERRON opened their home for a quick "Powder Room" stop before we headed out to the base. RALPH LAMBERT was on hand at the gates to gain entrance for us as the Transportation Center is closed on Sunday. He took us on a tour around "THE OLD BASE" and pointed out areas that he knew. He gave me two copies of the print of the base - we had a drawing for one which was won by FLOYD RICHMOND. STEVE PICKUP was going to be our guide in case that RALPH LAMBERT was not available to take us on the OLD BASE. He had other prints with ID Numbers for each area. Copies can be obtained from me for $1.80 plus postage. I will have them mounted for viewing at our reunion in St. Paul.

We then returned to MENDLESHAM for a BUFFET LUNCHEON arranged by the people at the COMMUNITY CENTRE. RON BLAKE WAS THE M.C. We had a chance to meet old friends and to make new ones. GERALD and LORRAINE STEDMAN met with us at the luncheon and at the Memorial; however, they couldn't make the dinner. The story "MEETING OF FRIENDS" by FLOYD and MIRIAM RICHMOND is a separate story in this issue. We had to leave and go to our MEMORIAL for services conducted by FATHER PHILIP T. GRAY. The men were divided into two groups and each group presented a MEMORIAL WREATH. We had a flyover of two WWII aircraft. Fr. Gray read scriptures and lead us in prayer for our deceased and living members. We visited with our friends from the area, and boarded the bus to leave for STRATFORD-ON-AVON

MONDAY, 6 JUNE - Monday was a free day and we traveled all over the town, saw sights, checked out the shops, rode the sight-seeing bus to Shakespeare's birthplace, Anne Hathaway's Cottage, and other historical sites.

TUESDAY, 7 JUNE - Tuesday we loaded up and stopped at the RAF HENDON BOMBER COMMAND. PETER GASKIN joined us here and was available as a guide. We met with: JOHN RUSSELL, DOUGLAS RADCLIEFFEand others from the BOMBER COMMAND ASSOCIATION - had a brew and walked thru the Museum with them. When we left Hendon we had a brief tour of London while we traveled to the COPTHORNE TARA HOTEL. The hotel is located a block away from Kensington Station and London is covered by the transit system.

WEDNESDAY, 8 JUNE - A.M. we had a half-day tour and visited CHURCHILL'S CABINET WAR ROOMS, on the way back some left the tour to travel on their own. We visited HARRODS, SPENCER & MARKS, other shops, museums, castles, and the Theatre. Eight of us took an evening off and visited the THEATRE ROYAL to see "MISS SAIGON" - others visited other theatres. Our last evening in LONDON, we"Held Court in The Lobby" of the COPTHORNE TARA HOTEL and had a chance to see PRINCE CHARLES visit crippled children from the Commonwealth. We have heard about the "Ugly American", but we can't come close to the Japanese. When Prince Charles came into the hotel, they went nuts -

they climbed on tables and chairs - jumped over railings, "shrieked", and tried to take pictures by "elbowing" others out of the way. We managed to get Prince Charles pictures.

BILL BROWNE was not on our original list but he was there to great all of us on our arrival. Bill has been to many of our reunions and will give a helping hand when needed.

JACK AND BERNIE FARLEY brought along JOSEPHINE UNDERWOOD, a friend of theirs, to help find some information about her brother, who flew with the EAGLE SQUADRON. His name was located on the "WALL OF THE MISSING". PETER GASKIN came to the rescue on our last evening and brought two books that had a reference to him. Peter and Sylvia came to London to visit with our group on our last evening in England - they will attend the ST. PAUL REUNION in SEPTEMBER. Goodbyes were fast and furious as packing had to be done - some left on tours, some stayed extra days and the rest of us headed home.

RANDALL AND SHIRLEY MARTIN had planned on meeting with us, but was unable to do so as he spent some time in a South Hampton Hospital and missed out on the ceremonies. He has recovered and is back working and traveling.

Our SPECIAL THANKS to all who helped make our reunion enjoyable and successful- TAMARAC TRAVEL - RON BLAKE - IAN HAWKINS - PETER & SYLVIA - THE PEOPLE of MENDLESHAM - FR. PHILIP T. GRAY - OUR FRIENDS WHO TAKE CARE OF OUR MEMORIAL - THE MEMBERS OF THE 34TH BOMB GROUP THAT ATTENDED, THE SONS OF MEMBERS WHO ADDED YOUTH TO OUR REUNION - and especially ESTHER FRANK who volunteered to be our OFFICIAL PHOTOGRAPHER.

Harold C. Rutka

HAROLD C. RUTKA
1994 ENGLAND REUNION CHAIRMAN

VOLUME XIX NUMBER 3 SEPTEMBER, 1995

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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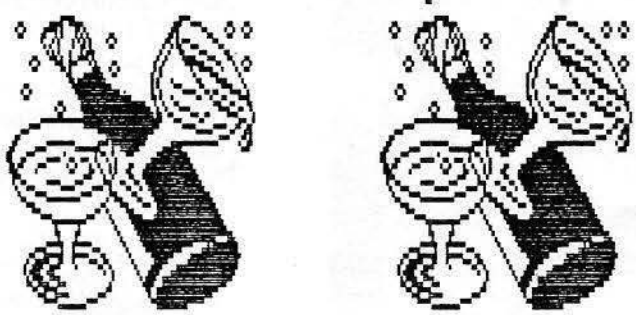
REUNION '95

Huntsville, AL.



See You There??

OBSERVATIONS

As your outgoing president it is my duty to bring to the notice of the Board of Directors at Huntsville several items which have reached me and must be discussed at the meeting. Although I had no knowledge of these items previously, they were presented to me and, as my duty, must be brought before the Board.

I will bring up the request from "The Mighty Eighth Air Force Heritage Center" which I had mentioned in the June issue. It is obvious that our participation in their actions will take a lot of someone's time and, probably, some financial cost. This must be decided by the group, not just by me.

As is usual with the September issue, you will find our 1995 Roster enclosed. We have also decided that, in order to keep down the costs, we would not have a "TAPS" section included because, during the year in each of the four issues, we have shown all names of our dear departed listed and felt they need not be listed again.

Insofar as this issue is concerned, I want to urge any and all of you to attend our reunions. If this gets to you in time, and you have not yet decided, do it now. You won't regret it. It is an experience you won't forget.

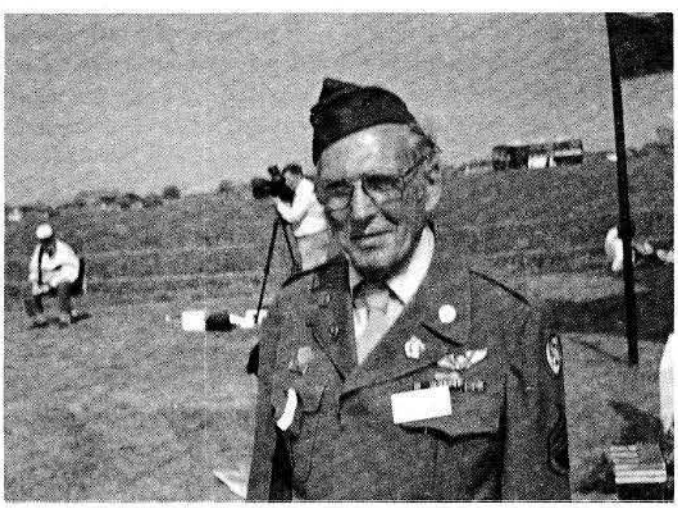
This will be my last communication to you as both President of the 34th Bomb Group (H) Assn. and editor of Mendlesham Memories. After our reunion at Huntsville, AL. I will become an ex-president but, with your approval, I will remain your editor as long as I'm able or until you find someone who would prefer to take over the job. My last 10 plus years have been most interesting and satisfying. I have, generally, received good reactions to the newsletter and hope I can continue to do so.

Our next issue is planned to be in the mail by late November. This requires that our final copy goes to the printers no later than October 20th. Anyone having material for the December issue must have it to me no later than that date.

That's all for this issue. Your new president, Ambers Hanson, will be communicating with you in our December issue. Please give him all the support you can. Believe me, with a group such as ours there are usually many decisions which must be made and knowing you have some support means a lot.

Rose and I are looking forward to the reunion and meeting with old friends and, hopefully, many new friends. "SEE YOU THERE - WE HOPE!!"

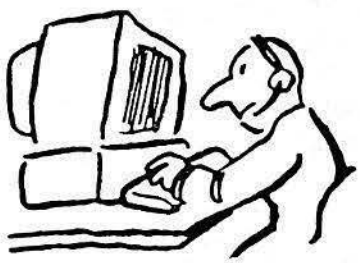
Eli Baldea
President & Editor



LeRoy Keeping, Ex 34th B.G. Member at Framlingham

Mr. & Mrs. Ian Hawkins at Parnam, May 7, 1995

FROM THE TREASURER'S COMPUTER



Once again I find myself thinking about events of 50 years ago. I'm writing this on the 51st anniversary of D-Day and I'm wondering if it will even be mentioned in the media. Jan and I are still coming down from a very emotional trip back to Holland and England and it's hard to realize that, even after 50 years, there are memories of events that bring tears to my eyes. This wasn't true 50 years ago for we were brash young men who had met and defeated the enemy and were only concerned with returning home and getting our lives back on the road we saw as to what we wanted to do.

In 1985, with Gene LeBailley, I represented the 34th BG at the 40 YEARS OF FOOD AND FREEDOM Celebrations in Holland. I learned that the food drops we made in May of 1945 saved the lives of many western Netherlanders from starvation after the HUNGER WINTER of '44-'45 when the Germans withheld both food and fuel to the occupied nation. As a nation which has never been occupied by an aggressor, we have NO concept of the problems involved in merely staying alive under such a situation! John and Mary Kenny and Edward and Thomasine Gronkowski were also 34th B.G. members on the

Continued on page 3

DEADLINE

Any material or items to be inserted in the March issue of Mendlesham Memories should reach me on or before October 20, 1995. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

TREASURER'S MESSAGE

Continued from page 2

trip back to Holland.

Little is known in the US about the food drops, OPERATION MANNA and CHOWHOUND of the RAF and the USA 8th AF Third Bomb Divn. The excitement of anticipated surrender of Germany and the return to the USA may have been utmost in our minds. This is NOT SO in the NEDERLANDS! The FOOD DROPS are included in the History Books and each child is taught of the drops in which many of you participated during May 1-7, 1945! I find it very difficult to express my feelings when I saw thousands lining the streets of Vlaaringden, Rotterdam, Gouda, Valkenburg, and Rijswik, all waving with happy smiles, many giving the thumbs-up and Churchill's "V" for victory signs. Then, in a one-on-one situation, many times with tears rolling down their cheeks, hearing them tell of their problems in merely staying alive, you begin to get the idea that, in spite of the destruction, ruin, loss of life, misery of war, there was something good that happened and you were able to play a very small part in that happening.

It was humbling to be asked for an autograph as a food-dropper and, even more so, to be told by a young man on the street in Rotterdam: "My grandpa said if you fellows hadn't come when you did I wouldn't be here today!" Another young lady told me her grandpa's name was next on the list to be executed if the disturbances concerning food continued and she was grateful that we had come. I attempted to shake hands with as many along the parade routes as I could. Usually their comment was, "Thanks for coming when you did!" , to which I could only reply, "Thank you. I'm glad we came!"

Following the Food Drop Celebration we returned to England via a trip on a North Sea Ferry and were able to visit the 390th Parham Open House on May 7th. One of the first men I saw there was wearing an Eisenhower jacket with the 34th BG insignia on the lapels. He was one of the extra gunners who was transferred to the 390th on our switch to B-17's. His name is Leroy O. Keeping and he stayed in England. We also saw Ian Hawkins and his wife. On May 8th we attended the street fair at Mendlesham and again saw Ian. I expected to see Bill Donze but he apparently didn't attend the street fair. We also met the then-youth, Roy Colchester, who copied nose art and any other items which appeared on our aircraft. Many of you may have copies of his yellow tablet on which he copied the items. Roy is a member of a group which is preserving as many items as they can get relating to England's past wars. We need to send him a copy of the old 34th book and also group and squadron patches for his display. We visited the church and chatted with Father Gray who showed us the Memorial Rock of the 34th BG Dead. May is the only month which has no names listed for the 34th arrived in May of 1944 but lost no men in that month. Then, in May of 1945, the war was over and no one was lost. For the other months each man is remembered in the prayers of the day on the day he was lost. The Memorial along the highway is in very good shape and well maintained. I was very proud of it.

Following VE-DAY celebrations we went to see Stone Henge and then a driving tour of Wales, returning to Ipswich on May 11th. We went to Stowmarket to mail a letter and were walking on the street when someone tapped me on the shoulder. I turned and a chap asked me if I was one of the Mendlesham lads (I was wearing my 34th BG jacket at the time.) It was Bill Donze and his wife and they had been trying to get in touch with me all week. I had written him that we would be at the Best Western Inn in Ipswich. I didn't know that Best Western had only recently bought out an inn at Ipswich and even the cab drivers were not aware that there was a Best Western Inn in Ipswich. We visited the Donze's over lunch and then had to return to Ipswich and catch the boat train for the trip back to Holland.

Back in Holland we managed to get to Wolfheze where we met Cor Janse and his wife. Cor is finishing up the history of the small village. The book has grown into two volumes and is to be published in October if Cor can finish it by then. Cor is using one of the pictures from our old 34th book for the cover. We walked around the village and Cor explained how it was when the 7th and 391st dropped the bombs on the village in prelude of the airbourne landing which was to capture the bridges around Arnheim. This was the first mission after the transfer to B-17's and many of you have been corresponding with Cor regarding that mission. Walking in the cemetery Cor's wife, Britte, turned over a piece of rusted iron or steel and Cor said it was probably a fragment of one of our bombs! Many of the beech trees still carry the scars from being hit by bomb fragments.

I understand that Tony and Mary Coutros with John and Jean Ross were invited to Washington by the Netherlands Government to help celebrate the 50th anniversary of the end of the occupation. The 34th Bomb Group has been well remembered for the part we played those many years ago!

I'll have some pictures from the Holland trip at Huntsville to show to anyone who is interested in looking at them. Sure hope to see many of you at Huntsville!!

Cor & Britte Janse with Jan Province at Wolfheze.

Jan Province with Mr. & Mrs. Wm. Donze at Stowmarket.

Partial crew of "Mission Bell" - Rear L. to R.: Moller, Lerch & Vallier - Frt. L. to R.: Markowski, Griffin, Thornburg, Peters & Curry

REUNION NEWS

It's getting close to our Huntsville reunion - a good time is planned for all. We will tour the Space Center, both inside and outside facilities. Along with this we will have our Friday evening meal at the Space Center.

President Baldea has an evening of good times ready for us along with music and dancing - a different approach to the memorial moment. We're certain that you will meet old buddies and hash over the days at Mendlesham.

1996 will find us in Raleigh, North Carolina and in 1997 you will locate the 34th Bomb Group in Omaha, Nebraska. For you first-timers - you're never a stranger at a 34th Bomb Group reunion.

Your Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

THE 8TH AIR FORCE HISTORICAL SOCIETY NEWS

Don't forget, we'll be having our 8th AFHS reunion at the Adams Mark Hotel in St. Louis, MO. from the 6th to the 10th of September, 1995. Those of you driving can stop there before going on to Huntsville for the 34th B.G. reunion on the 14th.

The Eighth A.F. Memorial Museum Foundation is looking for a photo of the control tower at Mendlesham. I mentioned this in the last issue of MM but have had no response. Please, if you have or know of a picture of the control tower at Mendlesham, let us know. We will very much appreciate it.

Rear l. to r.: J. Hood, J. Smit, G. Neubauer, C. Anderson, S. Cole. Frt. l. to r.: C. Baxter, J. Chapman, J. Peek and H. Vick.

HOWARD R. FOX - Sanford, ME.

I never did go to England. In the fall of 1942 a cadre was sent out from the 18th Sqdn. to reactivate the 2nd Bomb Group, 96th Sqdn. My duties as a five-striper was to build up a sqdn. mess hall. We were sent to Ephrata, WA. and I had about 20 recruits assigned to me with only 3 out of cooks and bakers school - we made it.

In April of 1943 the squadron was North Africa bound - the rest is history.

****

HANNAH SUMMA - Anderson, IN.

Huntsville sounds nice. We were there a few years ago when Ray was doing some research. I'm sorry not being able to go this year. I don't think I'm up to it.

****

MADONNA (ROBERT) GRIMES - Crawfordsville, IN.

I'm sending this note to tell you that Robert M. Grimes passed away on March 5, 1995. He had suffered a severe heart disease since 1982. He became very ill on April 7, 1994 and was cofined to bed and a wheelchair for several months. He really enjoyed receiving the Mendlesham Memories and read it from cover to cover.

****

ANTHONY L. FURLONG - Perkasie, PA.

I thought I'd mention our trip last summer to the Air Force Museum at Wright-Patterson A.F.B., which is a great place to visit. If you had ever been there you know what I mean. I have been interested in World War II Air Force history since I was about 7 years old. I'm glad you let me join the group as an associate member. Thanks.

****

VELDA (HAROLD) VAN DYKE - St. Louis, MO.

I'm sure Harold is one of your "Lost Sheep". I lost him from cancer at the age of 58, eighteen years ago. I sure still miss him. But one has to go on. He was with the 34th B.G. at Westover in the 18th B.S. I've kept the home fires burning.

****

DALE GANGER - Goshen, IN.

I apologize for not being in touch more often. I just had colon surgery and had some problems with it. Over the last four years I have had numerous surgeries plus a heart attack. I feel I am now on the road to recovery.

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Continued on page 5

NOTES FROM OUR FRIENDS

Continued from page 4

ROBERT COLE - South Bend, IN.

Ginny and I spent three months in Bradenton, FL. and also spent some time with Mildred and Roy Ballantyne. We also had a mini reunion with Ed Lonergan, Bob Wright, Roy Ballantyne and myself for a round of golf and lunch.

****

Ed Lonergan, Bob Wright, Bob Cole and Roy Ballantyne at their mini reunion.

MALCOLM "TED" BLOMQUIST - Palos Hills, IL.

I do enjoy getting my copy of "Memories" and read it from cover to cover. Perhaps that is the reason I keep going through my own memory album trying to find pictures that would be of interest to the group. I hope you can use the two I am enclosing. I must give credit where it is due. The pictures were all taken by Jerry Kincaid, our bombardier. He had a 35 mm camera and was forever taking pics on the ground, in the air, wherever.

Keep up the terrific job.

****

WALTER W. STURDIVAN - Stockton, CA.

Received the June issue of MM. Another great issue. Especially enjoyed the picture of the Buzz Bomb Patrol. Had we known of our protectors at that time I'm sure we would have felt more secure.

That picture of the B-24 with the Square "O" marking on page 13 was bombing with the 34th for some reason but had the markings of the 486th group at Sudsbury. The 34th was first marked with a square "S", then we had the front half of the stabilizer painted red. This was carried over to the B-17s with the front half of the vertical stabilizer and the dorsal fin painted red. We were called by some of the enemy "The Red Tailed Devils". The 486th, like the 34th, changed over from B-24s to B-17s and also changed their tail markings from an "O" to a square "W".

We're looking forward to Huntsville, if possible.

****

MRS. MARY LOUISE (ERNEST) BLAKE - Lumberton, NC.

I'm writing to inform you that my husband, Ernest, died Nov. 22, 1994 and was buried on Thanksgiving Day. He was a ball turret gunner on "Duke The Spook". He always enjoyed reading MM.

****

AL SADOWSKY - Boca Raton, FL.

On Jan. 1, 1945 I left for the States after completing 31 missions with Alf Johansen's crew in the 391st Sqdn. On many of these missions we were the lead crew.

On May 3, 1995, I returned to England and, needless to say, visited Ipswich and Mendlesham on Sunday, May 7th. It is most difficult to describe the emotions going through me when I came upon the Memorial erected to the 34th. In front of the plaque were three small vases of freshly cut flowers that had to be placed either that day or the previous one. The entire group should be eternally grateful to those individuals who maintain this small but elegant memorial and placed these flowers. I suggest their names and phone numbers be published in our publication so that members visiting England can thank these wonderful people in person with our undying gratitude.

I am enclosing a photo taken at the memorial which I hope will rekindle that wonderful time we lived through fifty years ago.

Al Sadowsky

CARL NICHOLS - Fresno, CA.

All is going O.K. here in California. Do hope to see you all is September. The best to everyone!

****

MRS. BETTY (WELLER) FRANKLIN - Ft. Worth, TX.

Can someone tell me if that is Weller in the center second row of the picture on page 20 of the June issue showing the 34th B.G. Radar Crew?

I lost Weller last year after fifty-one years together and a valiant fight with cancer. He was a great guy! One of our highlights of our trip to England was visiting the Mendlesham Memorial where Weller was stationed.

****

MRS. MARY FRANCES (MARCUS R.) SMART - Stephens, AR.

Just a note to let you know of the death of Marcus R. Smart on April 22, 1995. He had been on a dialysis machine for 7 years.

Continued on page 6

NOTES FROM OUR FRIENDS

Continued from page 5

DIRK GOMBERT - Boise, ID.

Please accept my donation for the Ray L. Summa Scholarship Fund in honor of Anthony Grabowski. Tony was shot down and killed the night our planes were shot down over the field. He was the only one of his crew that did not get out of the plane in time. Maybe this memo will get the surviving members of his crew to chip in to the fund.

****

FRANK T. SLIGH - Adkins, TX.

I just received my June copy of MM and thoroughly enjoyed reading it from cover to cover as I always do. I know there is no other newsletter that is more thoroughly read than yours.

****

IAN L. HAWKINS - Bacton Stowmarket, England

On Monday, May 8th a friend and I went to Mendlesham. On the way over we stopped the car to stare up at a Lancaster, a Spitfire, A Hurricane, a B-17 Fortress, a B-25 Mitchell, a P-38 Lightning and a P-51 Mustang, all forming up to fly over London for the V-E Day fly-past. It was a tremendous sight.

At Mendlesham there was a street fair with many varied attractions, stalls, etc. and a WWII exhibition in the Community Centre. We met Hal Province there with his wife who were visiting his old base.

****

PAUL D. ANDERSON - Everett, WA.

On June 7th Beryl and I journeyed to Ephrata, WA. to attend a plaque presentation ceremony honoring that city's efforts in providing the facilities and resources allowing seven bomb groups to train there for combat in Europe. All seven groups had representatives in attendance. Fred and Clara Schoch were also in attendance for the 34th B.G. After a nice dinner we went to the city hall where the presentation took place at a regular city council meeting. We were very pleased to see a large poster on the wall made by the Ephrata seventh and eighth grade students. The poster showed the tail designations of the seven bomb groups and was signed by all the students. Their teacher was at the meeting and seemed to be doing an excellent job of teaching the kids the real story of WWII. After the plaque presentation many of us adjourned to the American Legion Hall for further hangar flying. It was a very enjoyable evening. We're looking forward to Huntsville.

****

L. To R.: FRT: ?, L Adringola, A. Sadowsky, B. Copeland, R. Trotter. CTR: J. Hunter - REAR: A. Johanson, V. Lombardo & R. McKay

DOROTHY (BERNARD B.) MONAHAN - Baldwin, NY.

I received in the mail today the June issue of Mendlesham Memories. I noted that "Dues are due" for Bernard B. Monahan. Please be advised that my husband, Bernard, passed away on May 4, 1995, of colon cancer at the age of 78. I did not want you to think that he was not paying his dues.

****

ROBERT J. FILIP - LaGrange Park, IL.

Your daughter's article was a timely addition with her insight and strength in coping with MS. My one niece, who was born in December, 1944, while I was stationed in Mendlesham, is also coping with MS so I can relate to your daughter's situation.

****

MRS. MARJORIE SCHERKENBACH - Palm Harbor, FL.

The "New Minister" article did not add to the dignity of the Mendlesham Memories, but rather degraded it and all those whom it represents.

****

JOHN D. CLEMENS - Cottonwood, AZ.

I have a request to make of you concerning one item in the June issue. Like most of us, I suppose, I found myself doing some heavy-duty praying during the course of each mission. I remember with regret how poorly I kept most of those promises to my Heavenly Father if He would spare my life and those of my crewmates. Since those perilous times I have tried, with fluctuating success, to follow the example of our Lord.

The article entitled "The New Minister" is, to me, offensive and inappropriate for thought, conversation or publication. My request is that you not sully what is otherwise a welcome arrival at our home with pollutants such as the above. I ask you not to write me off as the only reader to react this way - I suspect (and hope) there are a lot of us who do.

****

EDITOR'S NOTE: I'm sorry if the item offended anybody. It was received from one of our members who thought, as did I, that it was humorous and might get a laugh or two from our members. If its inclusion offended you - PLEASE ACCEPT OUR APOLOGIES!

****

RAYMOND D. HINCHEE - Salem, VA.

Margaret and I had planned to make the reunion in September but we found out in January that she had a malignant tumor under her tongue. We went to Seattle, WA. for neutron treatment. They have an excellent facility there and say there is a very good chance for recovery. We have to return there on Sept. 19th for a 6 month check-up. This means we will not make the reunion this year. We hope to make the next one and hope everyone has a great time. Keep up the good work.

****

GEORGE E. READY - Richmond, VA.

On page 20 of the June issue is a picture of the Radar Crew questioning the identification. I think I can be of some help. The officer on the right with his hands behind him is Marvin Amundson. The non-com standing to his right is Willard Holmes. The fifth person standing to Willard's right is Chester Drzweski (spelling) and next to his right is George E. Ready. In the front row, kneeling second from the left is Nick????. Also kneeling in the front row, 4th from the right is Donald Morrison.

****

PAUL R. YOUNGHOLM - Jefferson, NH.

Will not be at the reunion in Huntsville. Perhaps next year, if God wills it. Please pass on a special greeting to Hal Province. Also a word for Chaplain Sam Baglio to pass on - "Feed Your Faith and Your Doubts and Fears Will Starve To Death".

****

Continued on page 7

NOTES FROM OUR FRIENDS

Continued from page 6

FREDERICH SCHOCH - Spokane, WA.

We attended the plaque presentations at both Geiger and Ephrata. At Ephrata we were greeted by Paul and Beryl Anderson who were good company for Clara and me.

We are making plans for Huntsville in September. I have a little gift I would like to bring to the reunion. It would be a gift to some lucky attendee. This would entail raffle tickets sold at the PX, which Paul said would not be an insurmountable problem. The monies would go to the "Ray Summa Scholarship Fund".

****

OTTO A. FRISCHMUTH - San Antonio, TX.

While visiting our son in Cincinnati last year we decided to go to the Wright-Patterson Air Museum. After seeing all the exhibits we ended up in the gift shop where our son found, in a book, a picture of the "Big Dealer" nose art which I had painted on our new B-24.

Our son bought the book, unbeknownst to me, titled "The History of Aircraft Nose Art, WWI to Today" by Jeffery L. Ethell and Clarence Simonsen. Upon our return to Cincinnati he gave it to me as a treasured gift.

****

BARBARA HARTMAN - Ballston Lake, NY.

I would hate to miss a copy of MM. I do enjoy it. I have again heard from Joan Barker of Mendlesham who I met in '93. She is the one who has so much information from WWII and invited us to her home, "Merry Thought".

****

RICHARD SCULLY - Sarasota, FL.

The work that all of the officers of the 34th B.G. Assoc. in behalf of the association is OUTSTANDING!

****

KIVETT IVEY - LaGrange, NC.

My daughter at Bossier City, LA. arranged for me to get a cataract operation at the Barksdale hospital. I had one eye done last week and I'll have the other one done soon. Then, after about 10 days, we'll go back to North Carolina. Otherwise both Lucille and I are doing O.K. for 75 year olds.

****

BERNARD GARFINKEL - Las Cruces, NM.

Hope you all have a good time at Huntsville. Keep up the good work. I enjoy the Memories very much and will remain a constant reader.

****

JAMES M. RALLS, JR. - Houston, TX.

I find we cannot make the September reunion this year. My wife had made other plans for those dates. I'm still hoping Ted Blomquist, Jerry Kincaid and I (and perhaps a few others) can get together informally this year on another date.

****

HUGH CHESI - Pueblo, CA.

I enjoy reading Mendlesham Memories. I did want to let you know that I'm not dead yet. I am 100% and permanently disabled but my military hospital records have been lost or destroyed along the way. So I have only Social Security to help me struggle to make a living on the XX planet. I have no money or assets to carry on with - only life preserving techniques available. I am over the gov't guidelines ($819.00 per month) so I cannot get any military disability income. Also a "hair" too high on SS income to qualify for any kind of benefits.

****

HAROLD AZZOPARDI - Salinas, CA.

I was part of the Tavasti Prov. Gp. on crew #39-6-28 stationed at Davis Monthan, Salinas and Blythe. In Oct., 1943 we went to Lincoln, NE. by train. There we were given a B-24 and flew it to Townsville, Aus. We made eight stops on the way.

Now Roy said all went to the 5th A.F. Not so - some of this group went to England by way of South America and after my tour was over, I was sent to B-29's and some others of the England crews flew their tours and were in B-29's with me in Denver.

I never saw Roy Tavasti and didn't know I was in his group until after the war when I was given all my records.

****

WILLIAM N. "PETE" GRAY - Virginia Beach, VA.

My medical report is not too bad for someone running hard on 80, but I won't be making the Huntsville reunion. If I'm still around in 1996 I hope to be at the Raleigh, NC. reunion.

****

VIRGINIA L. (EARL) HERTZINGER - Anderson, IN.

I regret to inform you that Earl Hertzinger passed away Dec. 2, 1994 at the age of 73. We had nearly 50 years of marriage. He was a member of the 391st Sqdn. Please remove his name from the past-due list.

****

IMOGENE (CARL) FREYSINGER - Cable, OH.

Carl and I have just celebrated our 50th wedding anniversary. We are looking forward to the Huntsville reunion and seeing all the wonderful people we have met through the years and meeting new ones. We are sad because of the ones we have lost.

****

CARROLL FORISTER - Kirkwood, MO.

Our nephew and his family visited us from England in May and his wife volunteered to model my leather A2 jacket for me. "Piccadilly Tilly!" It never looked that good on me!

****

Carrol Forister's niece, Sue Bailey from Chandler's Ford, England

NEWS FROM HERE AND THERE

From Kenneth P. Werrell, Professor of History at Radford University we have the following:

I am beginning an update of my 1981 Eighth Air Force Bibliography for the 8th AF Memorial Museum Foundation. This is a request to seek your help in finding items that should be included. In brief, I would like titles of books and articles about the 34th BG. Of particular interest are privately printed memoirs and journals.

Anyone who would like to contribute information write to: Kenneth P. Werrell, Professor of History, Radford University, Radford, VA. 24142.

****

The 381st B.G. has issued a history of their group entitled "TRIUMPHANT WE FLY". The price is $49.95 plus $5.00 shipping and handling charge. Anyone interested can write to: Florice Stone, P.O. Box 2935, Garden Grove, CA. 92642.

****

Beginning April 1, 1995 The Mighty Eighth Air Force Heritage Center will be known as "THE MIGHTY EIGHTH AIR FORCE HERITAGE MUSEUM". Most people know instantly what a museum is but many people have told us they don't exactly know what is a heritage center.

The name change will not affect the plans for the facility. It will still include a library of 8th A.F. and related books, films and tapes; 8th A.F. personal and unit archives; an artifacts and memorabilia museum; meeting facilities; gift shop; book store; and snack bar.

Work crews have completed hauling more that 500 truck-loads of landfill dirt and compacting the foundation base for the 85,000 sq. ft. museum building. Target date for the grand opening of the Mighty Eighth Air Force Heritage Museum is May of 1996.

****

The Pan Pacific Press has issued a new book called "Serenade to the Blue Lady: the story of Bert Stiles", authored by Robert Floyd Cooper, who was a co-pilot in the 385th B.G. stationed near Ipswich, England.

Bert Stiles was in the 91st B.G. as a co-pilot and, later, became a pilot of a P-51 with the 339th Fighter Group. He died in a crash over Germany in 1944. He was a writer and his book "Serenade to the Big Bird" was published posthumously. If interested write to: Pan Pacific Press, P.O. Box 72090, Davis, CA. 95617. (Ed. Note: I have read this book and it does bring back many poignant memories to old 8th Air Force personel who served in England.)

****

391st Armorers at Mendlesham.

From Jeff Speilberg, P.O. Box 5178, Santa Monica, CA. we have the following:

I am enthusiastically trying to buy and collect Army Air Forces items associated with the 34th B.G. stationed at Mendlesham, England during the Second War. I am hoping to collect them before these pieces of history all disappear into garage sales or to the Salvation Army.

I am looking for jackets, silver wings, watches, headgear, clothing of all kinds, squadron and group patches, medals, award citations, POW items, B-24 or B-17 pilot manuals, joysticks and plane parts, documents, photos, parachutes, gloves, scarfs, Nazi souvenirs, RAF items, etc.

I have a toll-free number (1-800-666-9553). If I'm not at home when you call please leave a message. I'll call back directly and tell you the value of your item over the phone. I will pay for all items in advance.

****

Mr. Al J. Brown of Kent, England sends the following:

I was speaking with Ian Hawkins the other night about a 34th B.G. B-24 that came down near here on July 27, 1944. It was piloted by 1st Lt. Gerald Holmes. He and his crew all bailed out. I have a B-3 flying jacket found in the wreck. Oddly it has taken 51 years to come to light. It is in bad condition but, considering what it went through, I suppose it's not too bad. Any news about the pilot and crew would be most welcome.

I have colleagues in the Normandy area of France. They also welcome any information on any aircraft lost in their area. I also have contacts in most parts of the UK and Germany. If anyone in the U.S.wishes any information on aircraft lost during WWII and can give us the location we will do our best to find out all we can. We are all doing research as a hobby. To contact me write to: Mr. A.J. Brown, 10 Laurel Avenue, Gravesend, Kent, England, DA12 5QP.

****

From Frederich Schoch we are informed that on May 17, 1995 a plaque was presented to Geiger Field at Spokane, WA. in behalf of the Eighth Air Force groups which trained there during WWII. Also, on June 7, 1995, a plaque was presented to Ephrata AAb at Ephrata, WA. in behalf of the Eighth Air Force groups which had trained there. These plaques were in commemoration of the 50th anniversary of the end of WWII and thanked both communities for their assistance in providing the facilities and personnel that enabled the bomb groups to train and fly the aircraft in preparation for combat in Europe.

****

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

ROSE'S CORNER

AN UNUSUAL RECIPE!

I didn't have potatoes so I decided to use rice.
I didn't have paprika so I substituted another spice.
I didn't have tomato sauce so I used some tomato paste.
A whole can, not half because I don't believe in waste.
A friend gave me the recipe and said you couldn't beat it!
There must be something wrong with her because I couldn't even eat it!!

Believe me, that last sentence in my little poem does not refer to any recipes sent in to me so far! Honest!

In today's column I wish to share a real yummy recipe from my friend, Doris Brauks, and another from Jane Ann Felker which was kitchen-tested by Sharon Gholdston for the Orlando Sentinel. These Mystery Cookie Bars will cost only $2.83 for two (2) dozen bars. Can't beat that!

PECAN CRUNCH COOKIES
from Doris Brauks

1 cup margarine	1/2 cup chopped pecans
1/2 cup sugar	1/2 cup crushed potato chips
1 tsp. vanilla	2 cups all-purpose flour (sifted)

Cream together margarine, sugar and vanilla. Add pecans and potato chips and mix thoroughly. Add flour, mix thoroughly and shape into 1 inch balls. If desired put 1/2 of a pecan on top of each cookie. Flatten balls with the bottom of a glass dipped in sugar. Bake in a 350 deg. F oven for 13 minutes or until brown.

MYSTERY COOKIE BARS
from Jane Ann Felker

1-1 lb. box of light brown sugar	1 tsp. vanilla
2 cups flour	2 eggs
2 sticks margarine or butter	1 cup nuts (optional)

Confectioner's sugar to coat the bars

Melt margarine or butter, add sugar, flour and eggs. Mix well. Add vanilla and nuts if desired. Mix again.

Bake in greased 10 x 13 inch pan at 325 deg. F for 30 minutes or until it falls in the center. Cool completely. Cut into bars and coat with powdered sugar. Makes about 2 dozen bars.

Jane Ann writes that she had many requests for these and hopes that you will all try them. I certainly will. With all of the good ingredients for these bars I would say that the end result will be terrific and all of your friends will want a copy of this recipe. Thanks a lot, Doris and Jane Ann!!

When we meet in Huntsville I'm looking forward to all of you bringing along your one favorite recipe. Let me know what you baked or cooked during those war years. We could come up with a collection which will be appreciated by all, including your grandchildren and families.

May God bless you all and please keep smiling - it's a magnetic thing to do!!

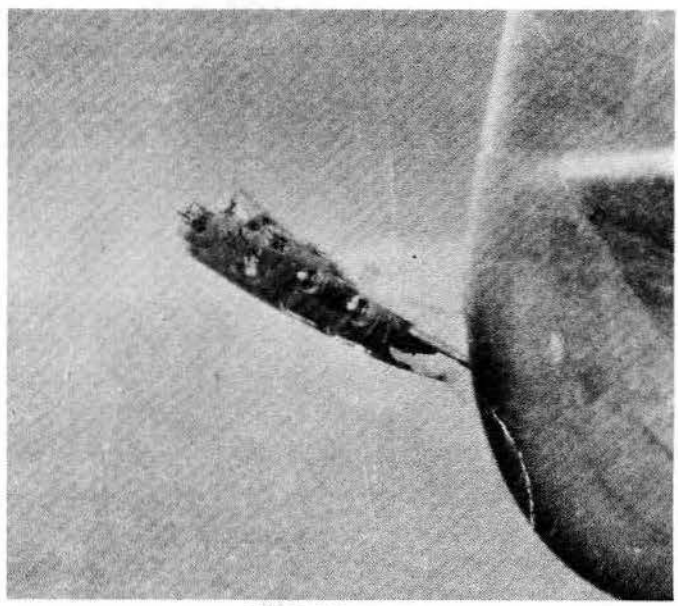
****

Unidentified Crew - Do you know who they are?

A TOAST TO THE GREASE MONKEY!

A toast to the grease monkeys of the AAF....those skilled technicians who were carefully taught always to use the right tool and the proper part. But the war never seemed to wait for those luxuries to catch up. "Scrounging" parts was so common place that before the carcass of any aircraft cooled after a crash landing it was stripped to the bare bones by entrprising crew chiefs. Trying to describe an airborne "clank" or "bonk" to a jaundiced crew chief was nigh on to impossible - they were a straightforward lost that must of all come from Missouri. And nothing, but nothing, could make a crew chief madder than bringing home his airplane shot full of holes. Excuses - even through a perforated lip fell on deaf ears. They were a tough lot, hard as nails, but they cried when an aircraft and its crew were lost, and we could not have put the boot to Schicklegruber without them!

borrowed from NEW JERSEY NEWS



34th B-24 in trouble.

CHANGES OF ADDRESS

(As of 7-21-95)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
BAUGHMAN	CLEO J.	18	NO. 4 HILLCREST DRIVE	STOCKTON,	KS.	67669
BEARD	CLINTON L.	18	P.O. BOX 640215	BEVERLY HILLS,	FL.	34464
BEAVER	DUANE R.	18	7181 CASS CITY ROAD	CASS CITY,	MI.	48726
BERG	DARREL J.		P. O. BOX 12802	NEW BRIGHTON,	MN.	55112
BOULIANE	JEAN P.	7	1400 HERMAN DRIVE 48	HOUSTON,	TX.	77044
CANNON	DALE C.	7	1010 GRAND AVE. APT. 206	WAUSAU,	WI.	54403
CARLSON	EDWARD R.	7	8071 WINERY COURT	SAN JOSE,	CA.	95135
DAY	GEORGE W.	4	1010 BELMONT CIRCLE	TAVARES,	FL.	32778
GOMBOS	WILLIAM	7	145 WEEKS BLVD.(911 CHANGE)	CAPE CARTERET,	NC.	28584
GREENE	PAUL C.	4	6207 N.C. HWY. #23	CARTHAGE,	NC.	28327
HURLMAN	VINCENT G.	18	2928 REDFIELD DRIVE	CHARLOTTE,	NC.	28270
HUTCHISON	ROBERT T.	7	4744 WOODHAVEN DRIVE	GALENA,	OH.	43021
JONES	WYATT S.	18	6034 OLD TOWN PLACE	NORCROSS,	GA.	30093
LEHMAN	ACY R.	18	3020 BRIDGEWAY #218	SAUSALITO,	CA.	94965
LEVI	MYRON		998 NORTH E. STREET	TULARE,	CA.	93274
LUPEI	VICTOR T.	7	3101 HARBORSIDE DRIVE	LAS VEGAS,	NV.	89117
MILLS	JAMES O.	7	711 E. FEDERAL #12	SHAWNEE,	OK.	74801
MINGL	MICHAEL	18	332 C. STREET, APT. #42	CHULA VISTA,	CA.	91910
PAGOZALSKI	L. J.		763 OAK RIDGE DRIVE	INDIALANTIC,	FL.	32903
POLAK	RICHARD E.	18	1209 21ST AVENUE APT.A-118	ROCK ISLAND,	IL.	61201
SWANSON	SAMUEL C.	7	P. O. BOX 1949	ROGUE RIVER,	OR.	97537
ULAM	KENNETH	7LM	200 NORTH DALE AVE., APT. #201	ANAHEIM,	CA.	92801
UNDERWOOD	HARLAN R.	391	P. O. BOX 366	ITHACA,	NY.	14851
VAN BUSKIRK	WILLIAM F.	4	441 CASCADA ROAD	LITCHFIELD PARK,	AZ.	85340

NEWLY FOUND

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ARMSTRONG	HOWARD L.		BOX 500	ASHFORD,	WV.	25009
KEEPING	LEROY		5,THE KNOLL,FRAMLINGHAM	SUFFOLK,	ENG.	IP139DH
LEWIS	FRANK F.	391	590 SAN FERNANDO DRIVE	SMYRNA,	GA.	30080
VAN DYKE	HAROLD	18	SEE TAPS			

NEW LIFE MEMBERS

(326 as of 7-05-95)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
HILL	JAMES H. SR.	4-7	523 LINDBERGH WAY	LEWISTOWN,	PA.	17044
JACOBBAUSKI	MICHAEL	7	7056 KATHERINE AVENUE	VAN NUYS,	CA.	91405
SUTTON	CHARLES	4	107 NORTH WEBSTER STREET	HARRISBURG,	IL.	62946
TURKO	WALTER	4	3047 WALLACE CIRCLE	HUNTINGTON,	WV.	25705

LOST SOUL

(Mail to these addresses returned - Need new addresses)

LAST NAME	FIRST NAME	ORG.	LAST KNOWN ADDRESS	CITY	STATE	ZIPCD
INGRAM	WILLIAM G.	7	1053 DUTTON AVENUE	SANTA ROSA,	CA.	95407
SHOVE	LAURA	7 GRP	4906 LA CUENTA DR. A116	SAN DIEGO,	CA.	92124
THOMPSON	GERALD	18	2771 S. CAMINO	GREEN VALLEY,	AZ.	85614
THOMPSON	LOUISE	391LM	8649 SW KLAMATH CIRCLE	WILSONVILLE,	OR.	97070

TAPS

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD	DIED
BLAKE	ERNEST T.	391	308 W. 31ST STREET	LUMBERTON,	NC.	28358	11-22-94
FRANKLIN	WELLER W.	4	108A NORTH BAILEY	FT. WORTH,	TX.	76107	1994
GRIMES	ROBERT M.	4	1002 NORTH DRIVE	CRAWFORDSVILLE,	IN.	47933	3-5-95
HAMILTON	CHARLES A.	4	(ADDRESS UNKNOWN)				?
HERTZINGER	EARL	391	6906 HENDRICKS STREET	ANDERSON,	IN.	46013	12-02-94
MONAHAN	BERNARD B.	4	559 GRIMM PLACE	BALDWIN,	NY.	11510	5-4-95
REPOFF	FREDERICK A.	4	298 SCRANTON STREET	AURORA,	CO.	80011	5-15-95
SCHADLE	WARREN C.	391	5764 GREENVILLAGE ROAD	CHAMBERSBURG,	PA.	17201	??
SMART	MARCUS R.	7LM	P. O. BOX 505	STEPHENS,	AR.	71764	4-22-95
VAN DYKE	HAROLD	18	1014 HORNSBY	ST. LOUIS,	MO.	63147	1977

★★★★★★★★★ 50TH WEDDING ANNIVERSARY ★★★★★★★★★

(Congratulations to 1945 brides and grooms)

DATE MARRIED	LAST NAME	FIRST NAMES
06-30-45	LIPSKY	BORAH & RUTH
06-30-45	UNWIN	JOHN & JEAN
07-07-45	DIETERLE	MR. & MRS. MARCUS
07-07-45	SEATON	NORRIS & EUNICE
07-09-45	FREYSINGER	CARL & IMOGENE
08-08-45	SCIMECA	ANTHONY & MARY
08-22-45	CASEY	RALPH & DOT
09-01-45	CAMP	RICHARD & SHIRLEY
10-06-45	SHELTON	ROBERT & CONNIE
10-07-45	JANSON	WENDELL & ANNIE
10-07-45	ROSSOW	BLAIR & DORIS
10-08-45	WOOTEN	JOHN & LENORE
10-22-45	FILIP	ROBERT & MARIE
11-22-45	MERKLE	FLOYD & MADGE
12-01-45	COUPE	WALTER & ALENE
12-24-45	CONNELLY	A.T. & LUMA

★★

RAY SUMMA SCHOLARSHIP FUND DONATIONS RECEIVED TO DATE

LAST NAME	FIRST NAME	IN MEMORY OF
FANDEL	WILLIAM H.	
FILIP	ROBERT	
GOMBERT	DIRK	ANTHONY GRABOWSKI
GOMBERT	DIRK	ROY O. JONES
GREEN	WALLACE E.	
HERGET	CHARLES A. JR.	JIM GLASS
McCOLL	RODERICK	
NASS	MELVIN H.	
SHEE	DONALD L.	JIM GLASS
YOCKEY	CHARLES R.	JIM GLASS

Then and Now

JACK KINNEY

1944

1994

ROBERT COLE

1944

1994

FRANCIS V. JACKOVICH

1944

1994

Then and Now

WALTER L. McALLISTER

1944

1994

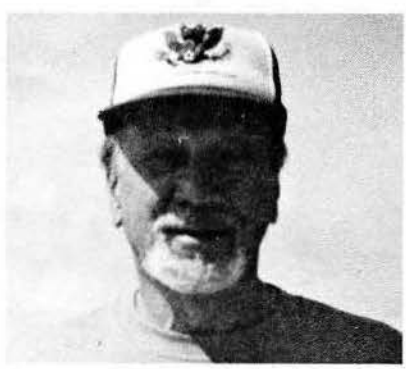
DONALD BENSCOTER

1944

1994

LOUIS L. COHEN

1944



1994

MEMORIES

A D-DAY SOLILIQUY

Presented by Peter Maxwell aboard
"Fair Princess" June 6, 1994
Submitted by John & Ethel Leath

I see behind the eyes into the soul, for therein lies the truth. I see behind the skin into the skeleton, for therein lies the bone. I see behind the veins into the blood, for therein lies the corpuscles, red and white. I see behind the cells into the infinity of one, for therein lies the beginning. And, if you see the beginning and understand, then therein lies the truth.

It is 5:00 A.M. on June 6th, 1994, the 50th anniversary of D-Day, I wrote this near Juneau, Alaska.

I remember 50 years ago I was a lad of 16 living in Eastleigh, near Southampton, in the county of Hampshire. For months the slow build-up of transport heavy tanks, transporters, strange steel monsters whose purpose defied destruction. Strange men with strange accents, chewing - always chewing - and, as we kids learned, it was chewing gum - Wrigley's of course.

They seemed old then - to youngster's eyes. Uniformed, different colored badges on their shoulder tabs, pistols and gaiters. They looked old and strong and invincible, yet they were guiet somehow, withdrawn. There was a kind of expectant hush about them. Reticent, huddled against the incessant rain, wearing waterproof capes, smoking, writing letters and always chewing.

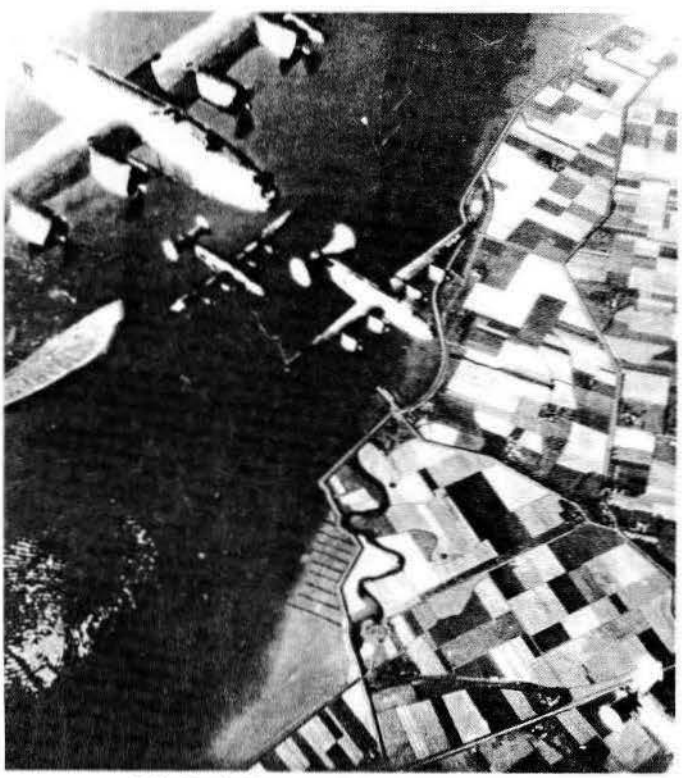
I remember that there was little laughter, if any. Their eyes were somewhere else. I realize now, these many years later, that they were thinking - remembering "home". Somewhere across the seas they were with loved ones, mum, dad, wife, son and daughter. They were reading old frayed letters and those more recently arrived - news from home, so long and far away.

I did not know what lay before them. Neither did they, but they were aware that something momentous was about to happen for them and to them. They thought only of home and friends and the closest buddy, who hopefully would be there later in the day to care, to share, to fire at the enemy, to offer a smoke, to have a chew with them - but not one of them thought of death or separation.

So, with these strangers parked for miles around our countryside, we visited with them, saw into their tanks, got gum from them, and autographs. They, in turn, smiled sadly, sometimes touched our heads and kindly stroked our hair, looked intoour eyes. Little did we know that they were looking back home and wondering, hoping, praying that their little kid was safe at home with mum.

And little did we know that we were, to them, very much a part of what they were. We thought about these strangers - these different kind of people with strange accents and, for us kids, old faces. Little did we realize that they were young faces, waiting, remembering, thinking and praying that whenever "IT" happened, they would be there at the end of it.

Suddenly they were gone. The streets, lanes, highways and byways were empty. They were gone to wherever destiny led them. They were not brave, nor heroic, nor courageous, nor daring, nor dauntless. They were not intrepid, valiant or valorous. "THEY WERE BOYS".



34th Bomb Group over the coast of France.

****

MY GET UP AND GO HAS WENT!

borrowed from the 8th AF HS (Georgia Chapter)

How do I know by youth is all spent?
Well, my get up and go has got up and went.
But in spite of it all I'm able to grin
When I think of where my get up has been.

Old age is golden so I've heard said,
But sometimes I wonder when I get into bed,
With my ear in a drawer and my teeth in a cup,
My eyes on the table until I wake up.

As sleep dims my eyes I say to myself
Is there anything else I should lay on the shelf?
But I'm happy to say as I close the door,
My friends are the same, perhaps even more.

When I was young my slippers were red,
I could kick my heels over my head.
When I grew older my slippers were blue
But I could still dance the whole night through.

Now I am old, my slippers are black
I walk to the store and puff my way back.
The reason I know my youth is all spent,
Is my get up and go has got up and went.

But I don't mind when I think with a grin
Of all the grand places my get up has been,
And since I've retired from life's competition
My schedules all scheduled (with complete repetition).

I get up each morning and dust off my wits,
Pick up the paper and read the "obits".
If I see my name missing I know I'm not dead,
So I eat a good breakfast and go back to bed.

****

MEMORIES

MEMORIES, MEMORIES - AFTER 50 YEARS

by Russell S. Paulnock

My,how the memories came flooding back when I met Jim Bartels and his wife, Jane, for dinner in 1984 on a trip to Boston while I was still working, and then again in 1992, when Don Fillman and his wife, Betty, visited us in Santa Barbara, shortly after we had moved from the San Francisco Bay area. We told so many reminiscences that Vera said I should try to write them down. Ths is my attempt to do so.

The memories begin at Blythe in 1944. Blythe was the only Air Force base that flew every day in 1943 and every day in 1944, right up until they closed it after we left in the first few days of April. On one occasion we were making a close-in approach to the landing runway to get in before a huge dust storm hit the field. Unfortunately we didn't make it although we were only a few feet off the ground and we wound up in Tucson after breaking out of it at 32,0000 feet.

We left Blythe around midnight on April 2nd for staging at Lincoln, Nebraska. The flight surgeon walked into the room where 8 officers are standing around naked for our final physical before leaving for overseas. He takes one look at our deep suntans (snow is 4" deep outside) and said, "Where in the blazes did you guys come from?" We answered, "Oh, we're the desert rats from Blythe." About five days later we took off for West Palm Beach, Florida. About halfway to Memphis we ran into the grand-daddy of all storms and began to ice-up so badly we couldn't maintain altitude so we did a 180 and went back to Lincoln. That night we, and hundreds of other guys, went to the Cornhusker's Ball at the University of Nebraska.

Upon arrival at West Palm Beach the clerk on the desk assigning us to quarters says, "Hey, we have another fellow here with the same last name, Paulnock. Maybe you know him. His first name is Eugene. Do you know him?" "He's my brother! Where is he?" Minutes later I'm bounding up the stairs. Gene hears me coming and says to his fellow crew members, "That's my brother, Russ" even before he saw me. They said, "How did you know that?", to which Gene replied, "That's the way he bounds up the stairs."

We hadn't seen each other in 15 months when I was home on leave between Preflight and Primary because the primary school I was to go to had got behind due to a month of bad weather. Gene was still a 17 year old civilian at that time. I was gung-ho on the aviation cadet program and convinced him to get into the program. He was the youngest cadet to go through

Crew of "Butler Bums" - l. to r.: Front: R. Reynolds, R. Skully, R. Butler. Middle: J. Stuthers, C. Kallinen, J. Remy. Rear: E. Renowden, W. Swords, D. Schafan.

bombardier training.

We were barely off the ground out of West Palm Beach when we broke open our secret envelope that informed us we were on our way to the Eighth Air Force in England. A war whoop went up throughout the plane. We were headed for the big time. The name we had chosen for our B-24 was very appropriate, "The Belle Of The Brawl!!"

As we neared Belem we heard the tower say, "B-24 approaching Belem - If you are going to land you had better hurry. We have a huge thunderstorm about to hit the field. You are cleared for a direct approach landing on Runway 09." Just about then we spotted the field and replied, "Roger, we understand your instructions for a straight-in approach to 09." We landed and had gone only 500 feet when it hit. You couldn't see beyond the windshield. We just sat on the runway until it stopped pouring. After Belem came Natal, Brazil and Dakar, French West Africa and Marrakech, French North Africa. After leaving Marrakech I remember the lights of Lisbon as we flew through the night toward Burtonwood, England.

Our first day at Mendlesham we were awakened at a very early hour by the throbbing roar of hundreds of U.S. Air Force planes overhead assembling prior to heading for the continent. We were impressed. We knew we had hit the big time!

Here are a few odds and ends I remember:

The farmer stopping us on our way back to the quonset hut and saying in a very heavy English accent, "There is no road there fer ye", meaning he didn't want us to cut across his field.

The sign on the bar at the Officer's Club before a mission, "There's A Giant On The Beach".

The time someone tossed a lighted match into the ditch along-side our quonset hut were we had been pouring the high octane fuel after we had used it to clean our uniforms. It went "WHOOSH!!"

The time we "liberated" a bucket of coal for our stove in the quonset in order to get warm in the middle of the English

Continued on page 16

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival of the MEMORIES!!

Address Correction Requested

HDQ

391
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34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

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Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

MEMORIES

Continued from page 15

summer of 1944.

The fact that the food, when we first got to England, was so poor in the Officer's Mess that we went back to the quonset and ate the K-rations they gave us in the U.S. to use if we got down somewhere on the way over.

One last thing. When Don Fillman visited me in 1992 he told me the crew used to discuss how cool I was and that, if I wasn't going to worry, they weren't going to either. Looking back on it in 1992, I don't know that I was all that cool. I, like all the otherguys on the crew of the "Belle Of The Brawl", and all the other crews in the 34th, had been trained to do a job and we were doing it. As I said, the 34th was a damned good, NO GREAT!, outfit. THANKS FOR LETTING ME BE A PART OF IT!!

(Ed. Note: This has been shortened from the original which was quite lengthy. We think we have captured the "Meat" of the original.)

****

Crew of the "War Eagle" Front row: ? ?, J. Bland. 2nd row: B. Crews, ? ?, H. Taylor. 3rd row: unknown.

CARTER'S CREW

as submitted by Dorothy (Leslie) Carter and edited by Cleveland Romero and your editor

Fifty years ago, on January 14, 1945, Carter's crew was on a bombing mission from Southwold, England to Brandenburg, Germany. The crew consisted of Leslie C. Carter, Robert A Koch, John J. Russell, Robert C. Beth, Joseph E. Rozell, Moe (NMI) Hut, Leonard W. Guse, Fernando A. Barreda and Cleveland J. Romero. They were not in their own plane, "Ol Buddy", as it was in the hangar for an engine change.

They were flying left wing off the squardron lead aircraft. While enroute to the target their plane was hit by enemy anti-aircraft "flak" shortly after crossing the west coast of Germany about ten miles north of the Elbe River. The aircraft was hit by a second burst in the right wing. The explosion of the shell tore the outer panel of the wing at a point next to the outboard engine nacelle, leaving approximately a foot and a half of the aileron on the plane. The aircraft rose slightly following the hit and then veered to the right in an almost vertical bank. It then went into a spiral which later developed into a steep and very fast tight spin.

The aircraft was last seen to crash three kilometers east of Suderhastedt and immediately exploded. The only crew member to parachute out and survive to return to the States was Cleveland Romero, now living in Lafayette, LA. He is on the Board of Directors of the 34th Bomb Group (H) Assn.

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VOLUME XIX NUMBER 4 DECEMBER, 1995

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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CHANGING OF THE GUARD

New President, Ambers Hanson accepts the gavel from Past President, Eli Baldea

OBSERVATIONS

After a marvelous time in Huntsville we are finally home again. Even though I gave up my presidency there, both Rose and I agree that it was one of our best reunions. Those of you who did not attend really do not know what you missed

No longer being president, I now have only one job - that of being your editor. With this issue I complete my 11th year as editor and, I must say, it has been most interesting, challenging and enlightening. Because of it we have met, and made friends of, numerous of our members and both Rose and I enjoy the interaction between friends, both old and new.

Your new president, Ambers Hanson, and his wife, Jean, are very cordial companions at any event and, I'm sure, will prove it at any get-together in which they participate. If you have a chance please get to know them. You'll be very pleased to do so.

I must also report that Hal and Jan Province had presented to both Rose and me some new sweat-shirts with illustrations on the chest extolling our service to the group in putting out Mendlesham Memories. They are beautiful and a photograph showing them will be shown at the end of this article.

I must also say, at this point, that so many of our workers get credit for their efforts but Hal, who I think probably has to work harder than I do, does not get the credit he deserves. He is both treasurer and corresponding secretary and both jobs require a lot of work. I do know that last year he sent out several thousand letters trying to find "Lost Souls" who, as yet, had not heard of our association. Due to his efforts we have added several hundred new names to our roster. Both he and Jan, who I'm sure helps out all she can, deserve a healthy amount of credit for our group's advancement. Although we lose a considerable number of members through normal old age reasons, our roster has more names on it than when he took over. He has taken over where Ray Summa left off and has done great!!

This issue is the one where we report on what went on at the reunion. The pictures will show most, if not all, who attended. Because, over the years, we have found that hiring a professional photographer to take pictures at the Saturday night banquet did not work out to our satisfaction, we asked those in attendance to take pictures and mail them in. We have used in this issue those we thought would be of most interest and tried to show all attendees at least once. If you were in attendance and your picture is not shown, it is probably because we did not get one of you on time or the photo we received was not properly reproducible. Sorry.

It was nice to see the extraordinary number of first-timers at the reunion. We hope they enjoyed it as much as we did and will try to attend our future reunions. Those of us who have been regulars for many years still thoroughly enjoy the reunions and are always looking forward to the next one. Those of you who have not been to one of our reunions should try it, at least once.

The March issue goes to press no later than January 19th, 1996. This allows the printers a few weeks to set all the type, have the proofs corrected or amended, as necessary, and be ready to mail the finished product by late February, which is necessary for most of our readers to receive their issue sometime in the month of March. Because we use bulk mailing (the postage is much cheaper) it sometimes takes several weeks for all of the newsletters to reach their destination. So, don't forget, all material for the March issue must reach us no later than January 19th, 1996.

With that said, I will close this column with some of our best wishes. Both Rose and I want to wish all of you the happiest of the Holiday Seasons possible.

Eli Baldea, Editor

Eli and Rose Baldea

PRESIDENT'S MESSAGE

I hope everyone enjoyed the trip to Huntsville, Al. reminiscing about the past and exploring the future at the U.S. Space and Rocket Center. Thanks to the Reunion Committee for another well-planned reunion and to Paul Shull for providing members with a good selection of items at the P.X. Of the 350 attendees we had a good number of first-timers and we welcome all of you to the organization. We strongly encourage each of you to contact other 34th Bomb Group members and make plans for our next reunion in Raleigh, N.C., Sept. 19-22, 1996.

After a discussion at the Board meeting on September 14, 1995, a motion was made and carried at the General meeting that the 34th Bomb Group Assn. make a $5,000.00 contribution to the Mighty Eighth Air Force Heritage Museum in Savannah, GA. A request has also been made for memorabilia that could be donated at the museum. If you have items you wish to donate please contact Jack Clarkson for instructions.

As most of you may already know, Alabama has been hard hit by forces of Hurricane Opal. Auburn was included in the devastation and Jean and I have been busy cleaning up mountains of debris, limbs and trees after the storm. The roar of chain saws and generators could be heard all over town. Most of Auburn was without power for several days. Oil lamps, flashlights and candles were our only means of light and we learned to live without CNN.

I appreciate the opportunity of serving as your president during the coming year and, since this will be the December issue of Mendlesham Memories, let us wish each of you a MERRY CHRISTMAS and a HAPPY NEW YEAR!!

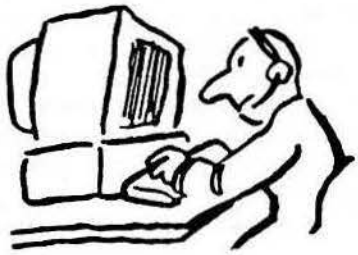
Ambers Hanson
President

DEADLINE

Any material or items to be inserted in the March issue of Mendlesham Memories should reach me on or before January 19, 1996. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

FROM THE TREASURER'S COMPUTER



WOW! Was that ever a REUNION!!! We had over 350 in attendance, fair weather, a goodly number of FIRST-TIMERS, a SHORT BUSINESS meeting, a tour of the NASA Space Museum with film at the OMNI-MAX theater, and then dinner. Then, on Saturday, we had a wonderful banquet and a dance band that knew how to play the GOLDEN OLDIES of the 1940's. I'm sorry that there were some of you who couldn't make the reunion. If you didn't, try to plan on the one next year in Raleigh, NC.

It's that time of the year again and, with the arrival of the December issue of MM, it becomes 1996 DUES TIME. So, those who have a 95 on their mailing labels should be thinking about sending in their '96 dues. Don't forget that the dues are $10.00 per year now.

On the BLUE Dues page there are some new items that I've been gathering. If I don't have your birthdate, wedding date, and medals you earned while in service, please fill out the form and send it to me. This is especially needed from the many LIFE MEMBERS who seldom consider the Dues page. And if your AREA CODE for your telephone number has been changed I'd like to know the new code.

I don't want to take up much space since Eli will have many pictures from the reunion. I hope each of you had a pleasant THANKSGIVING! Jan and I send our BEST WISHES for a VERY HAPPY HOLIDAY SEASON and a MOST HEALTHY AND PROSPEROUS 1996!! MAY GOD ABUNDANTLY BLESS!

Harold Provcince
Treasurer & Corres. Sec.

Crew of the "HIT AND RUN"
Only one identified is Andrew Pignanelli at lower right

SCHOLARSHIPS

FIRST PLACE WINNER
STACIA LYNN SEATON

From Stacia Seaton - I am writing to express my sincere gratitude to you for choosing me for the scholarship. It is truly an honor to be the recipient, though I don't feel like I'm extremely qualified or worthy of this honor. Whatever the case, I'm grateful.

I am now attending Olivet Nazarene University on partial scholarship. It is a private university; therefore, it is rather expensive. Not knowing where the money for next semester's tuition was going to come from, I was extremely relieved to receive the scholarship money.

Classes are going well and I have to become involved in campus activities. I have been taught so much already; college really is a learning experience. I hope to continue on and obtain my college degree. I have not yet decided on a major, but am considering Biology/Pre-Medicine. Again, thank you so much. These scholarships are a great thing that you do and I will not soon forget it.

****

SECOND PLACE WINNER
JEREMY ROBERT GRIMES

We are sorry to report that as we go to press we have not yet heard from young Mr. Grimes. If we get something from him for the next issue we will include it then.

****

REUNION COMMITTEE REPORT

To The 34th Bomb Group Membership:

The reunion committee thanks everyone that attended the Huntsville reunion - the first timers, the old timers, and the every timers. We missed those that were unable to be there because of poor health or other reasons.

The reunion committee works approximately three years on each reunion. This is from the site selection to the last goodbye. All of this work doesn't mean a thing unless the membership attends. This is why we're so happy to see all of you at these reunions.

We strive to choose a site that is different from the last. I'm certain that we succeeded in this venture to Huntsville. Huntsville opened our eyes as to what has been going on in our world of flight in the last 50 years. We were "Hot Shots", flying around in our B-24's and B-17's. This was horse and buggy compared to what we witnessed in the activities at Huntsville.

We're certain that the efforts put forth by the 34th Bomb Group carved a notch in the history of flight. We're also certain that the feelings which are created at these reunions will carve another notch in the brotherhood of flight.

Thank you to all who attended the Huntsville reunion. See you all in Raleigh, N.C.

P.S.: There was a 34th B.G. cap left in the hospitality room. We will be glad to send it to whomever lost it.

Sincerely,
Your reunion committee
Gerald Pine
Harold Rutka
Robert Wright

34TH BOMB GROUP ATTENDANCE
8TH AFHS REUNION
ADAM'S MARK HOTEL
ST. LOUIS, MO.

The 34th B.G. was represented by 24 members and spouses at the 8th AFHS reunion in St. Louis, MO. complete with a "Red-Tailed B-17 and flashing lights". The following were there:

CARROLL AND SYLVIA FORISTER
CHARLES AND EILEEN HERGET
POP AND TOOTIE HETHERINGTON
CARLYLE AND LORETTA OTT
HERBERT AND DOROTHY ROY
HAROLD AND GENEVIEVE RUTKA
JACK AND MARIAN SHARE
DON AND BONNIE SHEE
PAUL AND PAULINE SHULL
CARL AND MARGARET TRAUERNICHT
CHARLES AND VIRGINIA YOCKEY
BEN AND EDITH ZELDES

This was the best representation that we have had at the 8th AFHS reunions since Wichita, KS.

Harold C. Rutka

RETURN TO ENGLAND TOUR, 1996

The 34th B.G. (H) has authorized a return trip to England in 1996. So far the tentative date is for departure on June 11, 1996. You will be receiving a proposal in the mail from Tamarac Travel. The main tour will cover Mendlesham, Cambridge, Duxford and London. There will be an optional tour that will continue on to Paris. The optional tour could be combined with another bomb group to fill the bus.

Harold C. Rutka
Back to England Coordinator

34th Bomb Group B-24's on a mission

MESSAGE FROM THE P.X.

Reunion at Huntsville, 1995, is over, and nothing but good memories remain. We want to send a very special thanks to Paul and Beryl Anderson and their son, Lance, for all their such appreciated help in making the P.X. fun, and another successful year. Thanks, too, to the Reunion Committee for all their efforts for another great year! And - we appreciate all the members who stopped by to visit us in the P.X. and purchase our 34th B.G. items. We are now out of the navy jackets and the shirts, but do have about 10 of the tan jackets left. We will be getting new shirts again soon.

Being snow birds, Pauline and I will be heading back to Arizona the first part of October. Continue sending in your orders, though, and we will fill them in December and January while we are back home. After that we will be in Arizona for February, March and April.

Thank you all again for your support and, most of all, for your friendship.

Paul Shull
P.X. Manager

1995 BOARD MEETING

The meeting was called to order by Pres. E. Baldea at 10:00 A.M. After the Pledge of Allegiance, H. Rutka gave the invocation in the absence of our Chaplain, S. Baglio.

Pres. E. Baldea asked the recording Secr. to call the roll. Those present were: Pres. E. Baldea, 1st V. Pres. A. Hanson, 2nd V. Pres. R. Palmer, Treas. H. Province, W. Brauks, W. Griffis, A. Israelsen, C. Stemen, J. Doronsky, H. Rutka, C. Conklin, G. Pine, C. Romero, P. Anderson, B. Sothern and S. Wolstencroft.

Pres. E. Baldea asked for the reading of the minutes of the 1994 Board and Annual meetings. These were read and approved as read.

TREASURER'S REPORT - H. Province gave the following report for 1995:

GENERAL FUND	
In England	$ 721.16
Checking Acct.	86.80
Money Mkt. Accts.	2,859.03
CD's	1,251.58
SUB-TOTAL	$4,924.57
LIFE MEMBERSHIP FUND	
Savings	$1,348.23
CD	3,300.00
CD	19,748.93
CD	6,069.94
SUB-TOTAL	$30,467.10
SCHOLARSHIP FUND	$ 4,386.53
MEMORIAL FUND	1,055.89
GRAND TOTAL	$40,834.09

He noted that the General Fund is down some from last year,

Continued on page 5

BOARD MEETING

Continued from page 4

and the Life Membership Fund is up slightly. The publishing costs for two issues of the Mendlesham Memories have yet to be paid. He did not have to cash in a CD as was being contemplated in last year's meeting. A motion was made to approve the Treasurer's report and was seconded and carried.

REUNION COMMITTEE - G. Pine said the registration as of this date is approximately 350 with additional walk-ins probable. He told of getting the hotel restaurant to remain open from 2:00 to 5:00 P.M. while the 34th B.G. Ass'n. is here, and of securing a chain and padlock for our P.X. room. The 1996 reunion will be in Raleigh, North Carolina at the Marriott, Sept. 19-22. The 1997 reunion will be at the Red Lion Inn in Omaha, Nebraska. No dates have yet been set, as negotiations are still in progress. He asked how the group felt about changing the reunion days from Thursday through Saturday to Friday through Sunday, the reason for the proposed change being that Sunday is normally a slow day for hotels, so better service and lower food prices could be realized. After considerable discussion it was moved to let the Reunion Committee make the decision. The motion was seconded and carried.

SCHOLARSHIP COMMITTEE - C. Romero reported there were twenty-three applications this year, including one from England. The competition was extremely close. The first place winner is Stacia Lynn Seaton from Bethany, OK., sponsored by Norris Seaton. The second place winner is Jeremy R. Grimes from Kissimmee, FL., sponsored by Robert Grimes. The checks and 34th B.G. History books have been sent to both of them. C. Romero stated he is resigning from the Scholarship Committee because of health reasons. R. Vaughn was suggested as a replacement. H. Province agreed to approach R. Vaughn on this subject. S. Wolstencroft requested we identify scholarship winners as either high school or college students.

G. Pine discussed proposed changes to the Memorial Ceremony part of our banquet. It will be tried at our Saturday night banquet.

CONSTITUTION - J. Farley said there were no changes to the constitution this year. H. Rutka brought up the question of who has our charter. He said it should be reviewed to assure there are no conflicts between the charter and our constitution. G. Pine said J. Blackham has our charter. J. Farley stated he would get it, or a copy, review it and report at the next meeting.

MENDLESHAM MEMORIES - E. Baldea stated everything was going on as usual with the M.M. There was some discussion of letters of complaint that have been received. It was the unanimous concensus that our editor has been doing an excellent job. H. Province stated he had some surplus issues of old M.M.'s and would have them in the P.X. for anyone who wanted them. H. Province presented E. Baldea a shirt with his picture on it for his ten year's work on the M.M.

Pres. E. Baldea appointed the following Audit Committee: R. Palmer, W. Howarter & V. Holcomb.

Pres. E. Baldea appointed the following Nominating Committee: B. Sothern, J. Farley & J. Martin.

J. Clarkson introduced Dr. Walter Brown who spoke on the physical and financial status of the Mighty Eighth Air Force Heritage Museum at Savannah, GA. The grand opening of this museum is scheduled for May 14, 1996. He asked that we mention at our annual meeting on Saturday that they would appreciate any 8th Air Force memorabilia that could be donated for display at the museum. E. Baldea reminded the Board of a letter he had included in the June issue of Mendlesham Memories concerning the 34th B.G. Ass'n. support of the museum. A discussion followed of the task of compiling a data base of 34th B.G. information to be used by the museum. J. Clarkson stated he had tentatively reserved a glass exhibit case for display of 34th B.G. artifacts there. E. Baldea explained the problem of finding our old archivist, D. Underwood, to transfer papers and artifacts to our new archivist, W. Brauks. J. Farley suggested that an Ad Hoc committee be formed with the responsibility of finding material to send to the museum. Pres. E. Baldea appointed the following committee members: J. Clarkson, W. Brauks and W. Griffis. C. Romero moved that our president send a letter to the Mighty Eighth Air Force Heritage Museum authorizing the reservation of an exhibit case for the 34th B.G. The motion was seconded and carried.

The crew that filled practice bombs at Blythe -Rear L. to R.: ?, C. Brug, ?, K. Dolsey, ?,?,?. Frt.: L. to R.: R. Foley, ?

H. Province told of plaques given by the 8th Air Force Historical Society to the cities of Ephrata and Spokane, Washington for their service to the bomb groups that received some of their training in those cities during World War II. The 34th B.G. Ass'n. contributed to the cost of the plaques.

H. Rutka told of receiving inquiries about a group trip to England in 1996. After some disucssion it was moved that the Board of Directors authorize such a trip. The motion was seconded and carried.

H. Rutka spoke of input he has been receiving about having a commercial group do the reunion rather than our own Reunion Committee. The Board felt that the Reunion Committee has been doing a good job and no change was necessary at this time.

H. Rutka suggested we make a donation to the Mighty Eighth Air Force Heritage Museum. After considerable discussion it was decided that the Ad Hoc committee, previously appointed to find material for this museum, recommend a donation amount to the Annual meeting on Saturday for their approval or disapproval. J. Farley reminded the Board that the new president elected at the Annual meeting would have to reappoint the Ad Hoc committee.

No new business was heard. A motion was made to adjourn the meeting. The motion was seconded and carried. Pres. E. Baldea adjourned the meeting at 12:25 P.M.

Respectfully submitted by Paul Anderson
(Acting for V. Ames, Recording Secr.)

1995 ANNUAL MEETING MINUTES

The annual meeting of the 34th Bomb Group Ass'n. was called to order by President E. Baldea at 9:25 a.m. After the pledge of allegiance H. Rutka gave the invocation in the absence of our Chaplain, S. Baglio.

Pres. . Baldea called for the reading of the minutes of the last meeting. It was moved to dispense with the reading of the minutes as they were previously published in the Mendlesham Memories. The motion was seconded and carried.

TREASURER'S REPORT - H. Province gave the following financial report for the period ending Sept. 12, 1995.

General Fund	$4,924.57
Life Membership Fund	30,467.10
Scholarship Fund	4,386.53
Memorial Fund	1,055.89
Total	$40,834.09

He noted that the total is up slightly from last year. He stated we now have 328 Life Members, and 600 paying annually. He reminded those paying the annual fee that the dues are now due for 1996.

REUNION COMMITTEE TREASURER'S REPORT - R. Wright gave the committee's financial report as follows: Last year's balance was $5,490.63. There were 308 reunion attendees so $1,540.00 was given to the Scholarship Fund. After retaining their allowable $2,500.00, $1,450.63 was sent to the General Fund. This year's reunion started with $24,122.75. The Space Center dinner and activities were $6,138.35 leaving a balance of $17,984.40. The remaining reunion expenses will take most of the balance.

SCHOLARSHIP COMMITTEE - C. Romero reported there were 23 applicants this year including one from England. All applications were excellent and judging was most difficult. The first place winner is Stacia Lynn Seaton, sponsored by Norris Seaton. The second place winner is Jeremy Grimes, sponsored by Robert Grimes. C. Romero reported he was retiring from the committee because of health reasons. R. Vaughn will replace C. Romero, joining H. Province and J. Janes on the committee.

REUNION COMMITTEE - G. Pine gave the 1996 reunion dates as Sept. 19 to 22 at the Marriott in Raleigh, North Carolina. He noted the hotel will be just across the street from ample shopping opportunities. The 1997 reunion will be in Omaha, Nebraska at the Red Lion Inn. No dates have been set as negotiations are still in progress. He noted that consideration is being given to moving all reunion activities in 1997 back one day. This would place the gala banquet on a Sunday night rather than on Saturday night. Because Sunday nights are normally slow nights for hotels, they are offering a reduced food package price if we would elect to have our banquet on a Sunday. A round of applause was given the reunion committee for their good work.

NOMINATING COMMITTEE - B. Sothern presented the following slate of nominees for 1996:

President	A. Hanson
1st V. Pres.	R. Palmer
2nd V. Pres.	A. Israelsen
Recording Secr.	V. Ames
Archivist	W. Brauks
Treasurer/Corresponding Secr.	H. Province
Board of Directors, Class of 1998	D. Finley and N. Mayer

The floor was opened for additional nominations. None were heard. A motion was made to close the nominations and accept the slate as presented. The motion was seconded and carried.

AUDIT COMMITTEE: R. Palmer reported that he, V. Holcomb and W. Howarter had examined the financial books of the 34th B.G. Assn., including the Reunion Committee and P.X. books, and found them all to be in good order.

REUNION ATTENDANCE - R. Wright gave the attendance as of Friday, Sept. 15th to 350. this is the largest group since the Nashville reunion. He asked all first-timers to stand and they were given a round of applause.

It was noted that James Carpousis, who was very active in the early organization of the 34th B.G. Assn., had passed away in April.

Mendlesham Memories - E. Baldea spoke of a new column he has planned for the M.M. to recognize anniversaries of members.

B. Gross read a message from Grady Deatheridge, first president of the 34th B.G. Assn., in which he expressed sorrow at not being able to attend the reunion becuase of ill health, and hoped those attending would have the best of times.

ENGLAND TRIP - H. Rutka spoke of a proposed trip to England in June of 1996, as approved by the Board of Directors. He noted that there were preliminary sheets concerning the trip available on the table, and final proposals will be received in the mail at a later date.

P.X. - P. Shull asked for opinions of the new 34th B.G. logo now on our new shirts and jackets, and for any other suggestions to improve our P.X. He expects the P.X. sales to exceed $4,000.00 during this reunion.

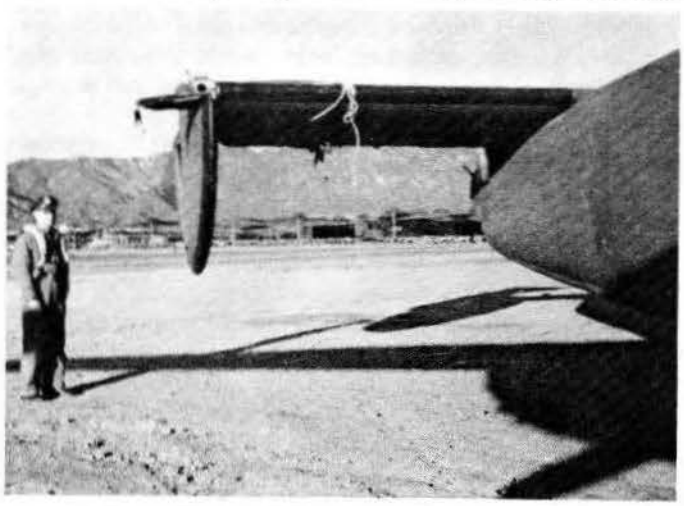
E. Baldea stated that there would be no professional photographer at the Saturday night banquet and asked that individuals take pictures of their table and neighboring tables. Pictures to be included in the next issue of Mendlesham Memories should reach him by October 15th, 1995, with people in the pictures clearly identified.

W. Brauks spoke on the Mighty Eighth Air Force Heritage Museum. He moved that the 34th B.G. Assn. donate $5,000.00 to the museum. the motion was seconded by J. Hawkins. After considerable discussion of the amount the 34th B.G. Assn. could contribute, alternative methods of raising the money, and the desirability of the 34th B.G. being represented, a vote was taken on the motion and it carried.

J. Clarkson spoke on the progress made with the construction of The Mighty Eighth Air force Heritage Museum. He said the museum was to be open to the public starting May 14, 1996.

The being no other business, Pres. E. Baldea adjourned the meeting at 10:12 a.m.

Respectfully submitted by Paul Anderson
(Acting for Vern Ames, Record. Secretary)



Lt. Eugene Burton with the damaged "Powerful Katrinka"

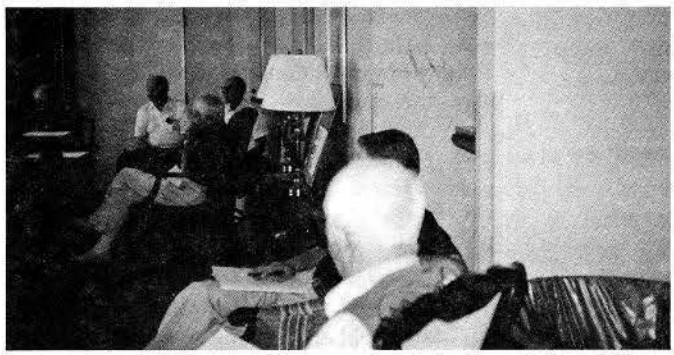
ATTENDANCE AT HUNTVILLE REUNION

(* indicates "First Timers")

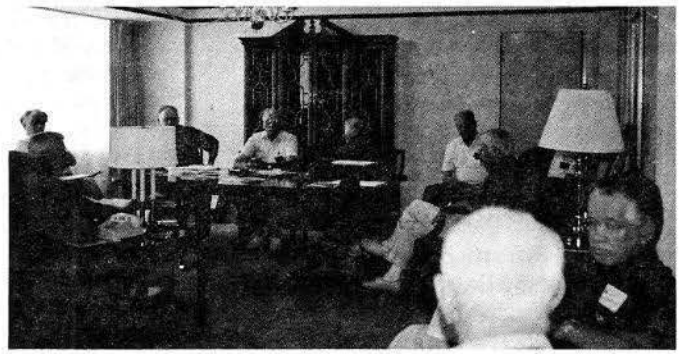
Bailey & Ruth Adams
Donald Allen
Lance D. Anderson
Paul & Beryl Anderson
Alex & Betty Antanovich
Denton & Eileen Armstrong
Charles & Evalyn Attridge
Lawrence & Lucille Babcock
Robert & Rose Baer
Eli & Rose Baldea
Roy & Mildred Ballantyne
Charles & Roberta Barclay
Cleo & Freddie Baughman
Carwin & Marlene Baxter
Joseph & Estrella Beale
Robert & Barbara Bell
Thomas & Madeline Belleau
Edward & Lois Berry (with guests Bob, Dan & Amanda Berry)
Leonard & Helen Bess
Robert & Marjorie Bichowsky*
John & Marge Bloczynski
Lloyd & Bobbie Boreen
Wally & Doris Brauks
Milton & Elaine Braveman
George W. Brown*
Tomlin & Linda Brown
William J. Browne
Mike & Patricia Bruning
Francis P. Bujalski
Douglas F. Burke*
Ralph & Marge Bush
Hymen & Ruth Chausow
William & Betty Cheek*
Jack & Dorothy Clarkson
James A. Clemins
Junius Cobb (with guest Virginia ?)
Robert & Ginny Cole
Sanford & Mary Ann Cole*
Donald & Darlene Collins
Claude & Genevieve Conklin
Charles & Lorraine Conway* (with guest Lucille Worst)
Anthony & Mary Coutros
Robert & Zoe Davis Sr.
Robert & Edith Dees
John & Esther Demko*
Marcus W. Dieterle
Edwin & Sue Dietz
Al & Elsie Dn Nenno
Lawton & Joan Dooley
John & Bev. Doronsky
Emile A. Duval Jr.*
Harold & Darlene Dwyer
John & Bernie Farley
Robert J. Filip
Alan & Dorothy Finch*
Dale Finley
Abe & Ernestine Firestone
Carroll & Sylvia Forister
Robert Fox (with guest Son, Ric Fox)
Dale & Esther Frank
Earl & Mary Frank
Carl & Imogene Freysinger
Mollie Gardner (with guest Velma Konsella)
Basil & Lorene Gaumer
Claude & Audrey Gibbs
Harry & Emily Gilreath
Forest & Irma Goetsch
Willie & Ostella Green*
Ryle & Juanita Griffin*
Willis Griffis
Bryant & Myrtis Grimes
Robert & Cynthia Gross
Anthony & Joan Habiger
Herbert & Anne Hall
Joy Hanrihan
Milton & Kathryn Hansen
Ambers & Jean Hanson
Daniel & Elizabeth Hardee
Robert & Lorraine Hartwick
Jeff & Libby Hawkins
Francis & Barbara Head
Glenn Henry (with guest Vera Pokorny)
William & Lula Mae Hetherington
Verbal & Betty Holcomb
Gerald & Marie Holmes
Jack Hood (with guest Bonnie Lasseigne)
Vincent & Helen Hosack
Wayne & La Verne Howarter
Clyde & Annette Humphrey
Robert & Marika Hutchison
Lloyd & Marla Inman
Al & Agnes Israelsen
Kiwett & Lucille Ivey
Kenneth & Velma Jackson
Mike & Margie Jacobbauski
Eugene & Helen James
Robert & Josephine Jansky
Walter & Donna Jellum*
Ray & Jean Jetton
Alf & Maye Johanson
Wyatt & La Vonne Jones (with guest Robert Jones)
Dexter & Beulah Jordan
Gerald & Edith Kincaid
Joseph & Fran Krystof
Robert & Betty Lampey
Fred & Helen Le Master
Joseph & Frances Lee*
Acy R. Lehman
Bill & Spouse Lewis (with two guests)
Ralph Livsey
Ralph Lundeen
Earl & Helen Maciel
Joseph & Kay Marks
James & Bettie Martin
Rex & Helen Martin*
Norman Mayer
John & Mary McCue*
William Mc Dannold
Coleman & Mabel Mc Spadden
Paul & Twyla Meeder
George Mehling
George & Eloise Mongeon
Fred & Ginny Muente
Thomas J. Mullin*
Russell & Norma Nelson*
Thomas & Mildred Newton
John & Liz Noe
Eugene Nolan*
John & Margaret Northrup
Carlyle Ott
Robert & Ginny Pacholski
Raymond & Bula Palmer
Karl & Mary Pederson*
Juan & Mattie Perez
Harry & Willie Perry
Gerald & Wanda Pine (with guest Mr. Quilla Reed)
Phillip & Fran Podulka
Arnold & Georgia Prillaman
Harold & Jan Province
Thomas P. Reynolds
Floyd & Miriam Richmond (with guest Thelma Warfield)
Evan Rogers
Cleveland & Henrietta Romero
Everett & Peggy Rose
Harold & Genevieve Rutka
Charles & Rose Sakal
Leon & Jeanne Salveson
Frederick & Clara Schoch
Robert & Jennie Schroeder
Robert & Laura Schwartz
Jack & Marian Share
Paul & Pauline Shull
Robert F. Simpson
Ronald & Martha Simpson (with guests Dale & Peggy Smith)
Frank & Alda Sivret
Edyth K. Small
James C. & Jane Smith
James H. & Chris Smith*
Bruce & Muggs Sothern
Carl & Peg Stemen
James & Stella Stivender
David & Ethel Stiver
Donald & Evelyn Stufflebeam
James & Kathryn Stuthers (with guest James Jr. & Juliana Stuthers)
Charles & Lenora Sutton*
James & Eleanor Thomas
Hal & Ruby Thorpe
Charles & Toots Thurner
Henry & Audrey Tobiason
James Troup
Robert E. Vaughn
John G. Veres*
Herbert Vick
Hilton & Vicky Vincens
Frederick & Blanche Voss
Oral Walker (with guests Jim & Peggy Walker)
Fred & Rachel Waltz
Sam & Peggy Wolstencroft
Ben Margaret Workman
Robert & Esther Wright
Wayne & Ondine Wright

REUNION IN HUNTSVILLE - 1995

GETTING DOWN TO BUSINESS - BOARD MEETING

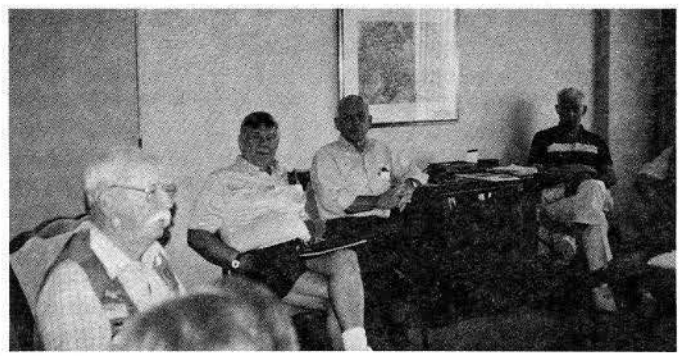


Board Meeting



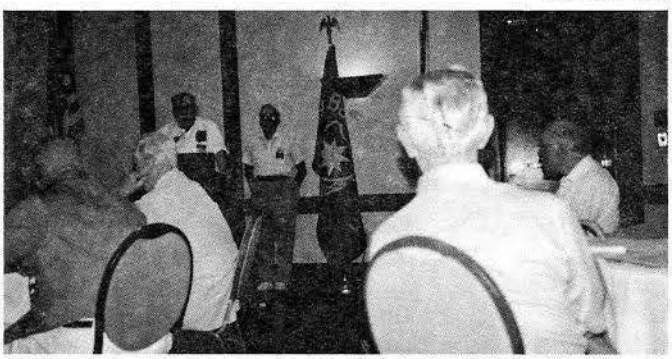
Board Meeting

Board Meeting

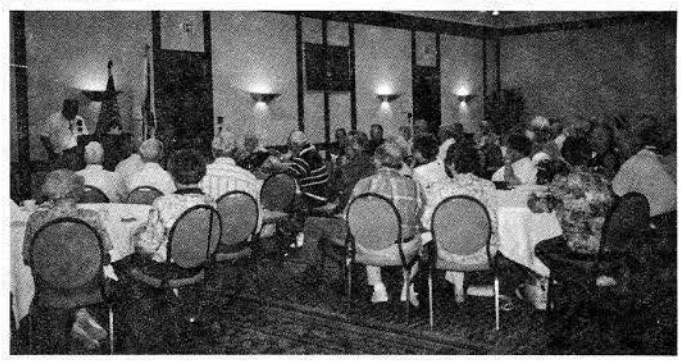


Board Meeting

GENERAL MEETING



View of General Meeting - Probably shortest on record



View of General Meeting - Probably shortest on record

THE WORKERS

L. to R.: Harold & Genevieve Rutka, Bob & Esther Wright, and Wanda & Gerry Pine

Paul, Lance & Beryl Anderson with Pauline & Paul Shull showing their straw hats

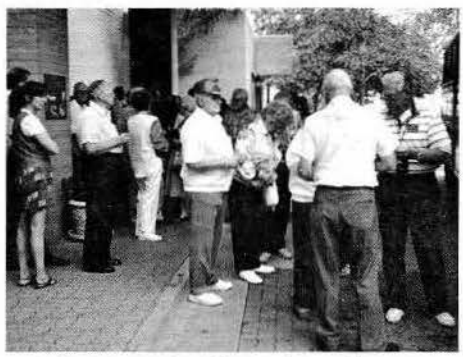
REUNION IN HUNTSVILLE - 1995

LEISURE TIME

Reunion Golfers - Rear, L. to R.: R. Ballantyne, P. Shull, J. Clemins & R. Cole.
Front, L. to R.: H. Chausow, G. Henry, H. Vincens & R. Wirght

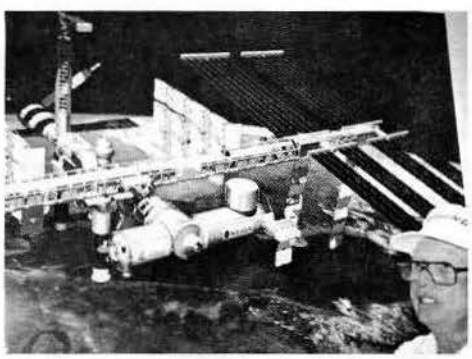
TOUR OF THE SPACE STATION

Tour Group waiting to board buses

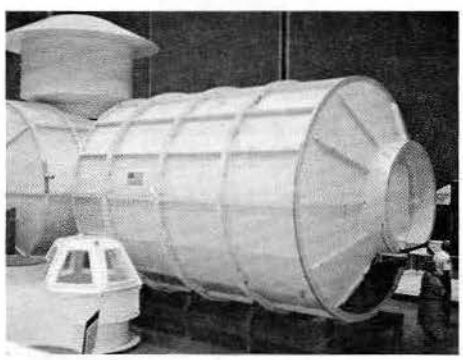


Tour Group waiting to board buses

View on the tour bus

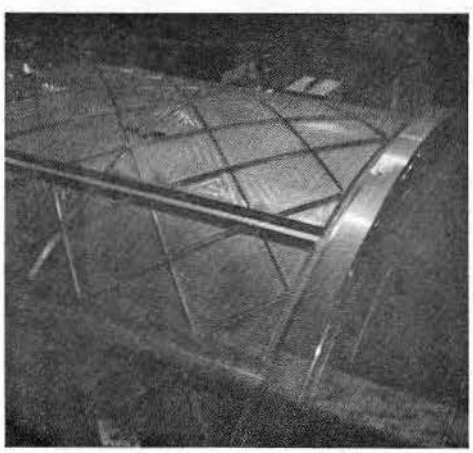


Space Station picture with our tour guide



Space Station mock-up

Redstone historical sign



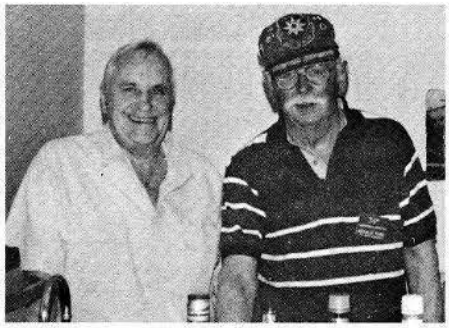
Space Station welding shop

Rocket test stand

Rocket in the test stand

REUNION 1995

1. Hospitality room bartenders - Harold Rutka & Gerald Pine
2. John Doronsky entertaining in the Hospitality Room
3. Roy & Mildred Ballantyne
4. Bob Lampey & Jack Share
5. Mary McCue & Denton Armstrong
6. Bob Lampey & Oral Walker in Hospitality Room
7. James Clemens & Cleo Baughman
8. Lucille Babcock & LaVerne Howarter
9. Henrietta & Cleveland Romero
10. Henry & Audrey Tobiason
11. Enjoying the Camaraderie
12. Enjoying the Camaraderie
13. Enjoying the Camaraderie
14. Enjoying the Camaraderie
15. Enjoying the Camaraderie
16. Abe Firestone & Hal Province discussing computers
17. Norman Mayer & Rose Baldea
18. Ken & Velma Jackson
19. Bob Fox with his son Ric
20. Bob Cole & Francis Head
21. Esther & John Demko



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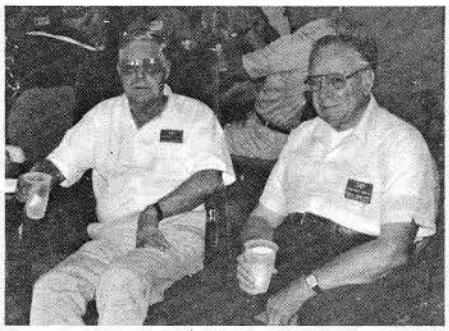

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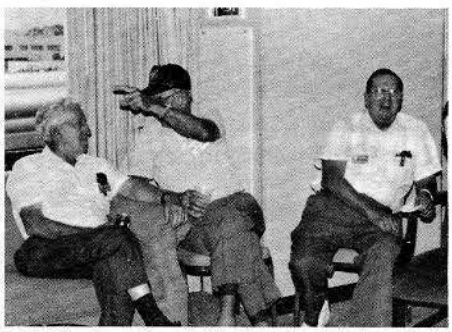

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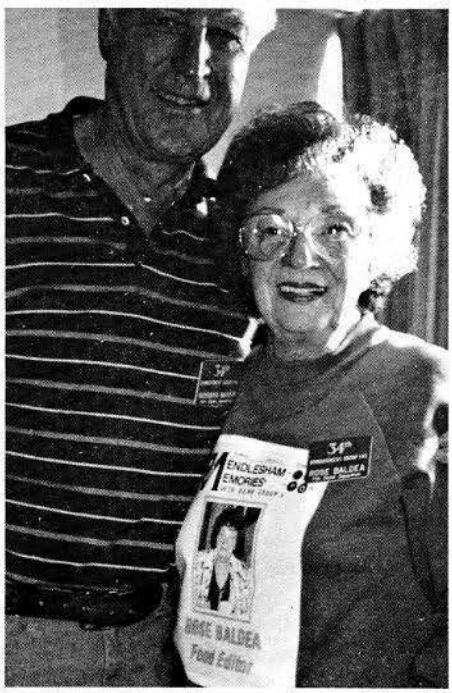

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- LEISURE TIME

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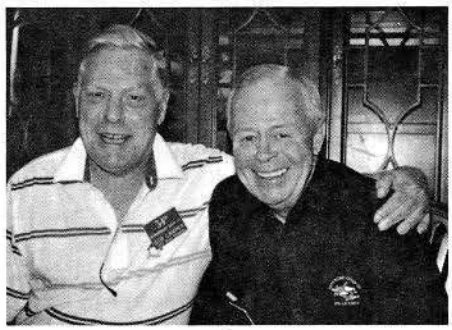

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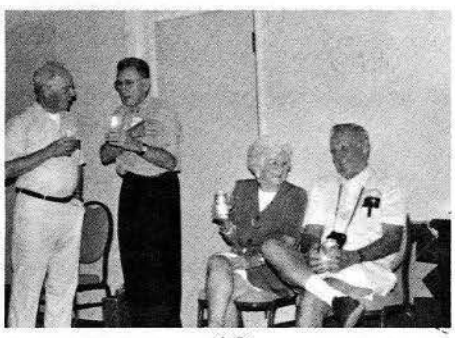

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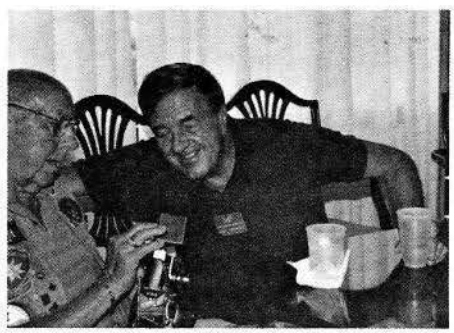

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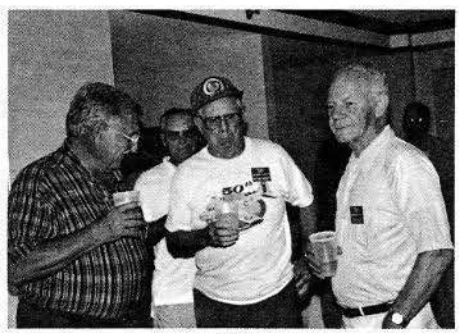

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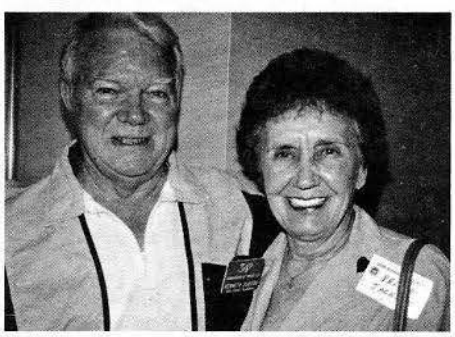

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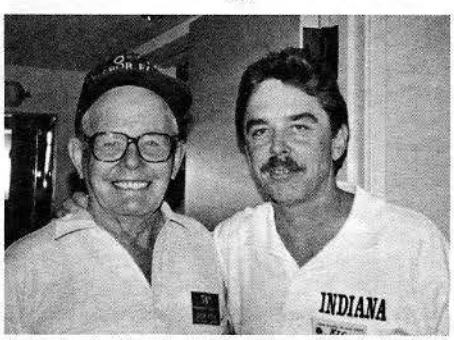

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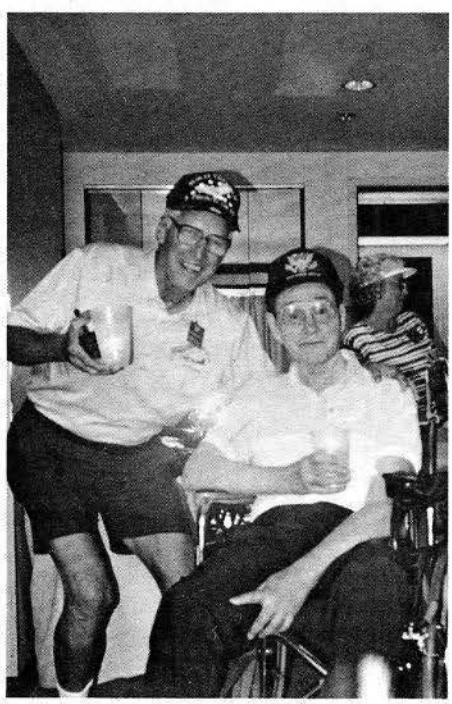

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REUNION - LEISURE TIME - 1995

Wayne Howarter & Bud Babcock

Peggy Schwartz, Myrtis Grimes & Margie Jacobbauski

Eileen & Denton Armstrong

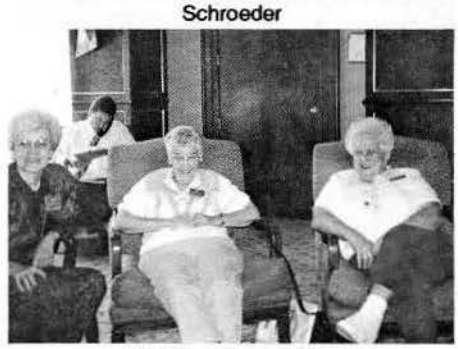
John & Marge Bloczynski

Dale Finley & Harold Province in Hospitality Room

Mary McCue, Stella Stivender & Jennie Schroeder

Chris & James Smith with Betty Martin

Barbara Head, Joy Hanrihan & Virginia Cole



Relaxing in the lobby

First Timers Charles Sutton & Karl Pederson

Beryl Anderson (Who had a birthday during our reunion) with son, Lance and Hubby Paul

Jean & Ambers Hanson with Audrey & Henry Tobiason

Everett Rose, Gerry Pine, Bob Hutchison & Bob Wright

Frank Sivret, Bruce & Muggs Sothern, Alda Sivret and Peggy & Everett Rose at poolside taking advantage of a bit of camaraderie

Trolley Bus Tour - Rear: Everett Rose, Frank Sivret & Eli Baldea. Frt.: Muggs Sothern, Alda Sivret, Peggy Rose, Betty Martin and Rose Baldea

REUNION IN HUNTSVILLE - 1995

GALA BANQUET - THE HEAD TABLE

Rose & Eli Baldea

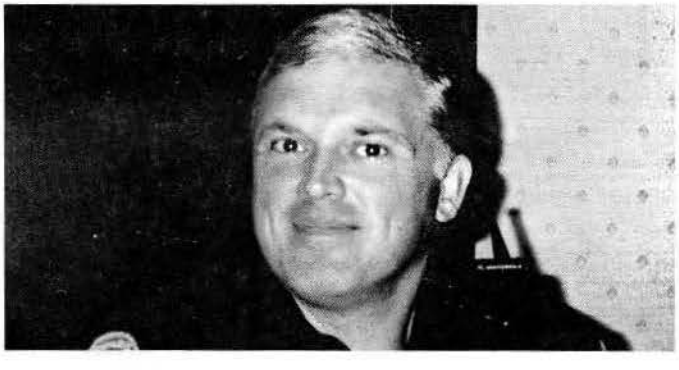
Jean & Ambers Hanson

Harold & Jan Province

Bula & Raymond

Wally & Doris Brauks

Beryl & Paul Anderson

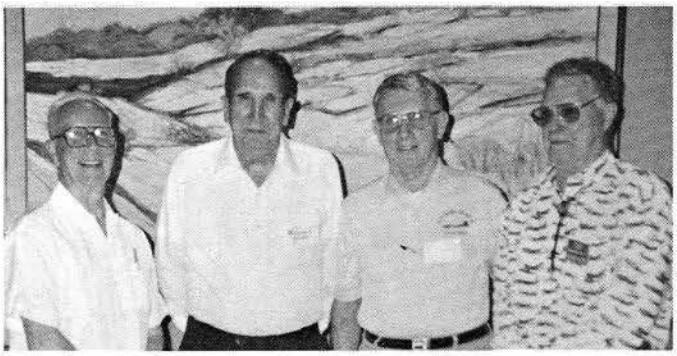


Representative of The Mayor of Huntsville

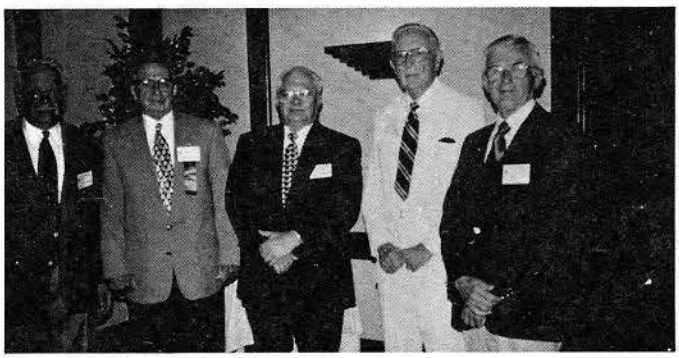
Ambers Hanson's Address

REUNION IN HUNTSVILLE - 1995

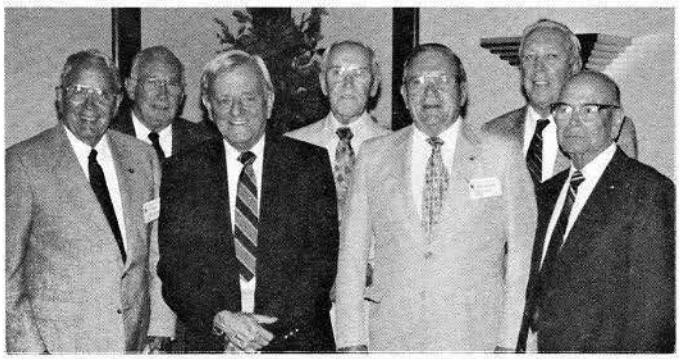
LARGER CREW ATTENDANCE



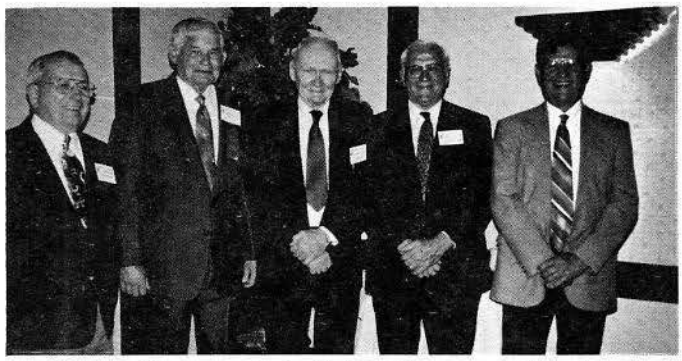
What's left of the "Tiger Rag" Crew at the reunion - Ed Berry, Gerald Holmes, Kivett Ivey & Claude Gibbs



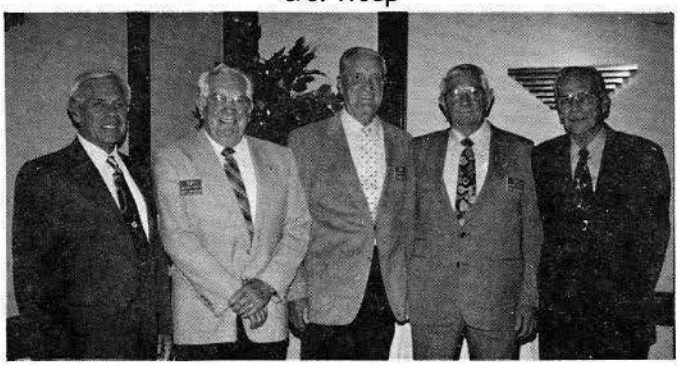
Herb Vick's Crew - L. to R.: C. Baxter, S. Cole, H. Vick, P. Podulka & J. Hood



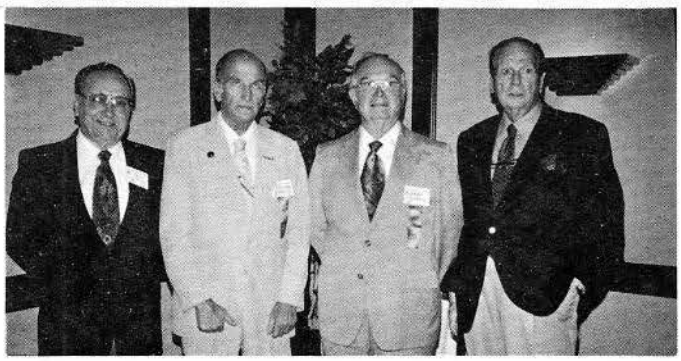
The J.C. Smith Crew - Frt. L. to R.: F. Muente, R. Pacholski, H. Hall & J.C. Smith - Rear L. to R.: B. Workman, D. Jordan & J. Troup



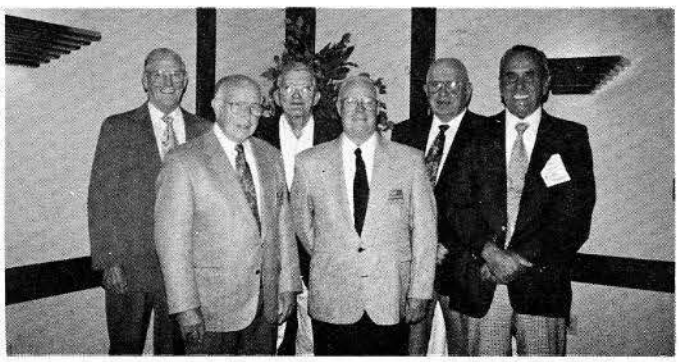
C. Sproul's Crew - L. to R.: H. Chausow, R. Martin, F. LeMaster, R. Vaughn & J. Krystof



Tom Mullin's Crew - L. to R.: C. Ott, M. Bruning, T. Mullin, D. Collins & E. Dietz



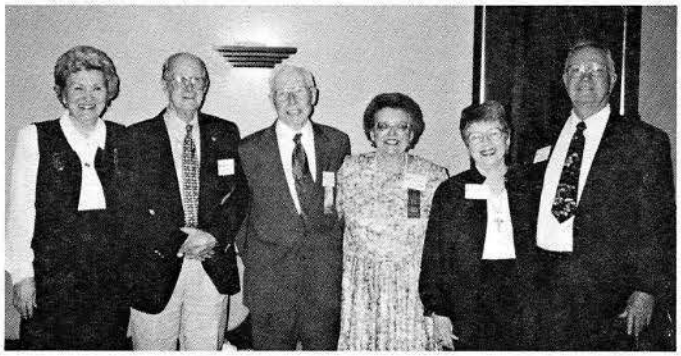
Ray Myers' Crew - L. to R.: J. Jetton, T. Brown, H. Gilreath, & J.W. Lee (H. Costello present but not shown)



Harold Dwyer's Crew - L. to R.: H. Dwyer, H. Thorpe, G. Brown, R. Bell, J. Noe & E. Duval

Joe Hammersley's Crew - L. to R.: J. Stivender, L. Inman, B. Adams, Mrs. J. Small, C. Thurner, J. McCue & R. Schroeder

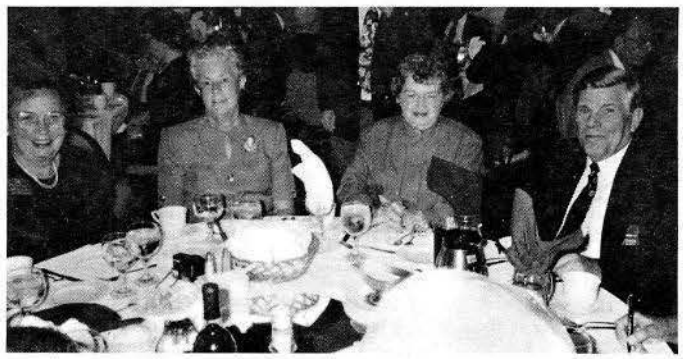
REUNION IN HUNTSVILLE - 1995



Chris & James H. Smith, Walter & Donna Jellum and Betty & William Cheek

John & Marge Bloczynski with Joan & Lawton Ed Dooley and Donald Allen

Jack & Dorothy Clarkson with Eileen & Denton Armstrong



Betty Lampey, Marian Share & Pet & Carl Stemen

Ben & Margaret Workman with Jane & James C. Smith

Ginny & Robert Pacholski with Beulah & Dexter Jordan

Bonnie Lasseigne & Jack Hood with Dale & Margie Finley

Rear: Bob & Ginny Cole and Roy & Mildred Ballantyne. Frt.: Francis & Barbara Head and Joy Hanrihan

REUNION 1995

1. Joseph & Estella Beall
2. Verbal & Betty Holcomb
3. The memorial wreath at the banquet
4. Juan & Mattie Perez
5. Frances & Joseph Lee
6. J. Harry & Emily Gilreath
7. Roy & Mildred Ballantyne with Joy Hanrihan
8. Helen & Vincent Hosack
9. Mike & Margie Jacobbauski
10. George & Eloise Mongeon
11. Seated: Earl & Helen Maciel
    Standing: Elaine Braveman
12. Lance Anderson (Assoc. Mbr.)
13. Jim Troup with Paul & Twyler Meeder
14. Sylvia & Carroll Forister
15. Thelma Warfield with Cynthia & Bob Gross
16. Paul & Pauline Shull
17. Kay & Milton Hansen
18. Robert Simpson with Henry & Audrey Tobiason
19. Molly Gardner & Velma Konsella
20. Vicky & Hilton Vincens
21. Clyde & Annette Humphrey
22. Danny & Elizabeth Hardee
23. Claude & Genevieve Conklin, Winners of the B-17 Model "G"
24. Ben & Margaret Workman
25. First-Timers Ryle & Juanita Griffin

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- GALA BANQUET

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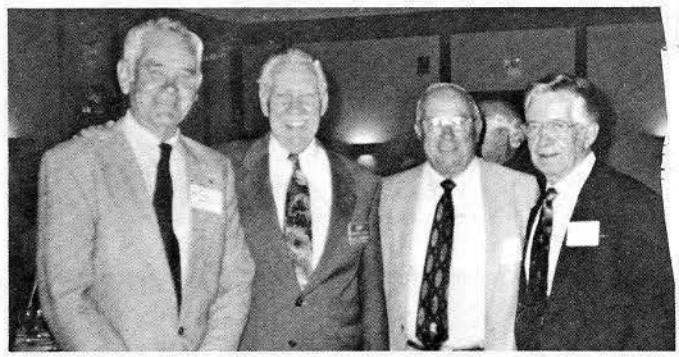
REUNION IN HUNTSVILLE - 1995

Oral Walker with Peggy & Jim Walker and Ron & Martha Simpson

Rear: Eugene James, Arnold Prillaman & Fred Schoch. Frt.: Georgia Prillaman, Helen James & Clara Schoch

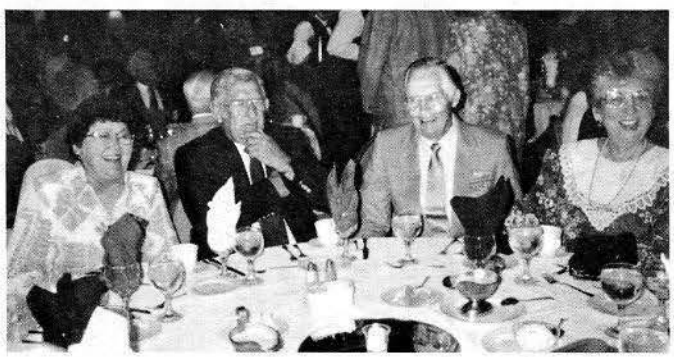
Herbert & Ann Hall, James Clemins and Fred & Ginny Muente



Charles Barclay, Joseph Marks, Bob Simpson & Al Israelsen

Basil & Lorene Gaumer with Elsie & Al DiNenno

Robert & Lorraine Hartwick with Robert & Jo Jansky



Freddie & Cleo Baughman with Leonard & Helen Bess

Everett & Peggy Rose with Alda & Frank Sivret

REUNION IN HUNTSVILLE - 1995

Genevieve & Harold Rutka with Ray & Jean Jetton

Beginning at Lower Left: Madeline & Tom Belleau, Toots & Charles Thurner, Jim & Stella Stivender, Lloyd & Marla Inman & Mary & John McCue

L. to R.: Bailey & Ruth Ann Adams, Edyth Small and Jennie and Bob Schroeder

Ostella & Willie Green with Dorothy & Alan Finch - All First-Timers

Al & Agnes Israelsen with Roberta & Charles Barclay

Abe & Ernie Firestone with Floyd & Miriam Richmond & Donald & Evelyn Stufflebeam

Fred & Blanche Voss with Imogene & Carl Freysinger

Mary & Earl Frank with Dale & Esther Frank

REUNION IN HUNTSVILLE - 1995

George Mehling, Jack Share & Robert Lampey

Quilla Reed, Wanda Pine and Esther Wright

Frances Lee, Bob Wright & Gerry Pine

Jim Sr. & Kay Stuthers with son, Jim Jr. & Juliana Stuthers

Myrtis Grimes, Robert Schwartz & Bryant Grimes

Juanita Griffin with Tony & Joan Habiger

Ethel & David Stiver with Basil Gaumer

Charles & Rose Sakal with Bob Fox & his son, Ric

Lloyd & Bobbie Boreen with Marhorie & Bob Bichowsky

Carl & Peg Stemen w/Elaine & Milt Braverman

ROSE'S CORNER

Huntsville?? What can we possibly see or do in a city which has never caught our eyes in the travel section of the newspapers?

We had all the answers by being at this reunion and many of you expressed the same thinking. It was fun and relaxing - no hurry, hurry, which we appreciated in our age group. I thought that it might be a little upsetting to not be near a shopping mall but I was wrong. We had lot of time to meet our friends, listen to John Doronsky entertaining us with the oldies but goodies on the piano in the lobby, catch up on lots of news and chat with many new-found lovely people.

The bus tour thru the space & rocket center and the walking tour thru the space museum were most revealing. I know we all learned a lot about our space station by actually being within touching distance of the parts being constructed. What an age we are living in!! Huntsville is a bustling city and I do highly recommend it.

I'm beginning to believe that this column is finally catching on. Being stopped by many of you asking questions about recipes convinced me of this fact and made me feel good.

The following is a grilled burger that Bernie Farley wants to share with you all and it does look good. The recipe was given to her by a New Jersey restaurant where she and Jack often go. It certainly was nice of them to divulge their secrets! Thanks Bernie.

CLOVERLEAF TURKEY BURGERS

2 1/2 lbs. ground turkey
3/4 cup bread crumbs
1/2 cup ketchup
3/4 tsp. garlic powder
3/4 tsp. lemon powder
1 tbsp. dry chicken boullion
2 tbsp. brandy
2 tbsp. parsley flakes
1 egg

Mix all ingredients together well and form into burger patties. Be sure to grease or spray the grill with PAM before cooking on outdoor grille. P.S. Jack says that these will never replace hamburgers! Rose's note: Turkey is good for you, Jack!

Since Christmas and Valentine's Day is coming I'd better let you have this Bon Bon recipe to make. It is a Pillsbury recipe and you can't mess up with this one. Thanks a lot, Jane Ann Felker.

PEANUT BUTTER BON-BONS

1 can Pillsbury Ready to Spread Vanilla Frosting Supreme
1 cup peanut butter
1/4 cup margarine or butter, softened
2 cups graham cracker crumbs
1 can desired flavor Pillsbury Ready to SpreadFrosting Supreme

In a large bowl combine vanilla frosting, peanut butter and margarine with fork until well blended. Stir in the crumbs until well mixed. Form into 1 inch balls and chill for one hour. In a small saucepan melt the flavored frosting over low heat, stirring occasionally. Dip the chilled balls in the melted frosting and allow the excess to drip off. Place on a cooling rack over waxed paper. Let stand at room temperature until dry (about 6 hours) TIP: As frosting thickens reheat. Use any leftover frosting to dip dried fruit or nut halves.

For you nice people who asked me about recipes for grits, I will have them for you in the next issue. Keep watching and keep reading. This what keeps us going!

May God bless you all abundantly!!

Rose

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SPECIAL NOTICES

We have received a letter from Lt/Gen. E.G. Shuler, the Chairman & CEO of the Mighty Eighth Air Force Heritage Museum as follows:

I send my thanks and apopreciation to the 34th Bomb Group Association leadership and membership for the donation to the Mighty Eighth Air Force Heritage Center. Successful completion of this noble project depends upon the support of veterans who are dedicated to the preservation of the accomplishments of "The Mighty Eighth". And as the members of the Eighth proved to the world, turning back in the face of a challenge is not how the Eighth earned its name and place in history. I encourage the members of the 34th B.G. to share their enthusiasm and support of the Heritage Center with other veterans. The eighth is depending on the veterans to do their part in this team effort. Again, many thanks for your support.

****

Also, as you will notice, in this issue we are showing a list of all our members who are celebrating their 50th wedding anniversaries in the year 1995, at least those we are aware of at this time. We are sorry we never before thought of this idea and, thanks to Harold Province, we now plan to include these dates in each March issue.

Therefore I am requesting that all of you who will be celebrating your 50th wedding anniversary in the year 1996 please advise me of it not later than January 19th, 1996 in order that we have time to get the information into the March issue. We will print this information only once each year and that will be the March issue. I see no sense in repeating the same information over and over again in each of the four issues each year.

In the March issue, also, I will have a separate item covering those of you who have already celebrated your 50th wedding anniversaries. This will appear only once, so please have the information in to me no later than January 19th, 1996. Unfortunately we did not think of this sooner or we would have shown each in their 50th anniversary year. Sorry!

Don't Forget To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

NOTES FROM OUR FRIENDS

JACOB GREENSPAN - Chestnut hill, MA.

I have been receiving Mendlesham Memories of the 34th B.G. which I very much enjoy reading, and which I can see requires considerable effort on your part and that of the staff.

****

SAM WOLSTENCROFT - Westerly, RI.

In June we were in an auto accident and Peg came up with a cracked rib and, as they don't do anything for them, she had to suffer. Then we were without our new car for 4 1/2 weeks. Four new cars and four accidents within six months of buying new cars.

****

MRS. VIRGINIA (EARL) HERTZINGER - Anderson, IN.

I regret to inform you that my husband, Earl Hertzinger, passed away Dec. 2, 1994, at the age of 73. We had nearly 50 years of marriage.

****

BILLIE ROUTH - Easton, MO.

Just want to let you know that my cousin, Clarence Squires, passed away quietly on July 28th at 5:00 p.m. He knew that John and I were with him. He wasn't in any pain and did not suffer for which I am very grateful. I want to thank everyone for the cards and letters you sent him while he was in the nursing home. He had me read tham over and over to him. Then he would talk about his experiences with each of you.

Those of you who have corresponded with Clarence for years know how much he loved his buddies from the Air Force. Your letters made his day. Again, I thank you and may God bless each of you.

****

MARY (EDWIN) FEIRING - Watford City, ND.

I regret the delay in response to your letter in trying to locate "Lost Sheep" of the 34th Bomb Group. Just recently returned to my prairie-land home from the east coast. Sorry to say I am not the "Ole Goat" but am his widow. For your records, Edwin M. Feiring died on January 27, 1991, here in Dakota.

I would appreciate any information you can forward concerning the 34th B.G. Assn. As Edwin's widow, perhaps I could send membership dues on his behalf. I am a veteran also of WWII and also have been trying to locate old buddies of my service WAC years. Thank you for writing.

****

MARY (BYRON) SHEESLEY - Oneonta, NY.

I was getting ready to write you about Byron's death when I received your letter. He died on Monday, July 1995. He was a man who was dearly loved by many. I will be happy to continue receiving Mendlesham Memories.

****

John Nelson, Robert Province and Carl Nichols at the base in Mendlesham

MARVIN JALVING - Mears, MI.

I do enjoy the "Mendlesham Memories". Keep up the good work!

****

PAUL A. SHULL - Raytgown, MO.

It's been a good year for Pauline and I. We are looking forward to January of '96 to celebrate our "Golden Anniversary" on the 20th. How time flies!

We will leave for Mesa, AZ. around the first of October and stay through April of next year. Will fly back home for December and part of January.

****

JOSEPH DOMINO - Perkasie, PA.

Vic and I are in fine health except Vic still walks with a cane. She has arthritis in both her knee joints. At his writing she still refused to have them operated on, but time will tell.

****

G.H. RAMAKER - Carson City, NV.

Thank you very much for the ball gunner cut-away pic. I was a ball gunner with 25 missions and, so, spent many hours in that position. Couldn't do it today (71) but then we were just kids and could do lots of things we can't do today.

****

LE ROY O. KEEPING - Framlingham, Suffolk, England

I want to thank you very much fo the 34th Bomb Group newsletter. It was much appreciated. It's nice to know that the old bomb groups are still together.

****

LONNIE CROOK - Shreveport, LA.

I'm sorry we had to miss the reunion. We just had too many projects going on at this time. Best regards to all.

****

ROY TAVASTI - Pismo Beach, CA.

I'm sorry we were not able to make the Huntsville reunion. We were committeed to attend our granddaughter's wedding which, unfortunately, was scheduled at the same time.

I do feel compelled, however, to respond to Harold Azzopardi's comment regarding the Tavasti Provisional Group that was published in the Sept. issue. He is absolutely correct in noting that not all the crews wound up in the 5th A.F. I do not know the exact number that were diverted to the 8th A.F., but the overwhelming majority made it to Australia. In my previous comments about this matter I was in error to infer that all 47 of the original 55 crews that survived Salinas and Blythe with the 34th CCTS were all allocated to the 5th A.F.

****

HERBERT HALL - Scottville, MI.

You were so busy at the reunion that I didn't get a chance to tell you that my wife, Anne, and I celebrated our 53rd wedding anniversary on Sept. 11, 1995, which was the Monday before the reunion. It was a good reunion and our crew, J.C. Smith's, had a great time. You and the committees are to be congratulated.

****

JOHN E. REILLY - Ocean City, MD.

What lousy timing! One week before Glennis and I were scheduled to attend the reunion I fell and broke my hip. The ball joint had to be replaced, but not the socket. I spent six days in the hospital and seven days in a therapy center. I am now at home walking with (and without) a cane. We had really looked forward to attending the affair. It would have been our first reunion. Needless to say, I'm disappointed. NOW - I look forward to "Reunion '96" in Raleigh.

****

Continued on page 23

NOTES FROM OUR FRIENDS

Continued from page 22

MARGO (BILL) BURNELL - Kiekland, WA.

We were sorry to have to miss the reunion this year. Bill and crewmember, Jack Ashburn, traveled to Murphyboro, IL. to visit Tom Wright. Tom has been very ill and Bill and Jack decided a mini-reunion with Tom was most important this year. They had a wonderful visit with Tom and Louise. Remember, these three are part of the Gene James crew. We hope all went well with the reunion. Next year will be in No. Carolina and '97 will be in Nebraska. When do us West Coast folks get a break and not always have to travel so far??

Bill Burnell, Tom Wright & Jack Ashburn

FRANCIS V. JACKOVICH - Port Jervis, NY.

I have been hospitalized since January and the crew has been so supportive of me with phone call, letters, etc. Thank you for your decision to print our story in the next issue of M.M. I really wanted to so something nice for my crew.

****

RITA (ROBERT L.) PETERS - Suffield, CT.

Received your letter and, yes, it is true. Bob passed away on August 22nd. It happened so quickly it is still hard for me to believe he is gone. He did enjoy all the newsletters and other literature concerning the 34th Bomb Group.

****

BASIL L. GAUMER - Greenville, IL.

We had a great time at Huntsville. We have attended three reunions now and I haven't yet met any of my old buddies, but we have met a lot of new people and made a lot of new friends. The 34th is a great bunch!

****

AL DI NENNO - N. Ft. Myers, FL.

Let me congratulate you, Eli, in being elevated to the position of a "Has-Been". You had a great year. I want to thank Bob Wright for the plaque given to the Past Presidents. I will cherish the one given to me always. I want to close with a bit of statistics - there are 134 names in the 1995 Roster living in Florida. That is slightly over 13%!

****

WALTER POTAK - Hicksville, NY.

I enjoy reading Mendlesham Memories, even though I don't recognize most of the people who are mentioned in the stories, etc. I was with the 34th over a year but busy with Radar Shop duties so had very casual interplay with flight personnel. I applaud the Assn. officers and Board members.

****

ELBERT H. SWENSON - Amelia Island, FL.

I am thankful for having been invited to sit at the table with Harold Province at my first banquet after finding the 34th B.G. Assn. I was a lost soul without anyone to join that I knew. Many thanks to him for filling the void which made an enormous difference enjoying the meal with conversation, all of which will bring me back for the next reunion.

****

EDYTH K. (JAMES C.) SMALL, Hot Springs, AR.

When the crew invited me to meet with them in Huntsville and I had my picture taken with the guys in honor of Jim, I was so touched it will live in my heart forever! No one at the reunion could have been more appreciative than I am. It was a well planned reunion - my first. I plan to go again if the crew goes.

****

ROBERT P. BEACH - Santa Ana, CA.

This is to inform you of the passing of my twin brother, Roland R. Beach, on August 16, 1995. He died at home twenty days following open heart, quadruple bypass, surgery. He also suffered diabetes.

****

HELEN NUSBAUM - Topeka, KS.

It is with great sadness I am writing you to inform that my brother, Howard Marn, passed away on August 8, 1995 in a VA hospital after a spell of 41 years of mental illness. He was always interested in the things I would tell him about the crew of the B-17 and all of the lettered written him. He had a graveside military funeral and was life member of the VFW.

****

MARGARET HILDEBRANDT - Albany, NY.

I'm sorry to inform you that my dear companion of the last 15 years, Henry B. Figel, passed away on Sept. 2, 1995 as a result of cardiac arrest. He enjoyed each and every copy of Mendlesham Memories. Thank you for the publication.

****

JOHN T. LYONS - New Port Richy, FL.

I was sorry to learn of Capt. Guy Gipson's death as reported by his wife in the June issue of MM. His crew shared a hut with ours (Rainey's). Ray Summa was their crew chief. I am enclosing a picuture of Guy.

Guy Gipson whose death was reported in the June 1995 issue

Continued on page 24

NOTES FROM OUR FRIENDS

Continued from page 23

HARRY J. CRAWFORD - Novi, MI.

I'm sorry we will miss the Huntsville reunion. I hope everyone enjoys themselves. We sold our home here and will close on Sept. 15th. Then we have 5 days to close on our new home in Leesburg, FL. Needless to say, we will have a hectic week straddling the reunion dates. We will make it a point, (God willing) to make it to Raleigh in '96.

****

MARGE (JOHN) BLOCZYNSKI - Marshfield, WI.

The reunion was just wonderful and we had a great time. A big "Thank You" to the reunion committee and all those who make the 34th Bomb Group such a memorable event in each of our lives. Each year we think "This is the best!", and every year it just gets bigger and better.

****

KIVETT IVEY - La Grange, NC.

Although Lucille and I didn't arrive at the Huntsville reunion until Friday, we had a wonderful visit with everyone. I thought it was one of the better reunions. Thanks to all the committee for a job well done!

****

DALE FINLEY - Crothersville, IN.

We really enjoyed the reunion and seeing and talking to the people again. Thanks for the time and effort put forth to make the reunions a great success. Anyone that hasn't attended is missing out on a lot of fellowship.

****

ROBERT COLE - South Bend, IN.

The reunion was another enjoyable and successful event and we are looking for ward to 1996 in Raleigh, NC. I didn't get the opportunity at the general membership meeting to thank those people responsible for the success of our reunions. Soooo-Thanks to Gerry Pine, Bob Wright, Harold Rutka and their wives - Thanks to the organizers and participants of the Saturday night dinner-dance - Thanks to Paul and Pauline Shull and their helpers for our great P.X. and I also want to thank Eli and Rose for editing a great M.M. newsletter.

****

PAUL ANDERSON - Everett, WA.

I thought the reunion was excellent. Beryl and I really enjoyed it, especially since our son, Lance, was able to join us. We went on to Washington, D.C. to visit friends who really showed us the town. It was great except that we both came down with bad colds.

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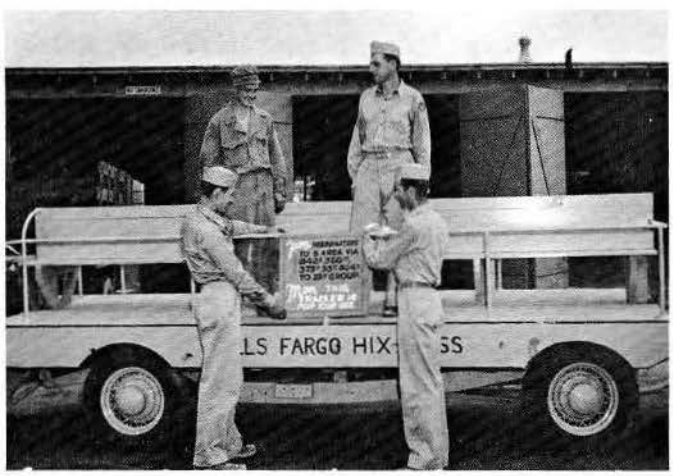


Maybe someone can recall riding this to the PX at Blythe? Only one identified is Charles Brug standing on the left

DALE FRANK - Winterset, IA.

You all did it again!! - A wonderful reunion!! Thank you for your year-round devotion!

****

CLAUDE GIBBS - Catawissa, MO.

As usual, the Huntsville reunion was a great gathering and congratulations to the reunion committee are certainly deserved. It was encouraging to see all the first-timers and we trust we shall be seeing them at future reunions. The continued efforts of you and Rose in publishing the M.M. is greatly appreciated and provides a first-class newsletter the group can be proud of.

****

CHARLES ATTRIDGE - Westminister, CA.

We had a great time at Huntsville last month and are eagerly looking forward to North Carolina and Nebraska.

****

VERNON C. AMES - Tonawanda, NY.

Thanks to all for the get-well cards! A special thanks to Bob Wright who handled our cancellations - also to Paul Anderson who answered our last-minute call for help. I understand we missed a great reunion. Both Millie and I were disappointed when we had to cancel our plans. See you all next year!!

****

WILLIAM F. CHEEK - Lakeland, FL.

We enjoyed seeing everybody in Huntsville, It was a great reunion and three of my crew and their wives were in attendance.

Thank you for being president - thanks for being editor and thanks for everything!

****

JOHN G. CLARKSON - Savannah, GA.

It was a great reunion! Just wanted to let you know that the museum has received the $5,000.000 check from the 34th and wanted to thank you. Our 34th exhibit case is in need of some memorabilia. To date we have nothing. Please ask our members to send some items in.

****

HENRY TOBIASON - Remer, MN.

Just a few lines to tell you how much Audrey and I enjoyed the reunion in Huntsville. As usual we had a really wonderful time and it just seems to get better each year. Thanks again! You guys really do an excellent job every year and we sure do appreciate it.

****

BRUCE SOTHERN - Minneapolis, MN.

Just a couple of comments on our Huntsville reunion. Anyone who missed it missed a good one. the reunion committee is to be congratulated. Every reunion gets better! What a great place for a reunion. Gerry and his committee will surely have to go some in Raleigh, NC. to top this one. However, I'm sure they will try. Secondly, I congratulate you and the rest of the officers that keep this great organization running so smoothly. Thank you all.

****

BETSY BIRKO - Neville Is., PA.

It was nice to see the picture of the War Eagle crew on page 16 of the September issue. The 5th man in the second row is Thomas Birko, my late husband. He suffered a fatal heart attack in 1984. I do enjoy reading your newsletter.

****

CARL B. STEMEN - Bremen, OH.

I thought the reunion was a very good one. We didn't hear any negative remarks made.

****

Continued on page 25

NOTES FROM OUR FRIENDS

Continued from page 24

WILLIAM "PETE" GRAY - Virginia Beach, VA.

I trust the reunion was a success - it usually is. I'm hoping to make the one next year in Raleigh, NC. I had my annual colon exam recently and - no sign of cancer. They got it all the first time, a year or so ago. Still, they recommend an annual exam to be sure it doesn't come back. Also, no cancer in the prostate. Incidently, I heard from Roy Travasti and they found cancer in his prostate. They caught it in time, so he says. I'm having an eye operation in November to remove a cataract. Hope it comes out O.K. (Old age sure ain't for sissies!)

****

JAMES A. STUTHERS - Venice, FL.

Kay and I, as well as Jim Jr. and his wife, had a memorably good time at the reunion. Though another member of the "Butler's Bums" had promised to be there it ended up that only Kay and I attended this year. Again, thanks to the committee for another fine reunion. Next year in Raleigh is a must.

****

FREDERICK SCHOCH - Spokane, WA.

We had a very enjoyable time at the reunion and the service, food and accomodations were excellent. I was pleased that B-17 raffle went so well. I know that the Ray Summa Scholarship Fund can use the $300.00 that was donated. We are also pleased that Ambers Hanson accepted the presidency for '95-'96. He seemed to enjoy the challenge it entails.

Clara and I want to send our Holiday Greetings to all our dear friends of the 34th B.G.

****

NEWS FROM HERE AND THERE

From Henry Jurgens we have the following:

Do you know where your "Ruptured Duck" (otherwise known as the Honorable Service Lapel Pin) is? It was issued to all servicemen honorably discharged between Sept., 1939 and Dec., 1946. If yours is lost or you never got it a free replacement pin is available. Army Air Corps. veterans should write to: Air Force Reference Branch, National Personnel Records Center, St. Louis, MO. 63132.

The verification process can take up to eight months or more, according to the Pentagon, but it may be shortened if applicants include copies of their WWII discharge papers, War Dept. AGO form 4 equivalent.

****

Blythe Baseball team in 1943

From Frank McCullough we have the following:

Many members of the 34th B.G. never received their Distinguished Flying Cross medals after completing their tour of duty. According to Frank we are all eligible for this medal and he thinks we should find out just how many of our members have not received it and go after our congressmen for these. If you are one of those who had completed your tour of duty overseas and had not received your medal, write in to Frank at: Frank McCullough, 2807 Andrea Drive, Allentown, PA. 18103 and he will contact them and see what can be done about it.

****

From The Mighty Eighth Air Force Heritage Center we have the following:

On Aug. 1st a work crew began erecting the steel superstructure of The Mighty Eighth Air Force heritage Center here. Lt. Gen. E.G. Shuler, Jr. said, "In the next three to four weeks we will see the museum take shape and get a real appreciation of its size". The 90,000 square foot structure will include an artifacts museum, gift shop, snack bar, library, archives and meeting facilities. Grand opening of the Museum is scheduled for May, 1996.

****

John 'Doronsky sent in the following:

In the June 11 issue of the Cleveland Plain Dealer is the story of the book titled "WINGS OF MORNING": The story of the last American bomber shot down over Germany in W.W.II. According to Dave Goldsmith, literary editor of the Plain Dealer, it is a well-written work that readers of World War II material will likely find of interest. The publisher is Addison-Wesley (No Address Given) but the book can probably be found in your book store.

****

William I. Dunkerley is asking for help as follows:

I am hoping that some of our members will remember the problem to which I refer and can help me. Shortly after reaching Mendlesham we had an outbreak of diarrhea which lasted for about a month. I was affected by it as were many of the group. I had a repeat problem when I was transferred to the 493rd Bom Group. The repeat problem was too much for my digestive system. It caused a fissure to erode in my rectum and caused other damage to my digestive system.

I have a hearing coming up before the Veteran's Board of Appeals very shortly and my medical records show that I was operated on for the fissure but does not indicate the cause. I would like to hear from anyone that remembers that outbreak. Please write me if you do. My address is: William I. Dunkerley, 2 Ray Street, Elmwood Park, NJ. 07407. Thanks!

****

Harold Province has received a letter from an individual who has purchased an old Air Force flight jacket from an antique dealer which he believes might be one from the 391st Sqdn. of the 34th B.G. On the front of the jacket is the symbol of a bird, the logo of the 391st., and on the back is the name "BOOTS" with the picture of a cowgirl standing between 33 falling bombs (indicative of 33 missions?). Above the bombs are two warplanes, a red-tailed B-24 and a redtailed B-17. If anyone remembers any plane called "BOOTS" or a crew-member nicknamed "BOOTS", please write to the owner of the jacket. He would like to be in contact with anyone who can shed some light on the history of that crew. Please write to: John Grindahl, at 1837 16th Street So., Fargo, ND. 58103. Any contact would be appreciated.

****

CHANGES OF ADDRESS

(As of 10-24-95)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ABRAMS	MORTON	18	7141 DUBONNET DRIVE	BOCA RATON,	FL.	33433
ANDERSON	KENNETH E.	18	220 2ND STREET N.E.	MADENA,	MN.	56482
ANDERSON	LANCE D.	7A	2842 FENWICK	GRAND PRAIRIE,	TX.	75052
ARTEEL	MARIAN	7 391	6575 FOXDALE CIRCLE	COLORADO SPRINGS,	CO.	80919
BRIDGE	GLENN M.	7	235 CARTA ROAD APT. H4	KNOXVILLE,	TN.	37914
BRUG	CHARLES	18	6734 SOUTHKNOLL DRIVE	CINCINNATI,	OH.	45248
CARLSON	EDWARD R.	7	8780 FRUIT BARN LANE	SAN JOSE,	CA.	95135
CRAWFORD	HARRY	4	6414 WILANDER STREET	LEESBURG,	FL.	34748
CROOM	EDWIN		BOX 896, HWY.412E	JACKSON,	TN.	38305
CROUSE	CONWAY	18	P. O. BOX 293	BAINBRIDGE,	NY.	13733
GEOHAGAN	EDGAR D.	7-18	16115 LINDSEY RD., S.E.	YELLUM,	WA.	98597
GRINROD	RAYMOND E.	18	32 MOLLUSK DRIVE	NARRAGANSETT,	RI.	02882
JONES	DAVID P.	391	749 MATADERO AVENUE	PALO ALTO,	CA.	94306
LOVE	WARREN	18LM	114 W. GRAPE	OMAK,	WA.	98841
MACCARNI	ISVENO	391	61 SHELLY AVENUE	YONKERS,	NY.	10701
STARR	JOHN J.	391	5655 GULF OF MEXICO D-107	LONGBOAT KEY,	FL.	34228
THRUN	TOMI	4LM	193 EMERALD LANE	BEREA,	OH.	44017

NEW LIFE MEMBERS

(326 As of 10-11-95)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ALLING	CHARLES B. JR.	7	P.O.BOX 2, PARSONS BEACH	KENNEBUNK,	ME.	04043
RYAN	GORDON J.	18-4	P.O.BOX 844	SALEM,	MA.	01970
VERES	JOHN G. JR.	391	200 EAST HAVEN ROAD	MONTGOMERY,	AL.	36109

NEWLY FOUND

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ARANGO	GASTON	7	29 MOHEGAN TRAIL	SADDLE RIVER,	NJ.	07458
BAILEY	HOLCOMB D.		1205 WESTWOOD APT. 181	ARLINGTON,	TX.	76013
BRLACICH	ANTHONY		SEE TAPS			
CONNOLLY	PATRICK J.		158-24 97TH STREET	HOWARD BEACH,	NY.	11414
FEIRING	EDWIN M.		SEE TAPS			

TAPS

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD	DIED
BEACH	ROLAND R.	7	1735 W. MARCELLA LANE	SANTA ANA,	CA.	92706	8-16-95
BRLACICH	ANTHONY			NAPA,	CA.		6-19-95
CROOM	EDWIN H.	18	4123 HWY. 412 E.	JACKSON,	TN.	38305	7-23-95
DOZIER	JOHN	18	P. O. BOX 2557	SOUTHPORT,	NC.	28461	
FEIRING	EDWIN M.		P. O. BOX 1023	WATFORD CITY,	ND.	58854	1-27-91
FIGEL	HENRY B. JR.	7	3 McDONALD PLACE	ALBANY,	NY.	12209	9-02-95
HAMILTON	CLARENCE B.			McCALLA,	AL.		
HARRISON	CLARENCE M.			GREENWOOD,	MS.		3-11-77
MADDEN	JOHN L.	4LM	3237 GREGORY COURT	MERCED,	CA.	95340	
MARN	HOWARD	7	235 S.W. KENDALL AVENUE	TOPEKA,	KS.	66606	8-08-95
O'BRIEN	EDWARD J.	18	14 WATER STREET	ASSONET,	MA.	02702	
PETERS	ROBERT L.	18	77 LANDING CIRCLE	SUFFIELD,	CT.	06078	8-22-95
SHEESLEY	BYRON E.	7LM	R.R.3, BOX 134	ONEONTA,	NY.	13820	7-10-95
SMALL	JAMES C.	391	417 HENDERSON AVENUE	HOT SPRINGS,	AR.	71913	7-71-92
SQUIRES	CLARENCE W.	18	CRESTVIEW HOME, BOX 430	BETHANY,	MO.	64424	7-28-95
THONANDER	EARL R.	7	(NAME CHANGED TO THONE)	MEMPHIS,	TN.		
WILLIS	CLYDE W.	391LM	3142 SPOKANE DRIVE	LAS VEGAS,	NV.	89121	

LOST SOULS

(Moved and left no forwarding address

LAST NAME	FIRST NAME	ORG.	LAST KNOWN ADDRESS	CITY	STATE	ZIPCD.
INGRAM	WILLIAM G.	7	1053 DUTTON AVENUE	SANTA ROSA,	CA.	95407
SHOVE	LAURA	7 GRP	4906 LA CUENTA DRIVE A116	SAN DIEGO,	CA.	92124
THOMPSON	GERALD	18	2771 SOUTH CAMINO	GREEN VALLEY,	AZ.	85614
	LOUISE	391LM	8649 S.W. KLAMATH CIRCLE	WILSONVILLE,	OR.	97070

DONATIONS TO RAY L. SUMMA SCHOLARSHIP FUND

(NOT PREVIOUSLY REPORTED)

LAST NAME	FIRST NAME	IN MEMORY OF
GREEN	ROBERT L.	RAY SUMMA
PROVINCE	HAROLD	W.W.WILCOX, C.W.WILLIS, J.SAFETY, V.L.ARCHER & J.DICKINSON
RICHMOND	FLOYD B.	
ROY	HERBERT	JIM GLASS

50TH WEDDING ANNIVERSARY

(Congratulations to 1945 Brides and Grooms)

DATE MARRIED	LAST NAME	FIST NAMES
06-30-45	LIPSKY	BORAH & RUTH
06-30-45	UNWIN	JOHN & JEAN
07-07-45	DIETERLE	MR. & MRS. MARCUS
07-07-45	SEATON	NORRIS & EUNICE
07-09-45	FREYSINGER	CARL & IMOGENE
08-08-45	SCIMECA	ANTHONY & MARY
08-22-45	CASEY	RALPH & DOT
09-01-45	CAMP	RICHARD & SHIRLEY
10-06-45	SHELTON	ROBERT & CONNIE
10-07-45	JANSON	WENDELL & ANNIE
10-07-45	ROSSOW	BLAIR & DORIS
10-08-45	WOOTEN	JOHN & LENORE
10-22-45	FILIP	ROBERT & MARIE
11-22-45	MERKLE	FLOYD & MADGE
12-01-45	COUPE	WALTER & ALENE
12-24-45	CONNELLY	A.T. & LUMA

★★★★★★★★★★★★★★★★★★★★

Then and Now

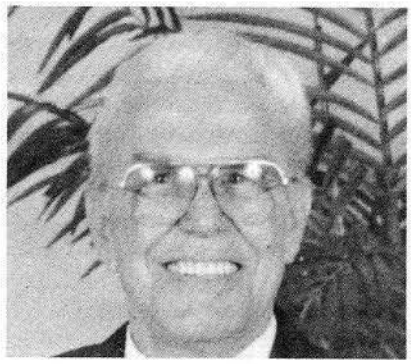
HAROLD & GENEVIEVE RUTKA

1944

1994

JAMES A. HUNTER

1943



1994

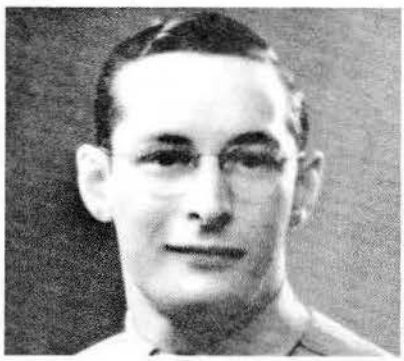
WELDON K. BURNS

1944

1995

Then and Now

HOWARD R. FOX



1943

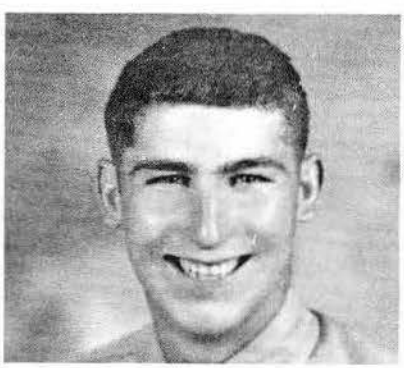
1986

DALE GANGER

1944

1995

ARNOLD PRILLAMAN



1945

1995

MEMORIES

AN INTERESTING EXPERIENCE

by Francis Jackovich

The crew of "Bugs Bunny" finished our tour on Aug. 24, 1944. While waiting to return to the Zone of the Interior, our pilot Bill Lewis, co-pilot Herb Klier, radio man John Stoltz and engineer Bob McBlaine were ordered to fly gas missions. They flew gas in a B-24 from England to various bases in France to help fuel Patton's army. We don't know whether any other crews from the 34th did this. It was like flying a mini second tour.

After the crew had flown several missions they returned to Station 156 to pick up their mail. While Lewis was inside picking up the mail I asked the C.O. if we could fly back to Rheims with the crew inasmuch as we were finished flying our tour. Six of us, Francis Jackovich, George Gillespie, Jack Cormdem, Robert Bynom, ? Chappel and ? Piltchler were given the go ahead.

We took off from our base and landed at an R.A.F. base to pick up the gas. Then we flew to Rheims, France, which was just evacuated by the Germans two days prior. The air field was now just 17 miles from the German lines. The name of the field was Champagn-Rheims, which had been a ME-109 base. Several of them could be seen parked around the field.

After looking over the ME-109's we hitched a ride on an American truck to Rheims where we parked at an outdoor cafe. There we celebrated our first crew reunion. After a day of celebration the crew, except for myself and Gillespie, returned to England. We hitched a ride to Paris by an Army sergeant who was over-disciplined after we re-disciplined him Air Corps style. We stopped at a Champagne warehouse and picked up a case of champagne. We had a beautiful ride on the Red Ball highway from Rheims to Paris.

When I had left England I took a barracks bag filled with cigarettes and soap, which I traded for French goodies - one of which was perfume. The jeep driver directed us to a building where officers were waiting with orders for transportation to their units. They assigned us to a hotel room in Paris where we spent the night having a few drinks and then went to sleep.

The next day we went sightseeing in Paris and the following day we went to the message center. There they supplied us transportation (a French taxi) to Villecouple Air Field, where we observed about 40 various American aircraft.

We also saw a B-24 with several officers standing about and asked them for a ride back to England. They said "Yes!" While flying back to England the pilot flew us over different battle areas at low altitudes. Altogether there were about 25 Air Corps officers on the plane. The pilot landed us at our base 156.

My barracks bag was full of "French Goodies" from "Eiffel Towers" to perfumes. It was a happy trip and we all enjoyed our first reunion in Rheims!

****

Lt. Brooks

A NIGHT OUT OF THE PAST

by Lee E. Harkleroad, Jr.

General Sherman is credited with the remark "War Is Hell". No one who has personally gone through the deprivations of a global conflict would dare to refute this charge. However, events sometimes occur that rise abouve the unpleasant and give vent to inspirational memories that live on after time has dulled the less memorable events. So it is with the experience I am about to relate.

World War II's "Battle Of The Bulge" began on the 16th of December, 1944, when the german Gen. Von Runstatt mounted an offensive that threatened to overrun allied positions and revese the tide of battle over a large section of the western front. Allied air power had held supremacy of the skies over Europe as a whole for a lengthy period of time, so the German onslaught had been timed to coincide with a period of foul and foggy weather that had moved in over continental Europe, making it impossible for the Air Force to offer its customary support of ground operations. The Eighth Air Force, to which I was assigned as a tail gunner on a B-17 attached to the 7th Sqdn. of the 34th B.G., never got a plane off the ground for a period of nine days. By December 24th the fog-shrouded islands

Continued on page 31

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival of the MEMORIES!!

MEMORIES

Continued from page 30

comprising the British Isles had begun to clear enough so that a maximum effort mission was scheduled in support of the beleaguered ground forces on the continent.

At the briefing that always preceded a mission, our bomb group learned that the 34th was assigned as a target the fighter pilot training field located on the outskirts of Frankfurt, Germany. Flight plans called for the bomber stream to cross the front lines at an altitude in excess of 25,000 ft. to escape, as much as possible, ground fire from A-A batteries that were also being used by the Germans as anti-personnel guns. We were then to descend to approximately 10,000 ft. and proceed to the target area to make our bomb runs on a visual basis rather than on instruments as usual. The 34th B.G. encountered light to moderate flak and the plane to which I was assigned sustained substantial damage. Our right outboard and left inboard engines were shot out. Then our right inboard engine began to rev. in excess of specifications and the pilot was compelled to cut the power to this engine. Loaded, as we were, with 250 lb. anti-personnel bombs, one engine was not sufficient to maintain normal flight and our plane lost some 15,000 ft. in a matter of minutes. The bombardier jettisoned our bombs and the crew members dumped out of the windows eveything that was loose (50 cal. machine guns, flak suits, and other excess flight equipment). We even jettisoned the ball turret, better known as the "Belly Gun".

The pilot, meanwhile, had succeeded in starting the faulty right inboard engine and, fortunately, it operated normally. With two engines our B-17 could maintain level flight and we began our long journey home over alien territory, completely defenseless to any attack. He chose to skirt the southern anchor of the western front adjacent to Switzerland and then fly back across unoccupied France to our base in England. This devious route brought us back to the 34th B.G. base around 4:00 to 4:30 p.m. on Christmas Eve, some three hours ahead of the remainder of the bomber stream. Our damaged plane barely cleared the cliffs of Dover as we crossed the English coast.

The break in the weather that had permitted the Air Force to fly this mission proved to be temporary. The foul and foggy weather that had blanketed the continent the previous nine days had returned and the 1st & 2nd Divn. bomber fields were not available as landing bases for the horde of planes that had departed that morning. Old Mother Nature is a rather fickle female at times and, for reasons known only to the "Almighty", our small portion of England, known as the 3rd Divn., was still clear, weatherwise. Here the entire 8th A.F. had to land or perish as the swindling fuel supply became exhausted from the lengthy mission.

Darkness had fallen when the first contigent of the 8th A.F. arrived over England. Landing fields were only one third of the number accustomed to accepting the many planes now milling overhead where, only months before, night flights meant that the Luftwaffe was in the area. Formation flying is perilous under the best conditions but under the conditions that existed that

Continued on page 32

4th Sqdn. PFF Crew - Rear: Boyle, Pratt, Morrison, Lemen & Bower. Front: Bell, Ingrouille, Macarrani, Hartman & Barnes

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ.
18 391
4 7
VALOR IN VICTORY

34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

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MEMORIES

Continued from page 31

night it was extremely hazardous. To alleviate some of the danger to the flying personnel and their craft, the lead pilot turned on his landing lights. This maneuver triggered a spontaneous response by the other plane commanders and the heavens over England literally blossomed into what resembled an enormous Christmas tree. The red and green navigational lights located on the wings and tail assemblies of the planes blinked on and off, lending additional emphasis to the vision.

Down through history the British Isles, both willingly and unwillingly, have played host to the legions of foreign nations, from the influx of the Romans of Caesar, through the Viking era, and to the conflagration that was World War II and its invasion by countless thousands of Americans and allied soldiers. In a world torn asunder by years of conflict this simple act of survival practiced by the pilots aloft that night triggered a vision never witnessed by any of the preceding visitors to England. For a short period of time, at least to those of us safely on the ground, the the spirit of Christmas blossomed before our very eyes and, for a moment, the miles separating us from our homeland seemed less awesome. Christmas never comes without arousing memories of this night out of the past.

****

Weldon Burns, Junior Craft & Leon Dipple in 1944

VOLUME XX NUMBER 1 MARCH, 1996

MENDLESHAM MEMORIES

4 7 18 391

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OBSERVATIONS

Believe it or not, the holidays are over and Rose and I are still in Northwest Indiana. And, "BRR", it's cold. We're not used to this because for many years we have spent the winter in Florida. This year, though, Rose decided that we would spend the holidays here with our grandchildren instead of in Florida with our two children but no grandchildren. After all, we had been told that our area had exceptionally good weather for quite a few of the last ten years. However, we had a snow storm in late November and early December and the temperatures have averaged 8 to 10 degrees below normal. I've told our local friends that they can blame Rose for the bad turn in the weather. But, alas, I have to live with it too!! Oh, well, that's life.

We do plan to spend a couple of weeks in Florida after this issue goes to press with our son, Michael and spend some time with daughter, Lauren. Then we'll probably spend a couple of weeks with our son, Aaron, in Mesa, Arizona. Both places should help us defrost from our frigid condition until then.

I must say, though, that we thoroughly enjoyed spending the holidays with our local family members including our son David, our daughters, Marianne and Kathy, and our grandchildren, Paul, John, Katie, Chrissie, Jessica, Alison and Kaitlin. They are the joy of our elder years and we do look forward to spending time with them.

Now back to 34th B.G. interest. Those of you who did not meet with our group at Huntsville don't really know what you missed. It was one of our best and Rose and I are avidly looking forward to next September at Raleigh, North Carolina. That's one area of the country we had not previously visited so we are very excited about seeing old friends and making new ones there.

Again, let me repeat an item I mentioned in the December issue. After several years of hiring a professional photographer to take pictures at our reunions we found that the results were not worth the cost. Therefore, we ask that our attendees bring their own cameras and take pictures of their table and those of neighboring tables who have no camera. This way, hopefully, we'll be able to show most, if not all, of those who were there. I'll write more about this in the June issue.

At this time Rose and I want to thank all of you that sent us Christmas cards. Please understand that there is no way, other than through the newsletter, for us to wish you all our best wishes for the holiday season, especially to those of you who sent us your best wishes. Thanks a lot!

Please remember that our June issue goes to press on April 19th and any material for that issue should reach me no later than that date. Don't forget, also, that issue goes to all 34th people on the roster, whether they're paid members or not.

Our June issue, also, will have all of the information needed and all of the forms for our reunion at Raleigh in September. We look forward to seeing many of you there.

I think I've said enough for this issue and will close with "Best of Health and Fortune" to all of you and we look forward to our next meeting.

Eli Baldea
Editor and Past President

****

PRESIDENT'S MESSAGE

As we begin a new year and reflect on the previous one, Jean and I have many fond memories of the reunions with the 34th Bomb Group. We are already looking forward to September when we can once again meet with all of our friends and make some new ones at our reunion in Raleigh, NC. Let me encourage all of you to mark the dates of September 19-22 on your calendar and make plans to attend the reunion. You'll be glad you did!

During Thanksgiving week I had colon surgery (non-malignant) that kept me home bound for about 4 weeks. You really begin to feel your age when you have to turn the keys to your truck over to your granddaughter and be chauffered everywhere you go. Except for the weight loss my recovery is coming along nicely and we had a nice Christmas with our family. We were also able to travel to Kansas City, KS. to visit with long-time friends. I'm sure in a couple of months I'll be able to be on the golf course again.

May the year 1996 bring you and yours "MUCH HAPPINESS AND GOOD HEALTH!

Ambers Hanson

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MENDLESHAM MEMORIES

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

FROM THE TREASURER'S COMPUTER

It seems strange to be writing an item for the March M/M but Eli wants it soon so he and Rose can escape to Florida. Can't say as I blame them for wanting to get away from the cold weather you people in the northern States are having this winter. Cheer up! SPRING can't be far away! I noticed that Wal-mart has their seed packets in the aisles already.

The applications for the 1996 SCHOLARSHIP should be included with this issue of M/M. Please make sure your grand-children (and children) know about the Scholarship Awards. Please make certain that those entering send ALL of the requested items. And please note that John Janes is now the Chairman of the Scholarship Committee, replacing Cleveland Romero. Cleveland really enjoyed overseeing the Scholarship Selections but had to retire because of health problems. Bob Vaughn of Picayune has graciously agreed to serve as the third member of the Scholarship Committee.

You read in the December M/M about the 34th's donation of $5,000 to the 8th AFHS Heritage Museum which is being built near Savannah. Work is progressing well and they are planning a GALA OPENING May 13, 1996 for 8th MUSEUM members and a public opening the next day. This sounds like a good chance to have a MINI-REUNION at Savannah. If you're free to travel in early May, you may want to attend the GRAND OPENING! Jan and I are planning on being at midtown HOLIDAY INN on May 12 and 13. Give us a call if you're in town those days!

While I'm on the subject of the MUSEUM, 34th member John Clarkson of Savannah is looking for 34th B.G. memorabilia. I am gathering some data on the 34th and hope to have it ready before they open. It's a good opportunity to let the public and others know about the 34th B.G.! By the time you read this I hope to have sent the material to John. The library for researchers at the Museum is looking for stories, photos, books, diaries, relics, etc. that pertain to 8th AF Experience. If you have written of your experiences but can't afford to print a book, here is a good chance to preserve your efforts for all researchers. Recent copies of Mendlesham Memories have been sent to the Editor of the 8th AF NEWS for inclusion in the library.

And last, but certainly not least, the Heritage Museum is seeking funds in order to complete the building of the museum. Several classes of membership in the museum are available which will allow you to participate in the activities at the museum. I believe the Museum is something of which all ex-8th AF'ers will be justly proud. I encourage you to participate financially in the construction and maintenance or this museum!

HAROLD "HAL" PROVINCE

****

Walt Bower & Bob Pratt

RETURN TO ENGLAND TOUR - 1996

THE 34TH BOMB GROUP (H) TO
MENDLESHAM, ENGLAND, JUNE 12-26, 1996

The following addition should be made to TOUR #2 (London to Paris Package).

The brochure from TAMARAC TRAVEL, INC. should have added "ALL BREAKFASTS AND TWO DINNER MEALS". Those making the trip will receive a corrected schedule from Tamarac showing the above.

The response to the Return To England Tour, 1996 has been favorable.

HAROLD C. RUTKA
Back To England Coordinator

****

DEADLINE

Any material or items to be inserted in the June issue of Mendlesham Memories should reach me on or before April 19, 1996. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

ROSE'S CORNER

My Lt. Colonel has been after me to write my column for several weeks and it's been an up-hill climb. We celebrated Christmas in Indiana and, because we did, I was twice as busy as when in Florida. Our 7 grandchildren are all in our local area which means a lot more work during the holidays. We had to prepare for the adults plus the children so my excuse is "I'm still recuperating from the holidays!". This won't hold water very long, I'm sure! So here goes. Not lenthy but sufficient.

Now that the holidays are history it's time to think about those veterans who spent months and years in the V.A. hospitals and weren't home for Christmas. Put them on your holiday list for THIS year and feel very good about doing something very soul-satisfying. If there's a V.A. hospital nearby, delivering them by hand would be wonderful. Let our veterans know that they are appreciated and not forgotten! Call this toll-free number (1-800-827-1000) to find the V.A. hospital nearest you.

Now for the recipe corner. I'm sharing a time-honored recipe from Bucharest, Romania which is sought after at cookouts and picnics and everyone within "smelling distance" will come knocking at the back door to find out what's cooking that smells so good. So, here it is and please try it this summer on your outdoor grill. You should make plenty and be ready with small size buns, dill pickles, chopped onions and mustard, if desired. These may be broiled indoors also.

ROMANIAN BEEF ROLLS

1 1/2 lb. ground chuck
1/2 lb. ground pork shoulder
1 1 tsp. salt
1/2 tsp. black pepper
1/2 tsp. Accent (Optional)
2 or 3 cloves of garlic (in a cup crush garlic with 1/2 tsp. salt on the bottom)
1/2 tsp. baking soda
1 tsp. crushed summer savory (a must)
1/2 cup hot chicken bouillion

Place meat in a large bowl. Add all seasonings, summer savory and chicken bouillion to the garlic. Use a sieve and strain mixture over meat. Mix all together until well blended. Meat should be nice and moist. If needed add a little water, but not too much. It will be just right if it holds together when rolled into a roll. Cover the bowl and let stand in the refrigerator overnight if possible. If not, keep in fridge for at least 3 hours. Make rolls approximately 3 to 4 inches long by one inch round. Then place on a hot grill. Be sure that the meats are cooked thru. Turn to grill on all sides.

Serve as a meat dish, appetizer or as a small sandwich on a bun. Note: Meats may be varied. Some like to use ground beef, veal or lamb. Also, you may use more garlic that stated. Serves about 6 as appetizer.

BON APPETIT! POFTA BUNA! ENJOY!

May God Bless!
Love, Rose

****

MRS. LUCILLE (DONALD) DURHAM-Chesterfield, MO.

I just wanted to let you know that Don Durham Sr. passed away on September 19. He has been ill since the end of February.

****

MARGO (BILL) BURNELL - Kirkland, WA.

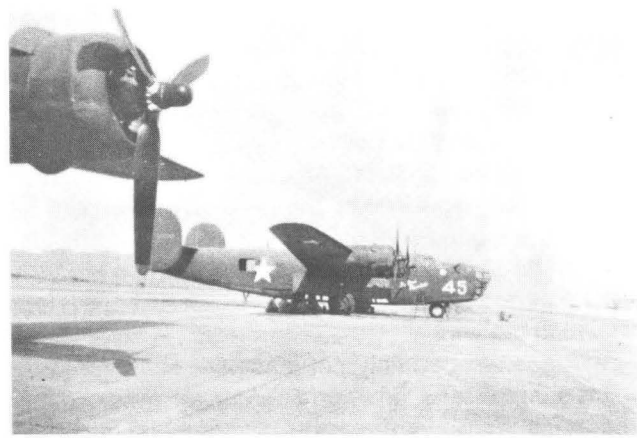
It is with great sadness I report the death of one of Bill's crewmates, John "Jack" Ashburn in Hastings, Nebraska. He had celebrated his 79th birthday this past week. Although he was very weak we were able to have a brief chat with him. His newly married daughter from New York had spent the last three weeks with him and he died at home.

This is a tough one for the crew. They had been so close, especially since the 34th started having the annual reunions. Most had called Jack last Sunday for his birthday.

Bill is so thankful for the week he spent with Jack when they visited Tom Wright - a time he will always treasure.

****

Continued on page 5



The Good Ship "The Red Russian"

NOTES FROM OUR FRIENDS

Continued from page 4

LESTER E. THOMPSON - Granite City, IL.

I regret to inform you that Clarence Squires passed away on July 28, 1995 in Bethany, MO. after a long illness. He was the crew chief on our airplane "Tempest Turner". He was an excellent mechanic - we had the greatest confidence in him.

****

CHARLES CVITKOVICH - Garfield Heights, OH.

Here is some information on one of our missing 34th Bomb Group members. Anthony Brlacich passed away in Napa, California on June 19th at the age of 78. He is survived by his wife, Pearl, also in Napa. I found this information in the newspaper of the Croation Fraternal Union in Mt. View, CA.

****

DALE L. FRANK - Winterset, IA.

We attended Mollie Gardner's funeral last Thursday. She was such an out-going little lady and we wanted to share some items with you. We were shocked to learn that she had been in the Iowa City University Hospital since Sept. 20th (the Wednesday following our reunion). She went home for Thanksgiving but immediately back to the hospital. She died on November 26th of pneumonia.

****

JAMES STIVENDER - Gadsden, AL.

My wife, Stella, and I really enjoyed the recent reunion in Huntsville, and commend you and Rose for all the time and effort you have given for these many years on behalf of the 34th B.G. activities. We were honored having the 34th visit our state of Alabama and trust that all in attendance had as much fun and enjoyment as did our crew and their companions.

As you might recall, we had six of our crew members present together with their wives and, in addition, Edyth Small, the widow of our ball turret gunner Jim Small, was present. Sam and Lee Baglio had made reservations but had to cancel due to Sam's hospitalization.

****

WILLIAM E. CREER - Las Vegas, NV.

Received the December issue of M/M and found it very interesting. The reunion attendance was excellent. I'm sorry we were not able to attend. Our class of 1936 reunion was a portrait of life - in a sense. Only 14 could make it, all in their eighties. I was out of place - the only one not wearing a hearing aid.

****

VERNON AMES - Tonawanda, NY.

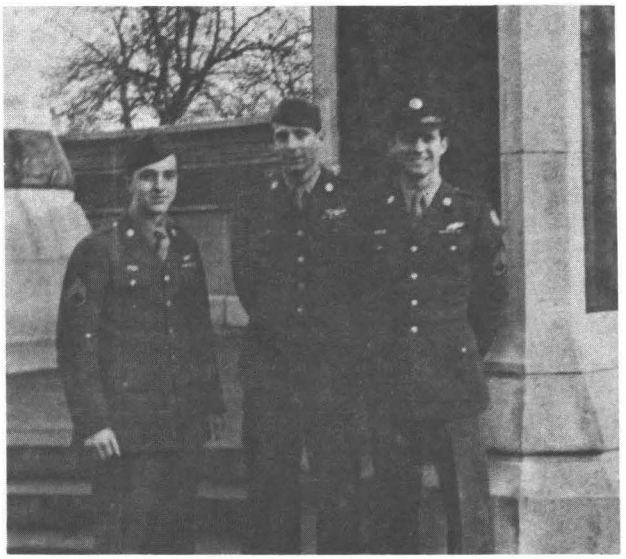
Sure missed attending the reunion and seeing everyone! Thanks again for all you both do the 34th and M/M.

****

MRS. HANNAH SUMMA - Anderson, IN.

Enjoyed the M/M newsletter this month, especially the pictures. So many new faces. Thanks to all of you for the many holiday greetings. I still miss all you wonderful people!

****



John Doronsky (L) & two friends in London in 1944.

ROBERT PROVENCE - Charlotte, NC.

You guys finally found me two years ago and I've not been able to attend any reunions, but hope to be in Raleigh next year. Hal Province and I are related through great-great-great grandfathers, even though the name is spelled differently.

Re the picture on page 22 of the December issue, I don't know who sent in the photo but the identifications are incorrect. They should be from left to right: Robert Provence, Carl Nichols and John Nelson. Thanks again.

****

CHARLES BARCLAY - Clinton, KY.

I would like to say thanks to you and Rose for all the hard work to make the Mendlesham Memories such a good newsletter. Also to all who work to make the reunions so enjoyable.

****

BOBBIE (LLOYD) BOREEN - Winlock, WA.

We hope to see everyone in No. Carolina next year. You all have a good year until then. Lloyd is doing good so far.

****

J.C. HOPKINS - Marble Falls, TX.

I just wanted to let you know of the death of Cptn. Sylvanus W. Curtiss. He was called to be with the Lord on August 21st. He died from a heart attack at his home in Tawas City, MI. He was my pilot, a good friend and a fine man. He will be missed.

****

EDYTH K. (JAMES) SMALL - Hot Springs, AR.

I am Edyth K. Small, the widow of James C. Small who was one of the crew of "Butch". At the reunion you took a picture of me with the crew and printed it on page 14 of the December issue. No one can know what that means to me. It was the most precious time that will live in my heart for the rest of my days. If the crew comes to Raleigh next year and I am alive I will be there!

****

Continued on page 6

NOTES FROM OUR FRIENDS

Continued from page 5

DEXTER B. JORDAN - Huntersville, NC.

Beulah and I had a great time at Huntsville. We have attended most of the 34th's reunions and they are getting better all the time. Thanks to all who work so hard.

Now a note to all who ask about Paul N. Teare. He passed away on Oct. 29, 1995. He had Alzheimer's and cancer of the colon which had spread to his liver but he died of dehydration. He refused to eat or drink anything. Just tired fo fighting. He was a wonderful guy and a good friend. Memorials can be made to: Reformation Lutheran Church, 613 Lakeview Avenue, Milford, DE. 19963.

****

WALTER W. STURDIVAN - Stockton, CA.

In reference to the personnel trailer pictured on page 24 of the December issue, I will remember it. Anyone who was at Blythe during the winter of 1943-44 should remember it well.

That trailer was towed around the perimeter track by a truck and was usually loaded with airmen. We couldn't have done without it. It was, of course, open-air and breezy at times but it sure beat walking. On one occasion Gordon Breeding and I invited our wives to ride that trailer around the perimeter track to see our brand new airplane, B-24 #42-94757. Of course we were detected by the Military Police and the ladies had to leave at once.

We couldn't make the 34th reunion but want to make it to Raleigh in1996. Had a good visit with George R. Morris and Paul H. Robert last week. Both live in southern California. George just spent 6 months in the hospital and rehab. He's gaining strength. Gordon Breeding and Harold Witham got together in Michigan for a visit. So we're still getting around.

****

JOHN DORONSKY - Willoughby, OH.

I have had a painful holiday season. Last January I had prostate surgery done and I have to return this January to have a kidney stone removed. I hope to see you all in Raleigh next year (Lord willing).

****

WALTER McALLISTER - Orlando, FL.

In the early morning hours of Aug. 2nd Hurricane ERIN passed by Orlando with the eye about 40 miles south and we should have escaped with no problems as winds had died down to about 50 MPH. At 4 AM a neighbor's huge oak tree broke off about 15 feet above the ground, came our way in the wind and totally demolished our pool enclosure as well as our fence and a part of the house. The pool also had suffered severe gouges from jagged edges of screen enclosure beams and tree limbs.

The tree was removed about 3 days later and work was begun to make repairs. Total repairs were not completed until December and this left me with about a month's worth of follow-up odd jobs created by all this.

Other that these minor inconveniences it has been a rather dull year, since all our travel plans were cancelled and nearly half the year was consumed with the recovery process.

****

CHARLES W. KOHR - Franklin, OH.

Re the photo of the "Hit and Run" on page 2 of the December issue I at first thought it was the Lafe Henderson crew but, after a closer look found it to be Harmon's crew. The Henderson crew also flew this plane. In the 1945 34th History Book, Lafe Henderson is pictured kneeling on the wing tip of "Hit and Run" showing a hole made by a flak shell that did not explode.

I find it difficult to attend a reunion but live only 25 miles from the Air Force Museum and this allows me a place to reminisce. I haven't visited the control tower yet but will when the weather improves.

****

WALTER C. SCHUTTE - Huber Heights, OH.

I always enjoy reading the Mendlesham Memories. I haven't made any of the reunions yet but hope to one of these years. I wanted to tell you that Dorcas and I have celebrated our 50th wedding anniversary on May 20th of 1995.

****

GEORGE H. KLINE - Burnt Hills, NY.

Another year gone by and another reunion missed. We sure missed everyone and the guys picked another good place for the get-together.

Did you hear of Mollie Gardner's death? Her daughter wrote us saying Mollie died Nov. 26th. She evidently became seriously ill shortly after attending the reunion. She looked very good in picture #19 on page 17 of the Dec. issue. Mollie's bubbly personality will be missed by Margaret and I and others such as Mollie and Jesse's good friend, Pete Gray. I'm sure Mollie will join Jesse up where old warriors go.

****

Continued on page 7

Ex-Crew Members meeting at a 34th reunion...l. to r.: Marge Bush, Evan Rogers, Ralph Bush, Margo Rogers & Kenneth Jackson.

NOTES FROM OUR FRIENDS

Continued from page 6

WALLACE E. GREEN - Brooklyn, CT.

You people have done and are doing a great job for the Group. I was proud of our group 50 years ago and I am so thrilled that you and all other officers are keeping up the 34th B.G. activities. You are all to be blessed.

****

JOSEPHINE (JACK) BLAND - Pasadena, TX.

Just a note to let you know that Jack has just found out he has cancer of the left lung. He is being treated with radiation and chemo and it has made him very sick. His white blood cells were so low I had to put him in the hospital for 10 days. Sure hope he makes it. He has lost so much weight from 169 down to 137 lbs. We hope to come to the next reunion if we can make it.

****

PAUL BRESH - Ft. Myers, FL.

We were very sorry when John Mollica passed away. We kept in close touch visiting with each other whenever possible. We want to thank everyone concerned for all the good work they do.

****

HAROLD "HAL" PROVINCE - Carriere, MS.

This week (first of January) has been hectic. Jan goes under the knife on Tuesday, Jan. 9th for a hip replacement and we've been to Slidell three days running.

(Editor's note: By the time you read this I'm sure we'll have heard about Jan's successfull recovery from her surgery.)

****

BILLIE DALE EZELL - Siloam Springs, AR.

I am sorry we could not attend the reunion at Huntsville. It looks like all of you had a great time.

My wife, Theda, and I had an early 50th Anniversary surprise at Christmas. Our family and friends presented us with a three week trip to Europe. Our sons, Richard and Michael, and Michael's wife, Holly, had been working on this surprise for almost a year and, miraculously, no one let the secret out. Even though our anniversary is not until June they presented it at Christmas so that our sons and grandchildren could all see our surprise. Richard and a friend will be going with us. Our itinerary includes Mendlesham, Normandy and other points of interest in England, France, Germany and Switzerland.

****

NEWS FROM HERE AND THERE

From John "Jack" Clarkson we have the following:

I am looking for some memorabilia on the 34th B.G. activities for our exhibit case in the Museum. As of now I have absolutely nothing. I am looking for the following:

The 34th emblem flag--model B-17 airplanes with 34th insignias-photos and/or paintings of action aircraft (sizes should be at least 11"x16" or larger). Anything you guys out there can think of - please get it to me ASAP. Dedication day is May 13, 1996. We are on schedule. Please ship items to either Jack Clarkson, 459 Mall Blvd. #25, Savannah, GA. 31406 or to Gary Miller, C/O 8th A.F. Heritage Museum, P.O. Box 1992, Savannah, GA. 31402.

Don't forget, 1996 is Olympics time in Savannah - the yachting races are to be held here in July, 1996. Everybody comes for the Museum dedication and stays over for the Olympics.

****

From Wally Brauks we have learned that a Mr. Randy Bailey of Affton, MO. had inquired about information regarding his uncle, Robert Kruse, who was killed when the "Jerries" hit our airbase at Mendlesham on June 7, 1944. Looking through old issues of Mendlesham Memories, Wally was able to send Mr. Bailey some information for which he received a wonderful letter of thanks. It seems that old issues of our newsletter do have some value in a look-back at events and personnel of that era.

****

We have just received word that Glenn E. Henry recently got married. We offer our congratulations to Glenn and Vera on their marriage on November 25, 1995.

****

Your editor has recently been informed that there are some of you who have celebrated your 50th wedding anniversaries before we started listing them. Inasmuch as we are now showing 50th anniversaries, it's only right that we show those who have already celebrated theirs. Bernard and Louise Dubofsky inform us that they celebrated their 50th on December 24, 1992. If any other of you would like to be listed please inform me of the dates and I will show them in future issues.

****

Rear, L. to R.: V. Holcomb, R. Penna, W. Downey & J. Hibbett. Frt. L. to R.: W. Huber & A. Hanson.

SPECIAL NOTICES

SPECIAL NOTICE FROM YOUR EDITOR

In my ten year as your editor this has not happened to me before. I have always prided myself in keeping good records and not messing up on picture donors.

However, on page 25 in the December issue of Mendlesham Memories I had shown the photograph of the Blythe Baseball team in 1943 which I thought many of you would like to see. Contrary to my normal procedure, I did not identify the owner of the photograph, either for my own information or yours.

Now that we have shown the photograph I would like to return it to its owner, but I don't know who that is. If you are the donor of the picture please contact me and I will be glad to return it to you and I'm sorry for my mistake.

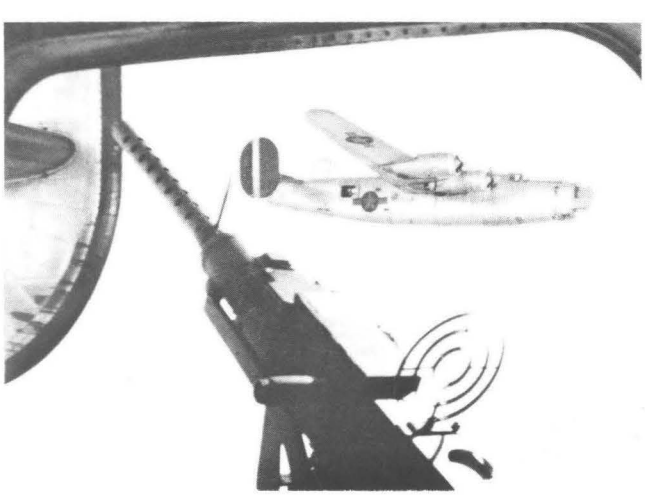
****

From IAN L. HAWKINS of England we have the following:

Ron Blake, who has been assisting me during visits to Mendlesham by the 34th Bomb Group veterans and distributing copies of "Mendlesham Memories", recently called me to say that he has finally succeeded in selling his bungalow in Mendlesham. He and his wife, Jean, have now moved to Somerset in southeast England, to be nearer to their son and daughter. We wish to thank Ron and Jean for their outstanding help, endeavours and cooperation in ensuring the 34th B.G. veterans and their families have had enjoyable and memorable visits to their former airfield at Mendlesham during the past 15 to 20 years.

Ron also advised me that Mrs. Margaret Brundish (Address: 44 Horsefair Close, Mendlesham, Suffolk - Telephone: 01449-766260) will continue to organize the roster of ladies at Mendlesham who place fresh flowers at the 34th B.G.'s War Memorial at Mendlesham Airfield at regular intervals.

Ron also advised me that his replacement is Mr. Leslie Lummis (The Firs, Old Station Road, Mendlesham, Suffolk - Telephone: 01449-766292), with whom I look forward to cooperating and receiving further details and definite dates for the proposed 34th B.G. veterans visit to Mendlesham next June with their families.



View of B-24 in formation.

Crew of the "Slic Chic", Rear, L. to R.: P. Gero, T. Ostrom, S. Tambor, R. Burgess, F. McCullough, R. Racholz. Front, L. to R.: M. Feldman, J. Daley, F. Grant, R. Wallace.

From Lt. Gen. E.G. "Buck" Shuler, Chairman & CEO of The Mighty Eighth Air Force Heritage Museum we have the following request:

Over the past few months several individuals and units have asked how they might get more specifically involved or contribute to the Museum effort. There are many specific items that are worthy of individual or unit sponsorship. Each contribution will be appropriately and gratefully acknowledged in a public manner. Should the individual, unit or organization be interested in sponsoring one or more items please contact me. I can be reached by phone at 1-800-421-9428 or a letter stating your desires and intentions can be sent to me at P.O. Box 1992, Savannah, GA. 31402-1992. Remember, your generosity will contribute significantly towards The Eighth Air Force Heritage Museum becoming a "World Class" museum that will serve to preserve, protect and present your heritage to all future generations.

****

From William J. Mahon we have the following:

Most people are not aware of the fact that the Friends of the Air Force Academy Library have established a unique method of memorializing military personnel, veterans, friends and relatives.

For a tax deductible donation of $50.00 or more, a memorialization in the form of a permanent certificate will be placed in the Friends' Honor Book. The certificate can honor an individual or a group (a bomber crew or a fighter group for example). The book is an attractive, leather-bound volume which is displayed in a prominent location in the Special Collections Branch of the Library. The funds received are given by the Friends to the Library to broaden its scope, meet essential needs and expand its activities beyond those made possible with funds allocated by the Air Force.

It occurred to me that members of the 34th might also want to memorialize someone. If so, all they have to do is submit their contribution of $50.00 or more to the Friends of the Air Force Academy Library, P.O. Box 188, USAF Academy, CO. 80840-0188. Submissions should include the honoree's name, a biographical summary or

Continued on page 9

SPECIAL NOTICES

Continued from page 8

specified event if appropriate and the name or names of the donor(s).

I don't believe our members know that the organizational structure of the Air Force Academy was changed about a year ago to the normal "wing, group, and squadron: arrangement that existed in the rest of the Air Force. General "Tony" McPeak, Air Force Chief of Staff at the time charged the Heraldry division at Maxwell Air Force Base with finding a deactivated WWII combat group which had served with particular distinction. Their choice, approved by Gen. McPeak, was the 34th Bombardment Group.

The Commandant of Cadets at the Academy, Brig. Gen. John D. Hopper Jr., became the first commandeer of the 34th Training Wing. He has stated a willingness to cooperate with us if we desire to have a reunion in Colorado Springs.

****

As we go to press we are informed that one of our members, Willard S. Atkin, is in intensive care at a hospital for a heart transplant. I'm sure he and his wife Jean would like to get some encouraging words from all his friends out there. Their home address is P.O. Box 184, Frazier Park, CA. 93225. It would be nice for them to know that they have others who are concerned and want to wish them the best.

****

SOME SADIST DESIGNED A THROAT MIKE THAT WAS SUPPOSED TO FREE YOUR HANDS (BUT TO KEEP FROM CHOKING, YOU HAD TO LEAVE IT LOOSE & HOLD IT TO TALK ANYWAY).

(PS SWEAT "GHORTED 'EM OUT" and LEFT BURN MARKS ON YOUR NECK)

Rear L. to R.: Finch, Murray, Herman & Zumpano. Front L. to R.: Stroupe, Francis, Hurst, Hoke, Wack & Coughlin.

CHANGES OF ADDRESS

(As of 1-22-96)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD
ASHBURN	JOHN W.	7	5110 JADE COURT	LINCOLN,	NE.	68516
BARCLAY	CHARLES	4	2398 STATE ROUTE 58E	CLINTON,	KY.	42031
BAUCUS	MRS. JEAN	7ALM	1307 SANDPIPER STREET	PALM DESERT,	CA.	92260
BUSS	PAUL E. SR.	391LM	4442 N. HOLLY ROAD	OLNEY,	IL.	62450
COOK	PATRICK B.	7LM	1 OAK PARK COURT	IOWA CITY,	IA.	52246
FIGEL	HENRY B.	7	175 PARK AVENUE	FREEPORT,	NY.	11520
FILLMAN	DONALD K.	18	2625 VINE STREET	DES MOINES,	IA.	50265
GREEN	ROBERT L.	475SD	306 MENDENHALL ROAD	JAMESTOWN,	NC.	27282
GRONOUSKI	JOHN A.	18	1021 JACKSON STREET	GREEN BAY,	WI.	54301
HENRY	GLENN E.	7	9 VILLAGE HOMES DRIVE	WAUNAKEE,	WI.	53597
MINGL	MICHAEL	18	2356 SERVANDO AVE. APT. 88	SAN DIEGO,	CA.	92154
SCHONTHALER	KALMAN	7	2025 FOXWOOD DRIVE	ERIE,	PA.	16510

NEW LIFE MEMBERS

(326 As of 12-29-95)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD
CRAWFORD	HARRY J.	4LM	6414 WILANDER STREET	LEESBURG,	FL.	34748
FIRESTONE	A.J.Z.	7-4LM	5 TEMPLEWOOD DRIVE	HAMPTON,	VA.	23666

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD.
BRLACICH	ANTHONY		SEE TAPS			

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIPCD.	DIED
ASHBURN	JOHN W.	7	5110 JADE COURT	LINCOLN,	NE.	68516	11-30-95
BRLACICH	ANTHONY			NAPA,	CA.		6-19-95
CURTISS	SYLVANUS W.	7	1959 DOUGLASS DRIVE	TAWAS CITY,	MI.	48763	8-21-95
DERENGE	MICHAEL	18	182249 STEELE AVENUE	PORT CHARLOTTE,	FL.	33948	9-05-95
DURHAM	DONALD D.	HDQ.	2026 CANNON HEIGHTS DR. #1	CHESTERFIELD,	MO.	63017	9-19-95
GARDNER	MOLLIE (JESSE)	7A	P. O. BOX 214	BAGLEY,	IA.	50026	11-26-95
GOBEL	CLAYTON		1306 12TH STREET N.W.	CANTON,	OH.	44703	9-05-91
SQUIRES	CLARENCE W.	18	CRESTVIEW HOME, BOX 430	BETHANY,	MO.	64424	7-28-95
TEARE	PAUL N.	7	R.R.1, BOX 105-S	GREENWOOD,	DE.	19950	10-29-95

LOST SOULS

(Moved and left no forwarding address

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIPCD.
INGRAM	WILLIAM G.	7	1053 DUTTON AVENUE	SANTA ROSA,	CA.	95407
SHOVE	LAURA	7 GRP	4906 LA CUENTA DRIVE A116	SAN DIEGO,	CA.	92124
THOMPSON	GERALD	18	2771 SOUTH CAMINO	GREEN VALLEY,	AZ.	85614
THOMPSON	LOUISE	391LM	8649 S.W. KLAMATH CIRCLE	WILSONVILLE,	OR.	97070

ADDITIONAL DONATIONS TO RAY L. SUMMA SCHOLARSHIP FUND

LAST NAME	FIRST NAME	IN HONOR OF
GREEN	WALLACE E.	WILLIAM CHEEK, WALTER JELLUM, JAMES H. SMITH
SLADE	JAMES	
VAUGHN	ROBERT	

50TH WEDDING ANNIVERSARY

(CONGRATULATIONS TO THESE LUCKY PEOPLE!)

MARRIED	LAST NAME	FIRST NAMES	ADDRESS	CITY	STATE	ZIPCD.
01-06-46	HOPKINS	JAMES C. & PATTYE	1104 ARBOR LANE	MARBLE FALLS,	TX.	78654
01-12-46	FREDETTE	RAYMOND H. & PAMELA	8351 WAGON WHEEL ROAD	ALEXANDRIA,	VA.	22309
01-12-46	MORTON	ROBERT & ANGELINE	418 E. PROSPECT STREET	GIRARD,	OH.	44420
01-20-46	SHULL	PAUL A. & PAULINE	8901 E. 52ND ST. TERRACE	RAYTOWN,	MO.	64133
01-24-46	SLADE	JAMES E. & MARION	811 WEST McDONALD STREET	SEYMOUR,	IN.	47274
02-08-46	BLAINE	B. PAUL & EILEEN	8306 VERONA DRIVE	NEW CARROLLTON,	MD.	20784
03-03-46	READY	GEORGE E. & LOUISE	3127C STONY POINT ROAD	RICHMOND,	VA.	23235
03-11-46	HUDSON	HAWLEY T. & JULIA	P. O. BOX 914	BONITA SPRINGS,	FL.	33959
04-21-46	KLINE	GEORGE H. & MARGARET	237 BLUE BARNS ROAD	BURNT HILLS,	NY.	12027
04-30-46	KLUSMEYER	EMET & LORETTA	1415 NO. 4TH STREET	MANITOWOC,	WI.	54220
05-18-46	GUSTAFSON	PAUL M. & MARY JANE	1044 QUINBY	WOOSTER,	OH.	44691
06-08-46	HURLMAN	VINCENT G. & AGNES	2928 REDFIELD DRIVE	CHARLOTTE,	NC.	28270
06-14-46	KINCAID	GERALD F. & EDITH	10424 BLACK IRON ROAD	LOUISVILLE,	KY.	40291
06-15-46	DALCHER	CALVIN D. & MARY JANE	7 STARCEVICH CT., P.O.BOX 753	PEKIN,	IL.	61554
06-22-46	JANSKY	ROBERT J. & JOSEPHINE	221 WEST ROYAL LANE	BLOOMINGDALE,	IL.	60108
06-23-46	GARDNER	HENRY T. & NANCY ANN	BOX 362	MENA,	AR.	71953
06-29-46	NESBITT	HARRIS C. & EDITH	703 SO. ELM	PRINEVILLE,	OR.	97754
06-30-46	KOHR	CHARLES W. & CECILE	5851 JAQUI LANE	FRANKLIN,	OH.	45005
07-07-46	GRIFFIN	RYLE T. & JUANITA	4338 DUNBARTON AVE., #16	TAMPA,	FL.	33611
07-31-46	COOK	GEORGE M. & DORIS	719 NO. HYACINTH	WEST COVINA,	CA.	91791
08-06-46	McCUE	JOHN C. & MARY	211 GRAND BLVD.	MOBILE,	AL.	36607
08-10-46	BICHOWSKY	ROBERT & MARJORIE	4431 CARLIN PLACE	LA MESA,	CA.	91941
09-??-46	AMES	VERNON & MILLIE	70 GREENFIELD DRIVE	TONAWANDA,	NY.	14150
09-01-46	BROWN	RAYMOND S. & HARRIETT	5100 JOHN RYNA BLVD. 447	SAN ANTONIO,	TX.	78245
09-14-46	DUKES	E. FRANKLIN & MARIE-ANN	11 KANAWHA COURT	PALMYRA,	VA.	22963
09-15-46	FRANK	DALE L. & ESTHER	702 WEST COURT	WINTERSET,	IA.	50273
10-02-46	CRAWFORD	HARRY J. & MARIE	41295 TODD LANE	NOVI,	MI.	48375
10-13-46	CROSBY	WINFRED L. & HELEN	RT. 1, BOX 625	LEE,	ME.	04455
10-14-46	COLLINS	DONALD E. & DARLENE	6110 POPPLETON AVENUE	OMAHA,	NE.	68106
11-23-46	ATKIN	WILLARD S. & JEAN	P. O. BOX 184	FRAZIER PARK	CA.	93225
12-??-46	CHAUSOW	HYMEN M. & RUTH	2836 ARLINGTON	HIGHLAND PARK,	IL.	60035
12-21-46	REILLY	JOHN E. & GLENNIS	13307 PEACH TREE ROAD	OCEAN CITY,	MD.	21842

(If your names should have been included in this list and are not please notify us and they shall be listed in the next issue.)

ANNIVERSARIES MORE THAN 50

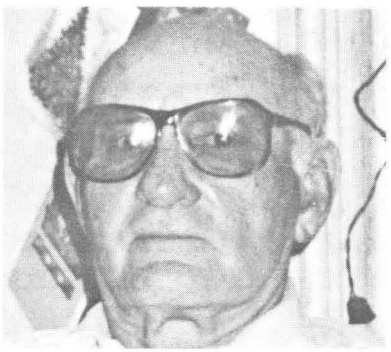
YEAR	DATE	LAST NAME	FIRST NAMES
1932	07-01	McMILLION	HARRY & CARRIE
1937	07-04	APPLEGATE	RALPH M. & MARY
1938	12-23	GREEN	WILLIE F. & O'STELLA
1940	04-27	WRIGHT	THOMAS B. & LOUISE
1940	06-29	PLANK	DONALD W. & MILDRED
1940	07-04	HALE	ROBERT D. & DORA
1940	09-09	HAGLER	KENNETH R. & LELIA
1941	06-16	ZUKAITIS	FRANK J. & CHARLENE
1941	07-12	FANDEL	WILLIAM H. & LEA
1941	08-02	WESSEL	JEROME R. & DOTTIE
1941	09-06	ALOI	LEO & JOSEPHINE
1941	10-25	BESS	LEONARD E. & HELEN M.
1942	????	HARRELSON	THOMAS K. & PHYLLIS
1942	01-17	BLOMQUIST	MALCOLM T. & JUNE
1942	05-02	HUTCHISON	WILLIAM M. & CORRINE
1942	07-02	MILLARD	GLENN L. & SHIRLEY
1942	07-16	LIAN	ELMER T. & EDWINA
1942	08-07	BULIS	DARRELL W. & FLORENCE
1942	10-03	LUCAS	RAYMOND E. & RACHEL
1942	10-18	ROMERO	CLEVELAND & HENRIETTA
1942	11-16	SCHWARTZ	ROBERT H. & PEG
1942	12-24	DUBOFSKY	BERNARD & LOUISE
1942	12-25	MANN	DONALD G. & BETTY
1943	02-26	METZ	CHARLES F. & PHYLLIS
1943	03-??	BUSH	RALPH A. & MARGE
1943	03-10	NADEAU	GERARD E. & LAURETTA
1943	04-04	REED	JAMES RUSSELL & MARTHA
1943	04-10	WHITED	ROLLAND H. & YOLANDA
1943	05-22	McDANNOLD	WILLIAM E. & ERMA
1943	06-26	BUCHAN	WILLIAM & MIRA
1943	07-10	ROSS	JOHN J. & JEAN
1943	09-02	HOLMES	GERALD E. & MARIE
1943	10-26	BREEDING	GORDON & NELLIE
1944	01-16	TUNNELL	FRED J. & MILDRED
1944	02-13	MEEHAN	JAMES B. & MARGE
1944	03-18	EGGLESTON	A.C. & TRUDIE
1944	04-01	DUBE	RENE A. & MARILYN
1944	05-01	STIVER	DAVID S. & ETHEL
1944	10-17	HOWARTER	WAYNE & LAVERNE
1944	10-19	BARR	GLEN D. & JEAN
1944	11-04	RUTKA	HAROLD C. & GENEVIEVE
1944	12-??	STANBERRY	RALPH M. & HILDA
1944	12-20	BEALL	JOSEPH K. & ESTELLA
1944	12-23	STELLING	WILLARD & MARY

★★★★★★★★★★★★★★★★★★

Then and Now

J.W. BLAND

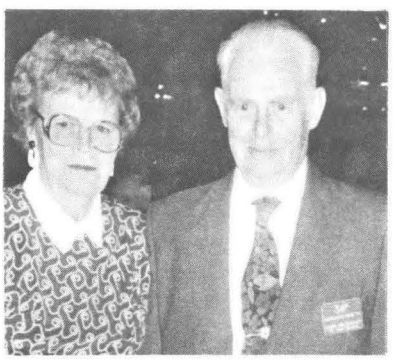
1944



1994

SAM & ARLENE WOLSTENCROFT

1945



1994

WILLIS GRIFFIS

1944

1994

IN THE LAND OF HOPE AND GLORY 50 YEARS AGO

by Jim Wright

Fifty years ago the dipping of the Rising Sun in Tokyo Bay brought to America the cool dawn that all of us had been yearning for throughout the flaming years since Pearl Harbor. In September of 1945 the Americans were at last entering that long-awaited postwar World. The horrors were over, we said, and let the good times begin!

The bells of celebration were still ringing but the trumpets of war were silent at last. No longer forced to answer the stinging calls of bugles sounding reveille or general quarters, Americans could now swing to happier sounds, the Big Band sound, the trumpet of Harry James, the trombone of Tommy Dorsey. It was an exhilarating time when all things seemed possible.

Johnny was at last to come marching home again. And the hurrahs were real, as America welcomed back its sons, fathers, brothers, uncles and daughters who had gone into uniform and off to war. Kilroy, the universal favorite of servicemen, was still here, there and everywhere overseas but he, and those who drew his portrait, would soon return to us. The millions of American families split and scattered by the demand of a world-wide war were beginning to reunite. Our whole nation confidently believed that were were now entering that wonderful phrase and phase that later became the title of a classic motion picture - "The Best Years Of Our Lives".

Scarcity, rationing, going without, donating everything from scrap iron and kitchen fat to blood for the war effort - all that was now a thing of the past. Many American businesses had spent the war running advertisements admitting that this, that or the other product could no longer be made for the home front but urging people to "make do", to look forward to the day - "When The Lights Come On Again, All Over The World". Now the day had come.

New cars were not rolling off the production lines yet for the auto companies' plants were still set up to make tanks and planes. But the dealers had some cream-puff used cars, so they said. A 1941 Packard could be had for $2,798.00, while a Cadillac with "full torpedo-type body" was on offer for $1,980.00. For those not in that luxury class there were "Popular Cars at OPA Ceiling or Less" - cars with names like Hudson, De Soto and a 1936 Terraplane. "Excellent condition, good rubber" was quite a selling point because no tires had been available for nearly four years.

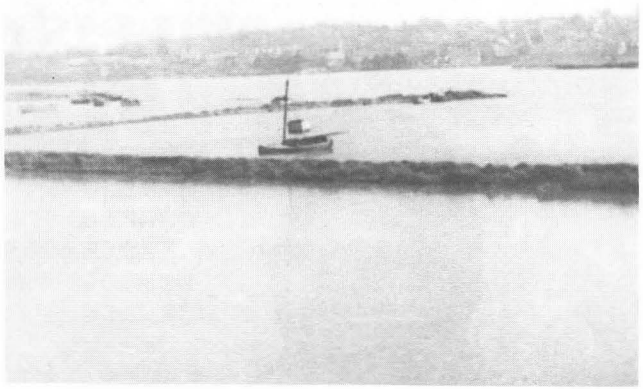
On Labor Day weekend in 1945 Americans were reading the front page stories about the signing of the surrender ceremony aboard the USS Missouri. The headline on one city daily said, "Japs Sign Surrender in Solemn Ceremony", and the subhead noted, "MacArthur Accepts Briskly on Behalf of the United Nations". The brand new United Nations enjoyed at war's end a big part of the high hopes for peace springing up all over the globe. Americans were especially determined not to let this international body suffer the fate of the League of Nations.

But not everything in sight 50 years ago was serious or earthshaking. Sunday for Americans in those days usually began with a session with the Sunday funnies. In this milestone weekend, as in others, Americans turned to Lil Abner, Abbie and Slats, Joe Palooka, Ella Cinders, Dick Tracy, Little Orphan Annie and all the rest of the gang.

As the great world turned so did the small, family-sized, down-home world. It was back to school time and stores were selling for the new school year. Sears Roebuck had little girls's winter coats for $10.95 and an up-scale fashion-conscious establishment offered ladies' winter coats, the brand new 1945 editions, for $34.95.

A big Ford Agency in Dallas ran a big ad, announcing the "Ed Maher Declaration of Policy-Service Men and War Workers - Your JOB is Here!" All over the country its businessmen were determined that, this time, returning soldiers, sailors and marines were not going to come home only to go into the unemployment line. And an even larger "Welcome Home, GI" declaration had been made, nationwide, by a grateful America. At the urging of the American Legion, Congress had passed the GI

Continued on page 15



Holland dikes - taken during a low level food drop run in 1945, I believe it was on a Sunday morning. The drop was made on a field outside of Amsterdam, marked with large white "X" made of sheets. The people riding their bikes along the dikes were all waving to us as we flew over.

MEMORIES

Continued from page 14

Bill, without a doubt the biggest and most successful investment in the self-improvement of the American population ever made. Ernie Pyle was one of the 400,000 Americans who would not be coming home. In reporting his lastbattle the beloved combat correspondent told Americans how the GI Bill had captured the imagination of soldiers and marines going into the beachheads on Okinawa. Even facing the risk of imminent death, the young men had been talking excitedly about going to college after the war on the new GI Bill. Now middle class and working class youngsters were going to get access to higher education and specialized training that had once been affordable only to the wealthy.

Now, in this first post-war semester these serious young men began to flood American colleges and training schools. They were so mature, ambitious and focused that old professors, to this day, still recall their post-war time in school as the peak of American education. And what an investment it proved to be! Thanks to the GI Bill and the unparelleled character, intelligence and ambition of the GI Bill students, America entered the 1950's with the best trained, most highly-educated workforce in history. The billions spent on schooling that generation would return trillions in increased productivity and efficiency throughout the American economy for decades.

In that wonderful September so long ago we Americans were not only immensely proud of our country, triumphant over tyranny, but we were proud of ourselves and each other. This was a time when patriotism was as natural as breathing and Americans knew that they had been, in the wartime phrase, "All in it together". And together we were victors. Most of all, we were all, young or old, bursting with pride in that magnificent generation that had actually fought and won the war. Tempered in the hard times of the great depression, these young people had gone up against the best that the dictatorships had thrown against them and they had prevailed everywhere.Winning a great wartime victory with their teamwork they would go on to make their country the leading peacetime economic power.

Those of us who were children on the home front a half-century ago are still proud of them, The World War II generation, then the young heroes, now our nation's elders. In 1995, at age 61, I have lived with every generation born in this century. To my mind, the great generation who came of age at the most critical time in our history is the finest of all.

Now, in 1995, that World War II generation is rich in years, in honors and in memories. Looking back over the decades since, its members and all the rest of us who were alive and American in that joyous post-war September still get a glow remembering that golden autumn.In that bright season we all knew that our United States Of America was, in fact and indeed, the land of hope and glory.

7th Bomb Squadron Barracks Area. Jan. 1945.

NO, THEY DON'T SAY THE PLEDGE ANYMORE!

by George Reamy, a Texas high school teacher
borrowed from the Dallas Morning News

"Do they still say the pledge, George? That question haunted me like the ghost of a fallen comrade as I drove home on a quiet Sunday morning last month. Having gone to San Antonio to visit an old Navy buddy escorting his father-in-law to a convention of Second World War airmen, I ran into the unexpected. What I thought I would find was a bunch of cane-wielding old men swapping memories. What I found were the dignified warriors of the 95th Bomb. Group. With every word they spoke traces of their bravery flashed across theireyes.eyes.

One of those incredible men I'd had the privilege to meet was nicknamed "Oc". Hardly more than a kid from Wisconsin at the outbreak of the war, he was a navigator on a powerful B-17 Flying Fortress. One day "Oc" found himself cradling a 19 year-old who was crying for his mother as he bled to death from a leg mangled by flak. "Oc" tried to stop the bleeding and couldn't. Instead he simply held the boy in his arms while the young

Continued on page 16

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

MEMORIES

Continued from page 15

man's lifeblood drained from him like fluid from a shot-up hydraulic line. "Oc" didn't like to get too close to people over there.

I also spoke with Dick, who had been a tail gunner. On one mission the tail gunner's plexiglass was blown away by shrapnel. When someone called back and asked "Hey, Dick! Are you all right back there?" he replied, "I don't know - someone had better come back and check. My head hurts". A fellow crew member came back, then laughed with relief. Dick was OK but his flak helmet looked like a Messerschmitt had slammed into it. He brought the ragged shrapnel home as a souvenir.

After telling his story Dick politely asked me what I did and I told him I was a high school teacher. That was when Dick fired the question that seemed to come from nowhere, like a fighter diving out of the sun. "Do they still say the Pledge of Allegiance to the United States flag in school, George?" The faded blue eyes that once swept the skies, hunting for the enemy, were searching mine. It seemed to me that the old warrior was sweeping the expanse of my soul still looking for a threat to his beloved country. "Do they still say the pledge, George?" he repeated. I squirmed. The answer was "No". I didn't tell Dick that, though. I couldn't.

No, I didn't tell Dick about the vast numbers of school children who don't appreciate the hard-won freedom for which he and "Oc" fought so bravely. I didn't tell Dick about the ones who don't stand or stop talking when the band plays the national anthem at football games. They are the same kids who expect grades and everything else to be handed to them, like the teenager bragging to her friends about how much money she would get from the government after her next baby is born.

Maybe it is time I gave Dick a straight answer. "No, Dick, they don't say the pledge very often anymore. Your airman's instincts led you to search in the right place for a threat to the nation you defended so well. The enemy is within us, Dick. It feeds on our greed, our selfishness and, most of all, our complacency. What is even worse, we can't send heroes like you to defeat this one. God help us all!!"

****

Group of 34th personnel ready to board their B-17G for return to the United States in June, 1945. (Not all identifications known).

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426
Also, please send self-addressed, stamped envelope for return mail.

VOLUME XX NUMBER 2 JUNE, 1996

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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REUNION '96

Raleigh, NC.

Sept. 19 - 22

SEE YOU THERE!

OBSERVATIONS

Thank God! Winter is finally over. We, in the northern Indiana, northern Illinois area, were very fortunate in the January and February winter months. Although we had record low temperatures for a few days, the snow amounts had fallen from the norm to new lows. What missed us decided to head east and cause record amounts in the eastern states, from Maine to North Carolina.

However, March came in like a lion and decided to pay us back. In the early part of the month we had very many days of low temperatures, sleet, freezing rain and snow. Oh well, Rose and I deserve this inasmuch as this is the first year in many that we haven't spent the winter down in Florida. We were there for a couple of weeks during which those record low temperatures occured so we did miss some of the worst temperatures ever recorded in this area.

Now, back to 34th B.G. business. In this issue you will find hotel reservation and reunion registration forms for our reunion at Raleigh, N.C. in September. We are looking forward to seeing many of you there. If you have not attended any of our previous reunions, believe me, you will enjoy an experience of meeting up with old friends and getting to know many new ones. Rose and I, and many of our regulars, seek out "first-timers" to get to know them.

I also want to remind those of you who do attend to bring along your cameras. We have found, after several years, that the professional photographers hired did not really satisfy us with pictures taken and identifications of those pictured. Therefore, we ask that you photograph those at your table and, possibly, neighboring tables, identify those pictured, and send them in for inclusion in our December issue. We have found this system much more satisfying. We do identify the owners and return all photographs after use in the issue.

The June issue, as directed by the B.O.D., is being mailed to all names on our roster. It is hoped that some of the non-members will decide to become active members after reading about our activities and aspirations. None of us are getting any younger and it won't be too many more years before we all not be able to communicate with each other as well as we can now.

In order to get the September issue out at the proper time, I must set the deadline for incoming materials as July 19th. This allows us time to put it together, have it set up in print, check and correct the proof copy and have it printed and ready for mailing by late August so that most, if not all, will receive their copy in September. With bulk mailing privileges comes the reality that some of the most distant destinations take as much as four or five weeks to receive it. Remember, the "DEADLINE" for September issue items is "JULY 19, 1996"!

That's all I have for this issue. As I said before, Rose and I are looking forward to the reunion at Raleigh, N.C. We hope you do too! "SEE YOU IN RALEIGH!"

Eli Baldea,
Editor and Past President

PRESIDENT'S MESSAGE

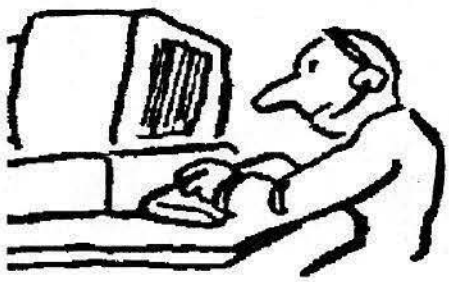
Spring has finally arrived in Alabama but, from watching the Weather Channel, I realize that some of you are still experiencing the effects of "Ole Man Winter". Maybe that will be an excuse to head south to Savannah, GA. for the dedication of the Mighty Eighth Air Force Museum open house on Monday, May 13, 1996 at 9:00 a.m. It would be nice to have the 34th Bomb Group well represented. Jean and I plan to attend as well as Hal and Jan Province and Dale and Margie Finley. If you plan to attend you need to call (912) 748-8888, Ext. 102 no later than May 1st to register. Jack Clarkson continues to request memorabilia that can be placed in the museum. Let me encourage you to look in old trunks, closets and attics for items that you could donate to preserve the history of the 8th Air Force for future generations.

Because of illness John R. Janes had to resign from the Scholarship Committee. Hal Province was very helpful in finding a replacement. Hilton P. Vincens has agreed to serve on that committee along with Hal and Robert Vaughn. They will be busy in the next few weeks considering the applications and making their selections for the winners of the $1,000.00 and $500.00 scholarships.

If you are unable to attend the opening of the 8th Air Force Museum please remember to mark your calendar for September 19-22 at the Marriott in Raleigh, North Carolina. We look forward to seeing you there and, until then, take care.

Your President,
Ambers Hanson

FROM THE TREASURER'S COMPUTER



Writing in April for June distribution is dog-gone difficult! By the time you will be reading this Jan and I hope to have seen some of you at the dedication of the 8th AF Museum in Savannah. Many thanks to those of you who wrote and extended best wishes to Jan in her hip surgery. I'm happy to report that she came through with flying colors and, in early April, is just about ready to quit using the cane, but her doctor wants her to continue until her next appointment.

In other health news, John Janes, Chairman of the Scholarship Committee, is moving from Slidell, LA. to Richmond, VA. because of health reasons. John is relinquishing his position on the Committee. Please see the URGENT MESSAGE elsewhere about the CHANGE

Continued on page 3

FROM THE TREASURER'S COMPUTER

Continued from page 2

OF ADDRESS! The best of everything to John and Gloria in their new home in Richmond. John and Gloria will be sorely missed on the Scholarship Committee. Hilton Vincens, of Chalmette, LA. has graciously agreed to serve on the Scholarship Committee.

I've been getting quite a few wedding dates when membership dues are sent to me. Eli can't publish your 50th or more anniversary date unless you let us know when it is! There are many Life Members who need to send in their dates but have never seen the form which is used by those who pay the dues annually. I'll be glad to accept the data from anyone on one of the "DUES are DUE" sheets which accompany almost every issue of MM. We have some couples who were married before the U.S. entered WWII. Any idea which couple holds the record for the 34th B.G.? See September's MM for the answer!

There has been a request to include telephone numbers in the roster. To do so would mean omitting some of the data we carry there now such as squadron and/or spouse's name. We've used condensed print in order to construct the roster so we're at a limit of what can be included. By the way, area codes have changed for some areas - telephone numbers, also, for some members. Let me know if your number has changed. And I also would like to have the 4-digit zip code from those who haven't sent it in to me.

Take care everyone! We'll be looking for you at Raleigh, God willing!

Harold Province
Treasurer

****

REUNION TIME FOR THE 34TH BOMB GROUP

19 September - 22 September, 1996

RALEIGH MARRIOTT CRABTREE VALLEY
RALEIGH, NORTH CAROLINA

It is time to go through this issue of Mendlesham Memories to find the two registration forms. One of these forms is for the Marriott Hotel. Fill in this form and return it to the hotel to ensure your room. The other registration form is to make sure of your food, tour, golf and other activities. Send this form to Robert H. Wright, 411 Parkovash Ave., South Bend, IN. 46617.

The reunion committee has met with the various departments of the hotel to establish our menus and the space required for our activities. There is a substantiated tale out on different areas of the golfing world that Ed Lonergan has the 34th B.G. annual outing all under control. He has promised a bigger and better meet with lower scores than ever dreamed of. A real nice tour, including lunch, is planned.

The hotel has complimentary shuttle service from the airport to the hotel and from the hotel to the airport. There is a large mall across the street from the hotel which has many stores, shops, restaurants, hair salons, etc. Shuttle service there is also available.

Your Reunion Committee
Gerald Pine
Harold Rutka
Robert Wright

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The 8th AFHS reunion will be held Oct. 3rd to 6th at the Clarion Plaza Hotel in Orlando, Florida. This will be an ideal time to attend the reunion and visit the Disney properties.

Harold C. Rutka
8th AFHS Reunion Chairman

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As of April 8, 1996, the following members will travel to England:

Gordon & Patricia Alling
William & Harriett Butler
Bill Browne
Claude & Genevieve Conklin
Lee & Helen Harkleroad
Harold & Genevieve Rutka
Harold & Evelyn Williams

We will be joined by another bomb group to make the trip to France.

Harold C. Rutka
Back to England Coordinator

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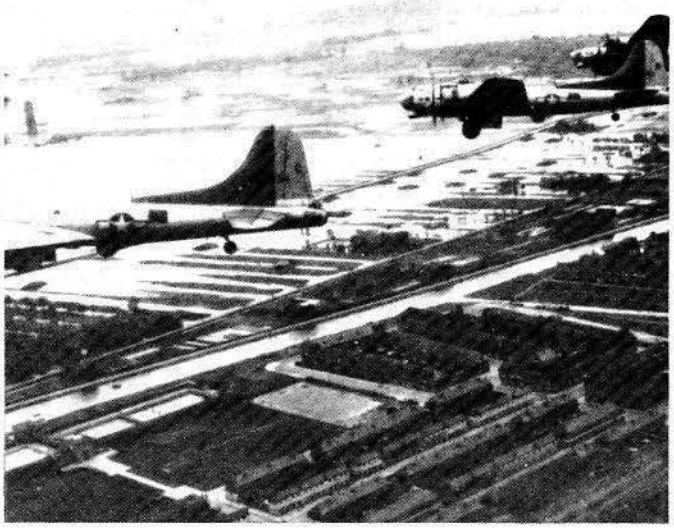

34th B-17's on Holland Food Mission.

ROSE'S CORNER

Eli says, "Again, you're the last one to give me your column!" My editor-husband is after me again to get a move on so I decided to get busy and do it. (I must address him as such because he is very proud of his efforts.) I would rather be chatting with you in person and by golly, this is what I will do when we meet in September at Raleigh, North Carolina! Can't wait!! Now you understand why my column is so short.

Meanwhile, Margie Finley heard my plea and sent in three recipes to share with you. This one is called LEMON 7-UP cake. Looks like a winner. It's easy to assemble and a yummy dessert to please family and friends. Enjoy!!

LEMON 7-UP CAKE

1 box Lemon cake mix
1/2 cup oil
1 box instant lemon jello pudding
10 oz. 7-UP
4 eggs

Beat all ingredients well and pour into greased 9"x13" pan. Bake at 325 deg. for 1 hour.

ICING

2 eggs
1 1/2 cups sugar
1 cup drained crushed pineapple
1 stick butter
1 1/2 tablespoons flour
1 cup coconut

Mix all but coconut and cook until thickened. Then add coconut. Stir and spread on cooled cake.

Bye for now and may God bless you all abundantly!

Rose

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival of the MEMORIES!!

NEWS FROM HERE AND THERE

From the 8th A.F. News "Mail Call" section we have the following two items:
Anthony M. Stevens of Flushing, NY. writes: "ICE CREAM CAPER".

The 34th Bomb Group had an ice cream machine made from airplane parts in early 1944. The responsible officer was Capt. Barks, supervisor of the Consolidated and Station Complement Mess Hall. The ice cream was most enjoyable.

H.E. Harvey of Rt. 1, Box 259, Clarksville, AR. 72830 writes:

I want to hear from personnel stationed at Blythe AAF in the summer of 1943 when a B-24 crashed.

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We have recently been informed about a new 8th A.F. combat novel written by Frank R. Westie, an ex-pilot of the 487th Bomb Group. It is both a war story and a romance. Supposedly, the hard copy version was sold out within one month of its release in northern Michigan. However, we are told that the Barnes & Noble booksellers have the paperback versions for $14.95. We understand that any ex-WWII 8th Air Force persons would find the book very interesting and informational for their children as to what life was like back then. The title of the book is "ASH WEDNESDAY '45".

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ROY TAVASTI - Pismo Beach, CA.

We're sorry we missed seeing everyone this year. We are planning on going to Raleigh in '96.

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WALLACE E. GREEN - Brooklyn, CT.

I discovered in the last Mendlesham Memories that William Cheek, Walter Jellum and James H. Smith are indeed alive even though I donated to the scholarship fund in their memory. I saw their pictures as attending the last reunion. To me the donation was in memory of days past. Please acknowledge my memory in any way appropriate. You are all doing a wonderful job for our bomb group. Thank you.

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NOTES FROM OUR FRIENDS

Continued from page 4

GEORGE R. MORRIS - Ontario, CA.

I wish to let you know that my wife, Ruth, and I will celebrate our 50th wedding anniversary this year on January 25th. For a time there it seemed like it wasn't to be. I was admitted to the hospital on May 5th, 1995 and finally discharged on November 10th. I still don't know for sure what was wrong. I had exploratory stomach surgery that was inconclusive. About a week later surgery was repeated, still inconclusive. Eventually I recovered after double pneumonia, etc. and a lot of good care from the nursing staff and physical therapy. Then I began to walk again, albeit with a cane, but I am improving. I guess there is still something an old bombardier is still there for.

Thank God for Medicare and Medigap insurance. I hope they don't mess it up!

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HELEN (BEN) DeHANN - Grand Forks, ND.

A note to let you know that Ben passed away on December 8th, 1995. He enjoyed being a part of the 34th Bomb Group Assn. and enjoyed your newsletter.

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JOSEPHINE (JACK) BLAND - Pasadena, TX.

Just a note to let you know about my husband, Jackson Wallace Bland. We found he had cancer in his left lung on Oct. 27, 1995. He was taking radiation and chemotherapy. It was very hard on him. He went from 169 lbs. to 132 lbs. but he didn't make it. He was a good, loving, tender man and will be greatly missed.

He was with me until the very few last minutes. He started coughing up blood. I called 911 but they couldn't save him. We both enjoyed the one reunion we attended and planned to attend others. I plan to keep in touch with the group through the newsletters.

****

LORRAINE (ROBERT) HARTWICK - Bellevue, OH.

I would like for you and everyone to know how much Bob and I enjoyed the Huntsville reunion, even though he wasn't able to attend all the activities. I wanted to notify you of Bob's death on Jan. 3, 1996. He had a massive heart attack. It was sudden. He had only felt bad for a few days.

I would like to continue to receive Mendlesham Memories so I can keep up with my friends who I have enjoyed over several years. Thank you so much for everything.

391st Ordinance Crew Rear: ?, ?, Nash, Reifsnyder, Robinson & Brewer. Middle: Peterson, Michalowski, Gray, Pecoraro & Mahoney. Front: Knight, Vincins, Hardee & Humphries.

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JOHN DORONSKY - Willoughby, OH.

I am enclosing my "Then & Now" pictures for the MM, I hope they are satifactory. Boy, we certainly age in 50 years, don't we?

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JOAN W. (PHILLIP H.) COMBS - Banning, CA.

I want to tell you that my beloved husband of nearly 50 years is gone. We had known for more than a year that Phil's heart was slowing down, but he was able to keep doing most of the things he wanted to do.

An upper respiratory infection right after Christmas developed into pneumonia and congestive heart failure. He was hospitalized from January 30th to February 8th. I was able to bring him home but he never regained his strength. Early in the morning of March 3rd he slipped away from me.

Thank you for all the pleasure you brought him. The reminiscenses and letters brought back memories of times and friends of long ago and would remind him of the incidents to tell me about. I truly hope you can keep your members in touch with each other for many years to come.

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WILLIAM N. (PETE) GRAY - Virginia Beach, VA.

I hope everybody made it through the winter O.K.! I think this past one is the worst I've put up with since the one of 1944/1945 in England. I haven't been really warm since last October but most of that can be accounted for by my advanced age. I will be 80 years young next year.

I got a short note from Roy Tavasti which states that he found he had developed prostate cancer but they think they found it before it had advanced too far. Also, Dr. Wm. C. Alston (Flt. Surgeon - 7th Sqdn.) wrote me inquiring about my cancer scare of a few years ago. He's a specialist in that field and I was glad to give him a favorable report. At the last exam everything says that I'm free of both prostate and colon cancer. They had me hanging on the ropes for a while, though.

I am planning on attending the reunion at Raleigh, NC. next fall unless some new medical misfortune comes up. This might be the last reunion I will make unless they come back to Virginia Beach. At 80 years of age I don't want to be traveling too far.

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JOHN LYONS - New Port Richey, FL.

We went north for the holidays and, while there, visited Al Fruit, my ball turret gunner. I hadn't seen Al since we left Mendlesham over 50 years ago. We had a nice visit with Al who has had circulative problems necessitating the removal of his left leg. He has been fitted with an artificial leg and hopes to get out of the

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NOTES FROM OUR FRIENDS

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wheelchair soon.

His daughters look after him in his Senior high-rise apartment but, apparently, his membership renewal to the Assn. was misplaced. Please reinstate him in our association.

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CLINTON L. BEARD - Beverly Hills, FL.

I would like to get back on the mailing list for the 34th B.G. Relocating cut our line of communications. Your mail to me didn't get forwarded and my contact with you got put into storage until our new house got built. One never knows how much the contact means until it stops. I've missed you all for almost two years.

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RANDY BAILEY - Rochester, NY.

I received my copy of MM and saw your paragraph mentioning my contact with Wally Brauks concerning the death of my uncle, TSgt Ralph F. Kruse, in the raid over Mendlesham aboard Dale Eastman's B-24 which crashed on base. I am most grateful for all the 34th B.G. members who have given me many details about the raid that killed my uncle.

My mother, Bob's sister, gave me her blessing to do the research since I had no desire to bring back the pain she was inflicted with in June of 1944 when she was notified at work of his death. She, too, was gratified by the letters and response of those who wrote and I believe it helped in closure of his loss. She wasn't actually sure how he was killed; it was just enough for her to know he wasn't coming home. Now she knows.

Thanks to your group for your help in giving me many details about that raid over Mendlesham. I continue to be an associate member and enjoy Mendlesham Memories very much.

****

JOSEPH F. LEMMON - Northford, CT.

Have received the March issue of MM a few days ago and have found it as interesting as ever.

On Sept. 14th Dee and I will celebrate our fiftieth wedding anniversary. We are in good health and intend to stay that way (with the good Lord's help). I don't know if we'll be able to make Raleigh but we're sure going to try.

****

LEONARD GOLDEN - Portage, OH.

We both enjoy reading Mendlesham Memories. We will be celebrating our 50th wedding anniversary on June 19th of this year. On July 6th our children are hosting a 50th celebration buffet and dance in our honor. Len and I have been blessed with loving, happy years together and we are praying there will be many more ahead of us.

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RAY KUBLY - Watertwon, WI.

I am hoping to get to Savannah this year to see the 8th AFHS Museum - if not this year then later.

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ROBERT (BOB) WRIGHT - Port Charlotte, FL.

This is the worst winter of our 12 years in Florida. We had a lot of nice days but a lot of cold ones also. Two frosts wrecked a lot of shrubs and plants which are now starting to grow back again. We stoped in Savannah at the 8th AFHS Museum on the way home. They have a long way to go to finish by May, unless it's May '97. Took some pictures for the 34th to see where the money we gave to the Heritage Fund is going.

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View of the Museum from the I-95 Exit at Savannah.

View of the east side of the building.

WILLIAM F. CHEEK - Banner Elk, NC.

Just got my March issue of MM forwarded on to me by my son from Florida. It's another interesting issue. We have been here on Sugar Mountain for 9 days now and it has snowed 4 times. Thursday brought us 4 inches and Friday 5 inches. Then this morning (Saturday) at 8:00 a.m. the temperature was 4 below zero. How about that for a pair of native Floridians?

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JOSEPH DOMINO - Perkasie, PA.

Please show us in your 50+ years anniversaries. As we are both aging, Vicky and I are still in the best of health. If all goes well we both expect to see you all at the 34th reunion at Raleigh in September. By the way, our 56th anniversary is August 31st, 1996.

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NOTES FROM OUR FRIENDS

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H. ARNOLD PRILLAMAN - Martinsville, VA.

I first met him in June, 1944 at Pyote, Texas. I saw him last in June, 1994 as we departed Heathrow Airport in London after having retraced some of our wartime steps along with Eugene James and Fred Schoch. Everyone liked him, and with reason. He was a true gentleman who managed to find some humor in every situation.

He died in November, 1995, a sad loss to the ones of us who were privileged to have shared some life experiences with him. His name was John Ashburn.

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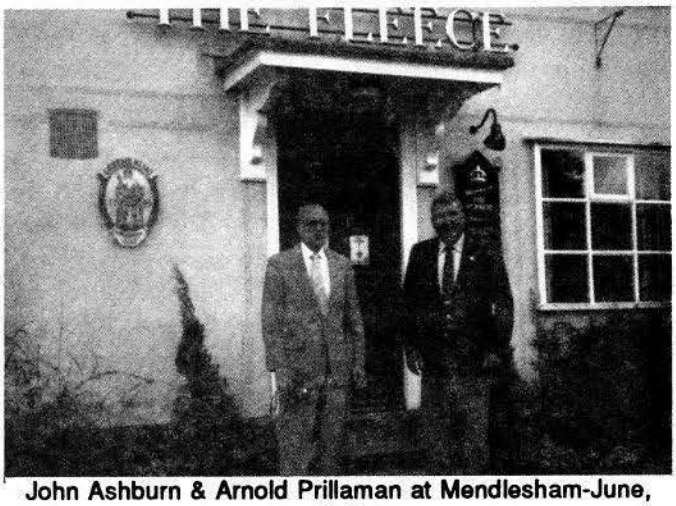

John Ashburn & Arnold Prillaman at Mendlesham-June, 1994

ORAL D. WALKER - Battle Creek, MI.

Just a note to let you know that Margie and I were married on August 20, 1941. I lost her on March 6th after about 4 1/2 years of total blindness, lukemia, heart problems and, you name it, she had it!

Last year my son, Jim, and his wife, Peggy, enjoyed the reunion at Huntsville and we are looking forward to Raleigh. I hope we can take some time for some side trips.

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WILLIAM E. BOARMAN - Greensboro, NC.

Just a note to say I appreciate the efforts of all of you who keep Mendlesham Memories going. I, for one, appreciate the publication and one of these days will get around to sending a picture of Tom Rider's crew.

Perhaps we'll make the Raleigh reunion in September.

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PAUL ANDERSON - Mesa, AZ.

This winter has been one of the best in the 11 years we have been coming to Arizona. One down side is the lack of rain, this winter, has resulted in fewer desert flowers this spring. We plan to leave here for our home in Washington a few days after the 25th of April. That will be our 54th wedding anniversary, so you can add our names to your list.

We hope to make the reunion in Raleigh and hope to see everyone there.

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CASEY COOK - Iowa City, IA.

I am the son of Patrick B. Cook. My father passed away nearly 18 months ago of a sudden illness. He talked little of the war, but all his eight children knew that he treasured his comrades and his experiences as a B-17 pilot.

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YVONNE (THOMAS) HUDECEK - Eureka Springs, AR.

Just a note to tell you that Tom died on February 24, 1996. He was in the nursing home for almost a year. He had Alzheimer's and it sure took its toll on him. His weight was about 140 lbs. and he hadn't walked since September. It has been so hard to see him change so much. He was such a gentle and loving man and will be sorely missed.

****

CHARLES A. BILLMAN - Sun City West, AZ.

Just wanted to make a correction in your TAPS list. Cecil Tevis was incorrectly listed in your January TAPS list with the first name "Ray". The balance of the information is correct, so far as I know.

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GLEN D. BARR - Newcastle, WY.

We're sorry we couldn't make it to the reunion but we have really enjoyed the Mendlesham Memories. You are all doing a great job and we apprectiate it. Thank You!

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RUSSELL REED - Monrovia, CA.

Getting a LIFE MEMBERSHIP is one of the best investments I have made in the past few years. I wear my pin with pride. Thanks for the hard work you continue to do for the 34th.

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DONALD BENSCOTER - Lapwai, ID.

Barbara and I took much interest in the December issue. We now have all of the literature on Raleigh that the Chamber of Commerce could supply. If something doesn't interfere, we will see you all there.

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GWEN (JAMES) SPARROW - La Plata, MO.

I was so sorry to hear of Mollie Gardner's death. I had just started being a pen pal to her and am very sorry I didn't have time to know her better.

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RUTH (GEORGE R.) MORRIS - Ontario, CA.

It is with sorrow and deepest regret that I must inform you of the passing of my dear husband, George R. Morris. We had been together for 50 years. He was very proud of his military service and had worked his way up to Lt. Col. after many years in the reserves. He enjoyed the MM newsletter very much. Two of his crew members of "The Dugan Wagon" live here in California and we were able to get together before he passed away.

(Editor's note: Please see George R. Morris's letter to MM earlier in this section)

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NOTES FROM OUR FRIENDS

Continued from page 7

WILLIAM H. DORRANCE - Kailua, HI.

Please add our names to the Anniversary list. We were married on August 31, 1946. All four of our children and four grandchildren will attend a grand celebration here on Oahu. All live in different cities on the mainland so arranging the event was no minor logistical exercise. It will be the first such Dorrance family reunion in over twenty years.

How wonderful it is that in these days of 50% divorce rates so many of our members have found lifetime partners and have lived so long. Truly, our generation is special!

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SPECIAL NOTICES

From Walter Sturdivan we have the following:

The 34th Bomb Group lost 34 planes missing in action. There were 39 planes lost in other operational losses. We had the lowest casualty rate in the ETO for a heavy bomber group. I am compiling a list of missing in action planes. At the present time I am aware of 15 planes, but not all the details. Sometimes it's hard to distinguish between the type of losses whether shot down or crashed. Of course, some were very visible right over our base on June 7, 1944.

I would like to request information from our members as to any planes they were involved with or saw or heard of that went down, either on the Continent or in the British Isles. Please include the name of the pilot (or crew members), the date and the place. Also include any information concerning the incident. After compiling the information I will make it available to our members. If possible I would like to have this information before our next reunion at Raleigh on Sept. 19-22, 1996. Please send it to: Walter Sturdivan, 5901 N. El Dorado St., Stockton, CA. 95207.

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From Dr. Horst Wilhelm of Germany we have the following:

I have been searching for the destiny of B-24 crew members who died in my hometown on July 19, 1944. Possibly you can help me by publishing the following question in your next issue. This involves the collision of two B-24's near Saarbrucken on July 19th, 1944. One aircraft crashed in the town of Schiffweiler and the second one in the town of Freidricksrahl. Both towns are 20 miles northeast of Saarbrucken. Only two of the crewmen survived. They were Lt. William Hart and Lt. Blevins.

I would like to know any information regarding that raid on Saarbrucken. Any further records, photos or other documents would help. Also, any information about some of the personnel aboard those planes (their names, hometowns, families, education or occupational background)? Are there any photos of them or their crew? Where are their final burial places?

A German eyewitness is maintaining he saw a crew member leaving the wreck (bleeding out of the mouth, running away and getting captured after fainting) Are there any survivors of that crash alive today?

I plan to publish the story of those two planes together with other events of WWII. I am in contact with the mayors of both Schiffweiler and Friedrichsthal. We also plane to fix plaques in both towns in remembrance of the U.S. airmen killed in action over our towns. We think that, after more than 50 years of the end of WWII and of so many years of German-American friendship, it is time to remember the men who died in helping free Germany and Europe from dictatorship and nazism. Responses are to go to: Dr. Horst Wilhelm, 66578 Schiffweiler, Am Tafelbrunnen 6, Germany.

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We are advised that an old pair of prescription glasses can still be useful to indigent people in the United States and other countries, such as Mexico, Nigeria, Brazil and the Ukraine. To make a donation, send used

Lt. Keifer's crew - Rear, L. to R.: Cochrelle, Vanderdley, Keifer & Hicks. Front, L. to R.: McArdle, Conklin, Hopkins, Lotspiech, Pritmore & Dunn.

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

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SPECIAL NOTICES

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glasses to New Eyes for the Needy, 549 Millburn Avenue, Dept. P, Short Hills, N.J. 07078. Include your name and address for notification that your tax-deductible contribution has been received.

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We have also been advised that General Adolf Galland, one of Germany's top fighting aces during World War II, has died on February 9th at the age of 83 at his home in Oberwinter, Germany. During 4-1/2 years of combat flying, he shot down 104 Allied planes making him one of the top fighting aces of the war. He attended the 8AFHS reunion at St. Paul, MN. in 1981 as a guest.

(Editor's note: Rose and I had the pleasure of meeting him at that reunion)

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From Peter Gaskin of Essex, England we have the following:

Please find enclosed an article from one of our regional newspapers. The story behind it started at the reunion at Minneapolis/St. Paul when Jack Share asked if it was possible that I could find a certain Aubrey Meadowcroft of the A.S.R. who, with his crew, pulled Jack and his crew from the freezing waters of Dunkirk on April 5, 1945. I thought it was a tall order but decided to give it my best shot.

When I got home I set things in motion and, almost one year later, I found him. It was just before the '95 reunion in Huntsville and Mr. Meadowcroft phoned Jack at the hotel there. Then, 2 weeks ago, Mr. Meadowcroft phoned me to say that Jack's pilot, George Mehling, had been to visit him at his home on the south coast of England. Fortunately a friend tipped off the local paper, hence the article.

We hope everyone's in good health and looking forward to the summer as we are. Our winter has been diabolical and we are beginning to think the sun has burnt itself out. See you all at Raleigh-Durham.

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From the Mighty Eighth Air Force Heritage Museum we have the following:

Construction on the museum continues to move along rapidly in preparation for grand opening on May 13-14, 1996. It will be a two-day event. Monday, May 13, will be devoted exclusively to 8th A.F. veterans and families. Doors will open to them at 10:00 a.m. In the afternoon there will be a memorial service for the veterans followed by a reception for them in the museum that evening. On Tuesday, May 14, there will be a grand opening ceremony for the general public at 10:00 a.m. The 90,000 sq. ft. Mighty Eighth Air Force Heritage Museum is being built to honor the more than one million men and women who have served in the Eighth since it was created in Savannah, GA. in January, 1942.

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In late March Rose and I spoke to Walt McAllister, my ex-pilot, as we do periodiclaly, and were told that Betty (Jim) Martin had had a stroke. I immediately wrote to Jim for confirmation and asked that he write me back with his

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John Lyons with 34th B.G. B-17 "Miss Angela" in airshow at St. Paul, Minn.

SPECIAL NOTICES

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wishes regarding mentioning it in the newsletter.

Yesterday, April 9th, we received a phone call from him stating that Betty is much better and has been released from the hospital to recuperate at home. We were very glad to hear that and want to wish Betty all the best for her complete recovery and the ability to rejoin us at future reunions.

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Betty - Rose and I, and many others, are praying for you and are looking forward to seeing you again at any one of our get-togethers in the future. Please get well!!

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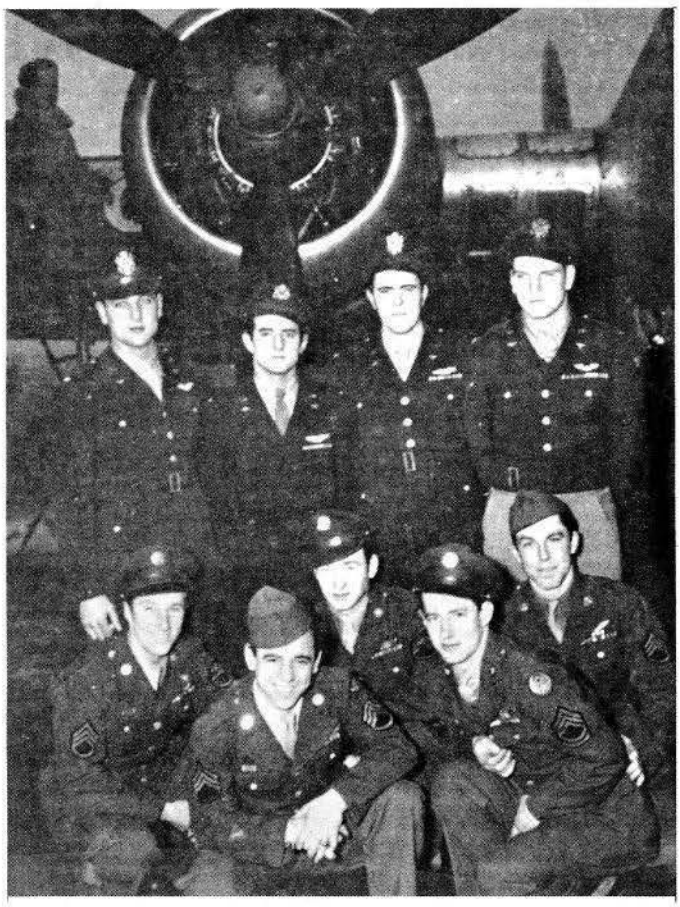
URGENT NOTICE!!!
URGENT NOTICE!!!

SCHOLARSHIP APPLICANTS - PLEASE NOTE!!!
(Members - please tell your grandchildren!!!)

John Janes, the Scholarship Committee chairman, will be moving to Virginia (for health reasons) before the scholarship applications are due on July 1, 1996. All



Rear, L. to R.: McWay, Lombardo, Griffis, & Johanson.
Front, L. to R.: Sadowsky, Andrignola, Trotter Copeland & Hunter.

Mrs. Pauline (Robert) Smith at the 34th B.G. Memorial at Mendlesham, April, 1995.

Scholarship Applications should be sent to: HAROLD PROVINCE, 111 PROVINCE LANE, CARRIERE, MS. 39426-7414. The committee believes that some applications may be lost if they are sent to John Janes and then forwarded to his new Virginia address by the U.S. Postal Service. John's Virginia address is not know at this time (April 6, 1996). IF AN APPLICATION HAS ALREADY BEEN SENT TO THE SLIDELL ADDRESS, PLEASE LET HAROLD KNOW THAT AN APPLICATION HAS BEEN SENT TO JOHN. HOPEFULLY, JOHN WILL HAVE RECEIVED THE APPLICATION AND SENT IT ON TO HAL. It may be necessary to send in a duplicate copy of your application.

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We have been informed by Maj. Gen. James E. McInerney, USAF (Ret.), the Executive Director, that the American Air Museum in Britain construction is now under way. They are looking for additional founding members and have asked for our help in contacting our membership in their behalf. Their membership coordinator is Eve Holloway and the toll-free number is 1-800-233-4226. Anyone who would like more information regarding the only museum of its kind outside of the United States can call and learn what it's all about.

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DEADLINE

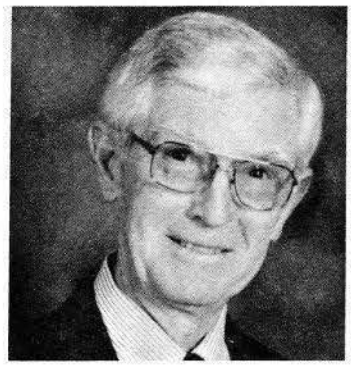
Any material or items to be inserted in the September issue of Mendlesham Memories should reach me on or before July 19, 1996. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

Then and Now

AMBERS HANSON

1943



1995

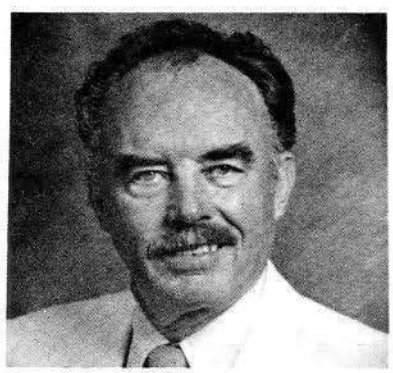
CLAUDE CONKLIN

1944

1994

RAYMOND V. PALMER

1944



1995

CHANGES OF ADDRESS (As of 4-19-96)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD
BEARD	CLINTON L.	18	4564 NORTH LENA DRIVE	BEVERLY HILLS,	FL.	34465
BOWER	WALTER R.	391-4	P.O.BOX 257	ISLESBORO,	ME.	04848
CLEMINS	JAMES A.	391LM	2820 NORWOOD DRIVE	RACINE,	WI.	53403
JELLUM	WALTER H.	391	11490 400TH AVENUE	WASECA,	MN.	56093
MANN	DONALD G.	18	800 2ND AVE. N., APT. 212	GREAT FALLS,	MT.	59401
McCARTHY	DONALD	18	C/O TREVILLA, 7505 COUNTRY CLUB DR.	GOLDEN VALLEY,	MN.	55427
REPOFF	MRS. JEANNE F.	4LM	7422 E. WINDLAWN WAY	PARKER,	CO.	80134
ROBINSON	RUSSELL E.	18LM	P.O.BOX 13, TAYLOR AVE.	BINGHAM,	ME.	04920
SCHWARZ	BERNARD	391	100 SEQUASSEN AVENUE	OLD SAYBROOK,	CT.	06475
STEVENS	WILLIAM F.	18LM	RT. 4, BOX 1090-O	GRAVOIS MILLS	MO.	65037
THAETE	EDWARD H.	18	1809 E. CATALINA AVE.	SANTA ANA,	CA.	92705

NEW LIFE MEMBERS (337 As of 4-16-96)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.
KRYSTOF	JOSEPH P.	391	31 WOODHAVEN DRIVE	KENSINGTON,	CT.	06037
PAULNOCK	RUSSELL S.	18	1404 LAS CANOAS LANE	SANTA BARBARA,	CA.	93105
SCULLY	RICHARD F.	18	1649 QUAIL DRIVE	SARASOTA,	FL.	34321
YATES	GRAEM	391	9516 GLENBROOK DRIVE	CHARLOTTE,	NC.	28215

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.
GROVES	WILLIAM E.		249 GRALAN ROAD	BALTIMORE,	MD.	21228
LEWIS	CHARLES H.		P. O. BOX 335	FREELAND,	WA.	98249
MOLLENBERG	ERNST F.	18	1955 MATICO AVENUE	DELTONA,	FL.	32725
ROBIDA	JOSEPH A.		149 PRINCETON STREET	NEW BEDFORD,	MA.	02745

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.	DIED
BLAND	JACKSON W.	4	1409 BERNARD STREET	PASADENA,	TX.	77506	01-26-96
COOK	PATRICK B.	7LM	1414 ROSELIND RD. S.E.	EAST GRAND RAPIDS,	MI.	49506	__-__-94
COOMBS	PHILLIP H.	391LM	1133 NO. FOURTH STREET	BANNING,	CA.	92220	03-03-96
DE HAAN	BENJAMIN F.	7LM	815 DUKES DR. #402	GRAND FORKS,	ND	58201	12-08-95
HARTWICK	ROBERT N.	7	734 EAST MAIN STREET	BELLEVUE,	OH.	44811	01-03-96
HUDECEK	THOMAS	4	144 APPALOOSA DRIVE	EUREKA SPRINGS,	AR.	72632	02-24-96
LEVI	MYRON B.	18	998 NORTH E. STREET	TULARE,	CA.	93274	02-08-96
MORRIS	GEORGE R.	18	559 H STREET E.	ONTARIO,	CA.	91764	04-03-96
NIXON	WENDELL B.	18LM	986 WOODLAND STREET	HEMET,	CA.	92545	??????
REVETTI	JOSEPH	391	6597 SO. TIMBRIDGE DR.,	YOUNGSTOWN,	OH.	44515	03-10-95

LOST SOULS

(Moved and left no forwarding address

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZPCD.
INGRAM	WILLIAM G.	7	1053 DUTTON AVENUE	SANTA ROSA,	CA.	95407
SHOVE	LAURA	7 GRP.	4906 LA CUENTA DRIVE, A116	SAN DIEGO,	CA.	92124
THOMPSON	LOUISE	391LM	8649 SW KLAMATH CIRCLE	WILSONVILLE,	OR.	97070

DONATIONS TO RAY L. SUMMA SCHOLARSHIP FUND

LAST NAME	FIRST NAME	IN MEMORY OF
ALDRIDGE	FREDERICK	JAMES M. GLASS
ALDRIDGE	FREDERICK	MEMORIAL OF GINNIE YOCKEY (WIFE OF CHARLES YOCKEY)
ROY	HERBERT	MEMORIAL OF GINNIE YOCKEY (WIFE OF CHARLES YOCKEY)
STEVENS	WILLIAM	RAY SUMMA (HIS CREW CHIEF)
ZELDES	BENJAMIN & EDITH	MEMORIAL OF GINNIE YOCKEY (WIFE OF CHARLES YOCKEY)

50TH WEDDING ANNIVERSARY (Congratulations to all!!)

MARRIED	LAST NAME	FIRST NAMES	ADDRESS	CITY	STATE	ZPCD.
1940-??-??	SAXEN	ROBERT & LEONA	511 S. MAIN STREET	HOLSTEIN,	IA.	51025
1940-08-31	DOMINO	JOSEPH & VICOTRIA	1336 TUNNEL ROAD	PERKASIE,	PA.	18944
1940-08-31	DOMINO	JOSEPH F. & VICTORIA	1336 TUNNEL ROAD	PERKASIE,	PA.	18944
1941-09-28	NICHOLS	CARL O. & KATE	5300 N. COLONIAL AVENUE	FRESNO,	CA.	93704
1942-01-24	SWAN	RAYMOND F. & GRACE	14 SOUTH MARINA PLAZA	ENGLEWOOD,	FL.	34223
1942-04-11	MORRISON	DONALD R. & SHIRLEY	3150 CHANNEL BLVD. R	CHEMAINUS,	BC.	CANADA
1942-04-25	ANDERSON	PAUL & BERYL	11622 W. SILVER LAKE RD. SP91	EVERETT,	WA.	98208
1942-05-14	GREENE	PAUL C. & NELLIE	6207 N.C. HWY. 22	CARTHAGE,	NC.	28327
1943-05-26	JOHNSON	CHESTER A. & CLAIRE	BARTER'S ISLAND	TREVETT,	ME.	04571
1943-09-12	FRANK	EARL & MARY V.	329 LANDFAIR AVENUE	SAN MATEO,	CA.	94403
1943-12-28	LYNN	JOSEPH H. & CAROLE	2685 11TH AVENUE	SACRAMENTO,	CA.	95818
1944-01-26	CHEARY	WILLIAM W. & BERNEDEAN	296 ARLBERG ROAD	HICKMAN,	CA.	95323
1944-03-19	FRANCO	GEORGE A. & FELICIA	P. O. BOX 477	HAMPSTEAD,	NC.	28443
1944-03-31	THURNER	CHARLES W. & FRANCES (TOOTS)	460 JONQUIL	PITTSBURGH,	PA.	15210
1944-07-15	MANTENPEL	ALFRED A. & THERESA	290 HOFFMAN STREET	FRANKLIN SQUARE,	NY.	11010
1944-08-15	FRIEDLANDER	GILBERT A. & FRANCES	5719 SUNNYSLOPE AVENUE	VAN NUYS,	CA.	91401
1944-11-17	SPARROW	JAMES W. & GWEN	301 E. BATES STREET, APT.11	LA PLATA,	MO.	63549
1945-07-02	HAM	ROBERT E. & GINNY	P. O. BOS 222	RAMSEUR,	NC.	27316
1945-07-10	ANDERSON	CECIL L. & FRANCES	8720 GRIGGS AVENUE	CIRCLE PINES,	MN.	55014
1945-09-07	CLARKE	MARSHALL J. & JEAN	5325 SEDONA COURT	CARMICHAEL,	CA.	95608
1945-11-03	BACSKAJI	JOSEPH J. & ELIZABETH	2206 CHANEY DR., LOT 498	RUSKIN,	FL.	33570
1945-11-04	BROWN	WILLIAM O. & NITA	975 BINGHAM LANE	STONE MOUNTAIN,	GA.	30083
1945-11-22	HAJKO	CHARLES V. & JANE	42 ELECTRIC STREET	WORCESTER,	MA.	01610
1945-12-30	GAUMER	BASIL & LORENE	911 NO. ELM, BOX 323	GREENVILLE,	IL.	62246
1946-01-25	MORRIS	GEORGE R. & RUTH	559 EAST H STREET	ONTARIO,	CA.	91764
1946-01-26	FOSSUM	LEE M. & BONNIE T.	2903 NO. 6TH STREET	COUER D'ALENE	ID.	83814
1946-03-16	GOERNER	HUGH H. & VIRGINIA	6 LINKS COURT	AUSTIN,	TX.	78738
1946-05-19	COHEN	LOUIS L. & MINI	221 BALLARD DRIVE	WEST HARTFORD,	CT.	06119
1946-05-23	SANDHOLM	KIETH & CHARLOTTE	402 GARFIELD STREET	SHENANDOAH,	IA.	51601
1946-05-25	TAMACCIO	DAVID L. & JANE	739 WINDALE	JENKINTOWN,	PA.	19046
1946-06-19	GOLDEN	LEONARD W. & GENE	10957 OAK STREET	PORTAGE,	OH.	43451
1946-08-17	DEMPSEY	WILLIAM F. & SHIRLEY	9021 WOODHAVEN COURT	BOISE,	ID.	83704
1946-08-31	DORRANCE	WILLIAM H. & JANET	385G KAELEPULU DRIVE	KAILUA,	HI.	96734
1946-09-14	LEMMON	JOSEPH F. & DOLORES	26 MILLER ROAD, BOX 153	NORTHFORD,	CT.	06472
1946-09-14	SCHARMEN	MERRILL E. & AUDREY	162 LEASON COVE DRIVE	LUSBY,	MD.	20657
1946-11-24	VINCENS	HILTON & VICKY	2413 VICTOR STREET	CHALMETTE,	LA.	70043

34TH B.G. ASSOCIATION EARLY HISTORY

by William F. Cheek

Using sources from: 8th A.F. News, Esther Carpousis, Hannah Summa, Aida Kaye, Ed Kueppers, Grady Deatherage, Robert Wright, Don Stufflebeam, Harry Doles, and John Hildebran

Usually the best place to start anything is at the beginning. In this instance the beginning is at the end - the end of World War II, that is. With the war over, and most of us returning to civilian life, our military activities were put behind us. Some were returning to continue

Lt. Hicks' Crew - Rear, L. to R.: Vanderkley, Cockrelle, Johnson, Hicks & Nichols. Front, L. to R.: Springman, Conklin, McArdle, Dunn & Lotspiech.

MEMORIES

Continued from page 13

their education under the G.I. Bill of Rights - others to their former employment and raising their families. Thoughts of war experiences would flash through our minds - about comrades we lost and places we fought. Also sights we never expected to see and war buddies we may never hear from again. But, for the most part, we pushed that aside and went on with the business at hand-our family, our home, our employment and educating our children.

Then, after about 30 years with some of this accomplished, we found that we had a little more spare time on our hands and, with aging and mellowing somewhat, our not quite so busy minds begin drifting back to thoughts of what we were doing and where we were when we were the age that our children are now.

At about this time a few of us were seeking out some of our wartime buddies and renewing old friendships that had been part of our survival about 30 years ago. Important to us were the veterans of the 8th Air Force who were meeting in south Florida. As their numbers grew they began to form the 8th Air Force Historical Society and the Florida chapter of the same. This took place in the mid-1970's.

Before these meetings began John Woolnough, a 466th pilot of Miramar, Florida, edited and published the 8th A.F. News which he called the Journal of the 8th Air Force Historical Society prior to the forming of the 8th AFHS. The first issue of two pages was published in January, 1975. This publication grew like Topsy. By the 13th issue, which was Volume Four, Number 1, February 1978, it had grown to 16 pages. Many will agree that his newsletter was the lifeline of the 8th AFHS.

Early members were urged to put notices in their hometown newspapers concerning the forming of the 8th AFHS. Resulting from this and personal contacts, along with notices to veteran's organizations, many names of former 8th A.F. members were being found. The Historical Society led the way in locating members who would serve as Unit Contacts.

With all these names and addresses coming in, the 8th A.F. Clearing House was formed to assign members to their respective unit contacts. Elmer Fessler, 303rd B.G., Opa-Locka, FL. with considerable help from his wife, Jean, undertook this task. By September, 1979, the Fesslers had mailed 5,458 names and addresses to unit contacts, some of which were 34'ers. This was no small task.

It should be pointed out that, even though the 8th AFHS and the Florida chapter were being formed in the mid-1970's, some other units of the 8th A.F. were already organized and having reunions, but mostly by units and not as a total overall organization.

In April, 1975, representatives of 8 units of the 8th A.F. met in Hollywood, FL. for the purpose of forming an organization and planning a reunion. This group met in May and voted to form the 8th AFHS. They started with 121 members by including all subscribers to the 8th A.F. News. One year later on May, 1976, membership had grown to 939. By the end of 1979 the paid membership in the 8th AFHS stood at 5,200. In March, 1996, membership was 31,247.

The first reunion of the 8th AFHS was held in October at Miami Beach, FL. with 617 persons in attendance. Arthur Selevan of the 398th B.G. was elected the first president of the 8th AFHS. In December of 1975 about 50 men and women met at Ft. Lauderdale, FL. to form the Florida chapter. Selevan chaired this meeting and it was decided to hold the Florida chapter meeting at Lakeland, FL. the following May. About 40 persons attended and Harry Doles of the 306th B.G. was elected their first president. It was at this meeting that your writer. Bill Cheek, first learned that anything about the 8th Air Force was going on. A notice of the meeting was placed in the local newspaper. That notice caught my eye and I joined the 8th AFHS as member number 1086, and in the Florida chapter.

A reunion was being planned in cooperation with Rambling Tours, Inc. for a Friendship Holiday Tour back to England for September, 1976. Your writer signed up for this England trip along with his wife and son. A full contingent of 350 persons made this trip.

Our first stop in England was at London's Tara Hotel. It was here that four former members of the 34th, who were on tour, got together for the first time - Grady Deatherage, Doug Underwood, Bob Wright and Bill Cheek. The tour included many things and a highlight revisiting the site of the 34th B.G. Our guides were local members of "The Friends Of The Eighth". At one point, as we toured the grounds, Doug Underwood pointed out that you could still see the perimeter footings where the Officer's Club once stood. This area is now used as a swine farm and hogs were all over the place. One of our guides, in his best accent, said, "Hasn't changed much, has it?" Former "EM's", Deatherage and Cheek, had a big laugh while former Colonels, Underwood and Wright, managed a tight grin.

Continued on page 15

Crew of the "Mizpah" - Rear: C. Greiman, J. Friedman, C. Davis, & C. Steman. Middle: R. Carothers, O. Hopkins, ?, S. Kopacz & Kurger. Front: K. Ulam & W. Wright.

MEMORIES

Continued from page 14

The second reunion of the 8th AFHS was held in October, 1976 at Dayton, Ohio, with 816 persons in attendance. James A. Carpousis, of the 391st Sqdn., had been named the 34th B.G. unit contact. A mini-reunion there, including the four who had been to England the previous year. A highlight here, for your writer, was that member Herb Mermelstein, former 391st Sqdn. clerk, had a picture of the writer's crew and a picture of a B-17 taken just prior to take-off on a food drop misison to Holland. Others, besides Mermelstein in the picture, included pilot Evans, co-pilot Schwarz, navigator Plaut, bombardier Patrick, engineer Beckley and radio operator Fetters with "The Flying Pinocchio" in the background. Since gunners Jellum, Smith and Cheek had been on a previous food mission, they were "stood-down" in order for ground personnel to make the flight.

The fourth reunion of the 8th AFHS was held in October, 1978 at Washington, D.C. with 1,150 persons in attendance. A 34th B.G. mini-reunion was held with a good number present. Interest was growing to form a 34th B.G. Association. Jim Carpousis had been serving as 34th B.G. unit contact since 1975 and he asked to be relieved of this responsibility as he needed time for his wife and seven children, not to mention his teaching duties in the Reading, PA. school district. Jim and his wife, Esther, attended the reunions in Dayton, St. Louis and Washington.

At the end of this reunion Deatherage, Underwood and Cheek met for a conference to discuss what route to follow to further the forming of the 34th B.G. Assn. Ray Summa and his wife Hannah, attended this reunion and he expressed an interest and the willingness to take an active part. Henry Jurgens, of the 18th Sqdn., gave Jim Carpousis the name of Summa as a possible successor. Jim asked Ray to take over his job as unit contact. At the same times Ray was getting encouragement from others. He accepted and most of you know the rest of the story.

Soon after, Ray and Hannah went to Maxwell A.F. Base to the research center for several days getting names and addresses. He did many things for the association, including working on the by-laws and getting our non-profit status.

The first newsletter was prepared by Ray in June, 1979. He looked for a title for it and asked John Woolnough, who suggested "Mendlesham Memories", and this has stuck. Ray sent many letters to newspapers to run articles looking for 34th'ers. He had phone books from most of the states and spent hours trying to run down former 34th'ers. Hannah said that he got quite a thrill when he received a phone call or letter from a "Lost Sheep". In addition to looking for lost members as unit contact and preparing the newsletter he was secretary, treasurer and handling the PX items -- quite a load. His enthusiasm spread and others began to share the load. Eli Baldea took over the responsibility of the "Mendlesham Memories" and, at Ray's death, Hal Province took over as secretary, treasurer and contact man. Paul Shull, with able help from his wife Pauline, took over and enlarged the PX duties.

The 8th AFHS reunion Orlando in 1980 saw the 34th B.G. Assn. take off with good attendance. Grady

Continued on page 16

Auto. Gunsight & Turret Spec. 2 From Group & 6 From 7th Sqdn. Front, L. to R.: V. Aspelin, J. Stomakin, E. Saulnier. Rear, L. to R.: C. Wiltse, ? Grp., W. Wood, ? Grp. C.W. Kohr.

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ.
18 391 4 7
34th Bomb. Group
Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

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MEMORIES

Continued from page 15

Deatherage served as the first president and your writer, Bill Cheek, as first secretary. At the 1982 8th AFHS reunion in Cincinnati, OH., the 34th B.G. had its first real large attendance with 112 members and 79 wives registered. Another 15 or 20 34th'ers joined in. Malcolm Corum was the second president and Bob Wright the third.

Up until now all 34th B.G. Assn. reunions were mini-reunions in conjunction with the 8th AFHS reunions. The first 34th B.G. Assn. reunion alone was at Nashville, TN. in 1984. These have continued each year since and with mini-reunions still being held at 8th AFHS reunions. 34th B.G. reunions have been planned by chairman, Gerald Pine, aided by Bob Wright and Harold Rutka with much assistance from their wives, Wanda, Esther and Genevieve. On the national level, Doug Underwood has served as Archivist of the 8th AFHS and Harold served as secretary in 1993 and as vice-president in 1994 after being on the Board-Of-Directors.

Something should be included about Roger Freeman and his enormous contribution to members of the 8th A.F. when his book, The Mighty Eighth" was published in 1970. If you have ever wondered why that is its name, here is the correct answer. As his book was about to go to press the publishers suddenly decided they didn't like the original title and Freeman was given half a day to come up with a new title. He knew the 8th A.F. was the largest air striking force that had ever been committed to battle and, as a youngster, he had seen the vast formations of bombers and fighters going to war. A title that expressed this might was the obvious choice - "The Mighty Eighth". This title proved popular with 8th Air Force veterans.

In conclusion, the writer would like to say that there may be a few errors in the foregoing and a few names that should have been listed that were not. Also, that he is not an experienced writer but that he has made an effort to give the information that was asked of him by newer members attending the reunion in Huntsville. My apologies to anyone who should have been mentioned and was not - and for errors and ommissions, but I gave it my best shot.

****

Noseart on Alf Johanson's Aircraft

VOLUME XX NUMBER 3 SEPTEMBER, 1996

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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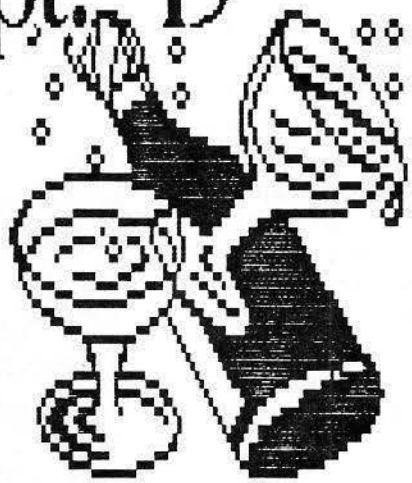
REUNION '96

Raleigh, NC.

Sept. 19 - 22



SEE YOU THERE!

OBSERVATIONS

Here we are again, with the September issue. After each issue we contemplate on what we must impart in the next issue. This does take some time and, usually, some item comes to your mind to mention next time.

However, with this issue, I must tell you that I made an error with the June issue. That is the issue in which we put forth all the information and forms for the September reunion. This time, though, I really goofed! Somewhere in my files Gerry Pine had furnished me with a map showing the location of the Marriott Hotel at Raleigh, N.C. Somehow I had misplaced this and, consequently, it was not included with the June issue as it should have been but it will be included with this issue.

Because of this problem I had to move up the "deadline" date from July 19th to July 12th and notified those I knew might have material for the September issue of that fact. This will assure that most, if not all, of our members will, hopefully, receive this map before they have to leave home to attend the reunion. Again I must tell you how sorry I am for this error and can only blame it on the fact that my old age is beginning to show, both in looks and mental capabilities. Sorry!!

Now back to the business at hand. I want to remind all reunion attendees to bring along their cameras and take pictures of themselves and their friends. These, then, are to be sent in to me for the December issue. Make sure, though, that all pictured are identified because, although I know many of you, I do not know everybody. I do identify the donor immediately and guarantee the return of all photographs after use. I do not guarantee that all photos will be used but I will use those I believe will be of interest to most, if not all, of our members.

In order to get our December issue out at the proper time I must set a "deadline" date for incoming material. To be certain that most of our members get their copy in December the original copy must get to our printers by October 18th. Therefore that is our "DEADLINE" date. Get any items you want shown in the December issue to me no later than "OCTOBER 18, 1996".

Shortly before I got this issue ready to go to press I had been informed of the death of Samuel Baglio, our 34th B.G. Chaplain, on June 30th of this year. I was very sad to hear the news inasmuch as Rose and I had known Sam and his wife, Lee, since our first year as members of the association. We both wish to pass on our greatest condolences to Lee for her loss.

I think I've rattled on enough for this issue. Again I want to repeat, "Rose and I are looking forward to seeing you all at Raleigh in September". "BE THERE!!"

Eli Baldea,
Editor and Past President

****

PRESIDENT'S MESSAGE

What an exciting time to be present at the opening of the 8th Air Force Museum on May 13, 1996! Jean and I, along with Hal and Jan Province, Dale and Margie Finley, Jack and Dorothy Clarkson and John and Marge Bloczynski of the 34th Bomb Group were among the thousands who came to see a museum built to preserve and honor the veterans of the Mighty 8th. It was truly an emotional day. As quoted in the Savannah Morning News, "Thousands of veterans traveled to Pooler on Monday to see the center built just for them - the Mighty 8th Air Force Heritage Museum. A few limped, some were in wheelchairs and some were on walkers and crutches. But they came to see a monument built for them and for their buddies who didn't make it back from World War II, Korea and Vietnam. They stood outside, tears in their eyes, cameras and video recorders in their hands". The museum is still requesting artifacts and memorabilia from World War II and other eras of the 8th Air Force. Perhaps we will have our reunion in Savannah in the near future so that members of the 34th can see this 90,000 square foot museum.

Time is passing quickly and I hope all of you are making plans to attend our next reunion in Raleigh, No. Carolina, September 19-22, 1996. I encourage you to send in your registration and make your hotel reservations at the Raleigh Marriott Crabtree Valley. Contact your buddies and encourage them to attend. Thanks to Hal's efforts with his mail-outs, another member of my crew has been located. I spoke with Americo Penna (our navigator) for the first time in over 50 years recently and

Continued on page 3

T/Sgt. Litsey

PRESIDENT'S MESSAGE

Continued from page 2

he is planning to attend our reunion for the first time.

The Reunion Committee has planned good menus, a golfing outing and a tour of the Raleigh-Durham area. There are several other events being held in and around Raleigh during our stay that some of you might be interested in as follows:

9/17-21 N.C. State Championship Charity Horse Show at the Horse Complex, State Fairground - (919) 787-8000

9/19-22 Southern Ideal Home Show - State Fairgrounds (919) 851-2911

9/20 Sweet Potato and Apple Pie Contest - Farmer's Market (919) 733-7417

9/20-23 Cabaret in the Park. Theatre in the Park Musical Revue (919) 831-6058

9/21-22 Durham Center Fest - Downtown - State Arts Festival - (919) 560-2722

Along with the shopping mall across from our hotel, these should be enough to keep the most energetic people busy.

We look forward to seeing all of the "Old-Timers" and hope to see many new faces in Raleigh. Remember to make our "First-Timers" feel welcome.

Your President,
Ambers Hanson

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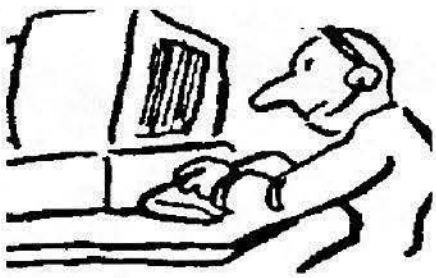
FROM THE TREASURER'S COMPUTER



(provih@Brutus.Datastar.Net)

Yes, for those of you who know what Internet is, I now have an E-Mail Address. There are others in the 34th BGA who also have E-Mail addresses and I'm asking that they let me know of their address. At this writing George Franco and I are working on a Homepage to EXTOL the virtures of the 34th BGA and are trying to reach some more of our lost sheep via the INTERNET! George suggested that there may be others like him who Cruise The Web or Surf The Net or something like that and there may also be children or grandchildren who would tell their Dad or Grand-dad about a listing on the NET about the 34th BGA! Great idea, huh? I'm just sorry that I didn't have the foresight to see what this could mean to the 34th BGA! So send me your E-Mail addresses and perhaps we can talk Eli into publishing them in another issue of MM.

We sure are a moving bunch! Look at the CHANGE OF ADDRESSES we've had since the last issue of MM. And, please, also note the NEW FOUNDS who were in the Original 34th BG which moved from Langley to Westover to Pendleton! Quite a few were in the 7th BS and have some stories to tell about Curtis LeMay when he was CO of the 7th BS! He flew one of the A/C when the 34th BG was sent to Pendleton in 1942. What a HERITAGE the 34th BG has! If one of our NEWFOUNDS live anywhere near you please give them a call and welcome them to the 34th BGA!

It's hard to believe that the reunion at Raleigh is less than 10 weeks away at this writing and, by the time you get this to read, it may be only days away, depending on how the USPS handles our mailing! The March and June issues have brought numerous calls about the NONDELIVERY of MM. Let's hope that you get the September issue before it's time to leave for Raleigh!

I asked in the last issue who was the longest married couple in the 34th BGA. It is Harry and Carrie McMillion who were married on July 1, 1932!!! WOW!!, 64 years of married life together! They are a NATIONAL TREASURE in these days when 1 of 2 marriages end in divorce. Keep it going, you two! We're proud you are a part of the 34th BGA!

It's time to call a halt since I know Eli needs room for other issues. But first a word to you WISE WIVES! Make sure your husband has had, or will get, a PSA test. It's as important to him as a PAP test or a Mamma-gram is to you. And it's covered under Medicare. Don't let him put it off until "LATER"!

The Good Lord willing, we'll be looking for you in Raleigh!

Harold Province
Treasurer

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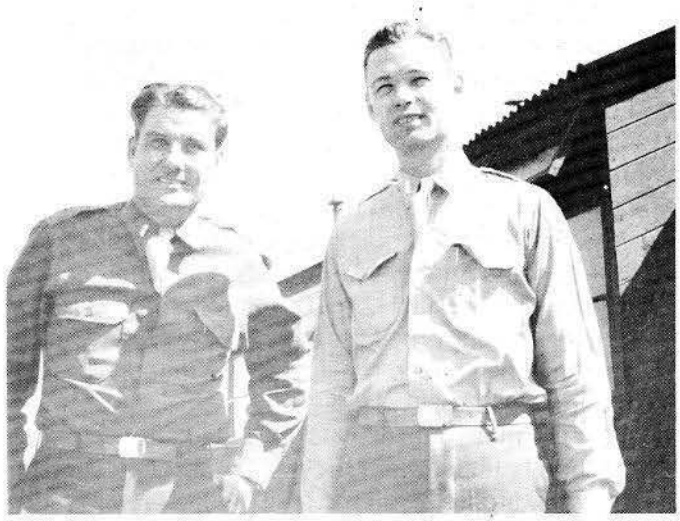


????? & Carl Nichols.

REUNION NEWS

Letter from Ian Hawkins:

Things went very well-the weather was perfect and the 34th, 303rd and 493rd Bomb Group veterans made many friends with their visit. I have enclosed an article from the "Framlingham Times" newsletter as follows:

On 15 June, 1996 BBC Radio/Suffolk broadcaster Maureen Garrett interviewed several 34th B.G. veterans during their return to their former airfield, accompanied by their wives, prior to a memorial service dedicated to the many young men who failed to return from their last mission. The party, which included 303rd B.G. and 493rd B.G. veterans, toured the war-time base, once the home of B-24 Liberator and B-17 Flying Fortress four-engined bombers, and is now the home to a large Road Transport Depot, the busy headquarters of a heavy haulage company, Taylor Barnard.

The memorial service, conducted by the Reverend John Pugh of Stowmarket, included a flypast of a wartime USAAF basic training aircraft, a T-6 Harvard, flown by our old friend Eddie Edwards. The distant drone of an approaching low-flying Harvard, then the sudden roar of its engine as it swept over the memorial in tribute provided a sombre and moving reminder of the immeasurable cost of a dearly-bought freedom, so often taken for granted.

After the service the veterans enjoyed a pub lunch in a local hostelry, "The Trowel & Hammer" at Cotton, a nearby village. The weather couldn't have been better - a warm and sunny June day - a cloudless sky with the beautiful Suffolk countryside looking its most enchanting.

The elderly veterans, the youngest being 70 years old, then traveled over to the 390th B.G. Memorial Air Museum at Parham Airfield, which includes numerous exhibits from the wartime First, Second and Third Air Divisions of the Eighth USAAF, and both Bomber and Fighter Commands of the Royal Air Force. In addition, James Mutton and John Lovell, of the East Anglican Military Vehicle Society had, together with other members of the Society, kindly arranged for several superbly restored and maintained Second World War USAAF and British Army vehicles to escort the veteran's coach.

The following morning the veterans returned to Mendlesham from their Cambridge hotel for the morning service conducted by the Rev. Philip Grey, rector of St. Mary's, the magnificent 11th century church. After a commemorative photograph, arranged by Father Grey, was taken of the American guests and the congregation, which included Michael Lord, Central Suffolk's Member of Parliament, they proceeded to the Community Centre for a buffet lunch and to renew wartime friendships with local people.

Among their guests who attended the veteran's Cambridge hotel for the "Farewell Dinner" that evening were Mrs. Margaret Brundish and the ladies who regularly place fresh flowers beside the 34th's War Memorial at the former airfield, Gerald Steadman, whose family had kindly donated the area of land on which the memorial stands, and Leslie Lummis who assisted in organizing the veteran's return to Mendlesham.

Mrs. Maureen Garret & Rev. John Pugh during the 34th B.G. Memorial Service.

34th B.G. Veterans after laying wreaths of remembrance at the Memorial, 15 June, 1996.

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival of the MEMORIES!!

ENGLAND AND FRANCE TOUR, 1996

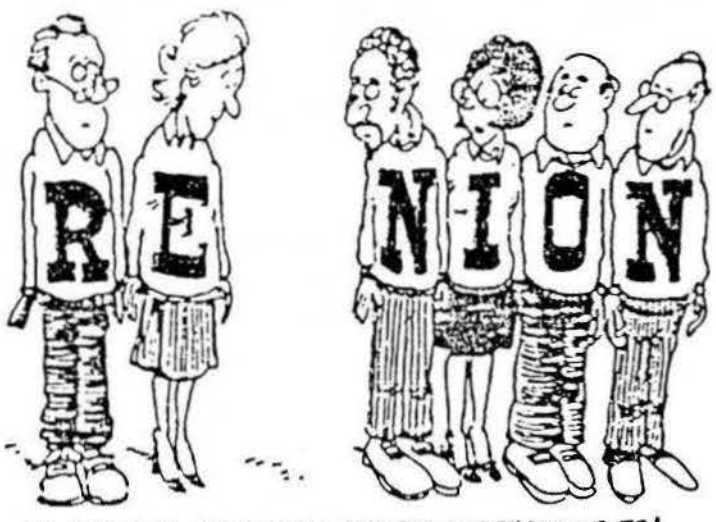
by Harold C. Rutka

Members of the 34th, 303rd and 493rd Bomb Groups assembled at Heathrow Terminal on 13 June, 1996. As in our wartime, assembly did not go as planned. Weather on the east coast of the U.S. caused late arrivals. Dick D'Amoto and his assistants sweated us out and started rearranging schedules. Lee and Helen Hackelroad arrived late in the day by way of Brussels, Spain and Newark. They were united several days later. Ron Blake called us at the hotel to welcome us back to England as he would not be on hand to personally welcome us.

We were supposed to have Friday, the 14th, to visit Cambridge but we were invited by Col. Marcum, Brian McGuire to join Bill McLeod of the 303rd at RAF, Molesworth. The celebration was for the 221st birthday of the U.S. Army. The bagpiper was USAF 1st Lt. Thomas Barnett. After the parade we toured the base. We were invited into the Joint Analysis Group complex and the Might In Fight Building. We visited the General Lew Lyle Conference room. The walls had many 303rd paintings. Each veteran was presented with a bronze medallion from the U.S. Headquarters, European Command.

Saturday was our memorial service at Mendlesham and was well attended by our English friends. We had a Mini-Reunion while waiting for the flyover - we were treated to four low-level passes. Rev. John A. Pugh conducted a moving memorial service - he remembered all members of the 34th Bomb Group, both living and deceased. All members marched to the Memorial, placed two wreaths, saluted and returned to visit with our guests. We toured the area but had to bypass the "Fleece" as it was undergoing a management change. "Bob" Leslie Lummis, who is Ron Blake's replacement, found a luncheon spot at the "Trowel And Hammer". We visited the 390th control tower and Museum and were escorted out to the main road by restored WWII Army vehicles. The vehicles looked as if they had just rolled off the production line.

Sunday morning we attended services at St. Mary the Virgin Church. The Rev. Philip Grey welcomed the 34th and remembered all in his prayers. He opened the Tower Armory and personally conducted the tour explaining the use of items displayed. We went to the Community Center to meet with friends and partake of a superb meal prepared by the ladies of Mendlesham. The 34th was presented a plaque by Mike Shave, the Chairman of Mid Suffolk District Council which was accepted by Harold Rutka. We left for Madingley Cemetery where we were greeted by Supt. James Schoenecker and the graves of the 34th members were decorated with flags. We then placed a wreath in memory of the 8th Air Force members.



IT WON'T BE THE SAME WITHOUT U!

Sunday was our farewell dinner with the ladies and their guests. We had a short social and then a wonderful dinner. Then we presented a 1996 Silver Eagle to all those that assist in the maintenance of our Memorial. After our fond farewells, we packed our bags and prepared to move on.

Monday we departed for London via the Duxford Impereial War Museum where Linda Mason took us on a brief tour of the new American Air Museum that is under construction. The Grand Reunion will possibly be in July, 1997. We toured the museums and the B-17 was opened for our group's inspection. Then we covered the balance of the displays. We visited the Bomber Command Museum and finally left for London with a mini tour on the way to the hotel. Our half-day tour of London and the Churchill War Rooms showed enough of London so that everyone could do their own thing. Wednesday Peter and Sylvia Gaskin joined us for a farewell in the pub at the hotel.

Thursday was our day to say farewell to those returning home and to welcome those that joined us for the tour of France. We visited Portsmouth, the D-Day Museum and the Historic ships - HMS Victory Flagship (vice Admiral Lord Nelson). We will all remember the "Fire Alarm" that awoke us (around 11:30 p.m.). We had a roll call and waited for the firemen to check out the building. They found a defective electrical switch in the kitchen which set off the alarm. Free drinks were available at the hotel bar but we all needed sleep for a very early departure.

Departure to Cherbourgh was changed to Le Havre due to a farmer's blockage of the port. Tamarac Travel rearranged the schedule so that Saturday was an extra long day. We covered the Sainte-Mere-Eglise, Airborne Museum, the Memorial For Peace, the General Eisenhower statue, and Pointe Du Hoc. The Point is where 225 Rangers attempted to scale the cliffs and only 95 survived. We were welcomed at the American Cemetery at Omaha Beach by Superintendent Lee Atkinson. We had a brief memorial service. The Clarion played "America", taps were sounded and, visiting the cemetery, were astounded by the number of burials that were known only as "Known Only To God". The airmen, soldiers and sailors paid a huge price for the little piece of "America". We returned to Caen by way of more of the

Continued on page 6

ENGLAND AND FRANCE TOUR, 1996

Continued from page 5

"Beaches".

We departed on Sunday for Paris and, after a mini tour of the city, we checked into the Paris Hilton. Some of us were fortunate enough to be able to view the Eiffel Tower from our balcony only 1 1/2 blocks away. We visited the city, enjoyed the French pastry and breads, tried out the subways and had a very good time sight-seeing. Some attended the Moulin Rouge Cabaret show.

Wednesday was another morning of more farewells. We enjoyed a ride to the airport in a Mercedes taxicab, Burt worried all the way to De Gaulle Airport about our luggage that was held in by a bungee cord. We finally managed to get through security. After checking our luggage we went through security again and finally were able to leave Paris, The City Of Lights, and return home after 21 hours of travel.

****

34th, 303rd and 493rd Bomb Group reunion attendees at Mendlesham with Mid-Suffolk Council Chairman, Mike Shave (Lower Left).

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

ROSE'S CORNER

I'm not going to say anything about the weather other than we are having the beautiful kind that none can find fault with. The outdoor grille is getting a lot of good usage and, since Eli is doing the grilling, I'm finding it a lot easier to just prepare the side dishes and dessert. This is such a great time for outdoor cooking that I've decided to share the following even though it's a bit late. Many of us have another 2 or 3 months of using the outdoor grille and, if possible, please try this method of grilling rib-eye steaks. Using fresh lime juice may sound weird but, believe me, it really gives a good fresh taste and seems to tenderize the meat. Be ready to get instant gratification when taking the first bite.

The following is for four (4) servings. If grilling more than four increase the ingredients accordingly.

FIESTA BEEF STEAKS (4 SERVINGS)

Four (4) Beef rib-eye steaks, cut 1" thick
Two (2) tbsp. fresh lime juice (please don't use the kind which comes in a plastic look-alike of a real lime)
Eight (8) small flour tortillas
One (1) cup prepared (store-bought or fresh) chunky salsa

1. Sprinkle both sides of the steaks with lime juice. Place on a dish and set aside for 30 minutes.
2. Wrap stacked tortillas securely in heavy-duty foil.
3. Place steaks on the grill over medium ash-covered coals (if using a charcoal grill) Grill approximately 12 minutes for medium-rare to 14 minutes for medium done, turning occasionally.
4. Place tortilla package on outer edge of grill and heat for five minutes, turning once.
5. When steaks are done to suit each taste, trim fat and season with salt and pepper if desired; serve with salsa and tortillas.

Very Satisfying!! Enjoy!!

We are looking forward to our Raleigh reunion and wondering what's been going on since we last met. Hoping all is well! May God bless you all with continuing good health.

Love,
Rose

****

Notes From Our Friends

DEXTER JORDAN - Huntersville, NC.

We have had an unusual and cold winter for North Carolina. Ice and snow breaking trees and power lines. Power off in some places a week or more. Beulah and I were lucky our power was off only a few hours. The holidays are long gone but they were happy days and we have enjoyed good health. We're now looking forward to Raleigh in September.

It is my sad duty to report the loss of another 34th comrade - Hugh B. ("HB" as he was known) Farrington. He was a toggalier in the 18th Sqdn. but, for some reason, they flew one mission in our plane in the 7th Sqdn. I had known him in our teen years. H.B. never recovered from his experiences in the service. He withdrew from friends and went into seclusion. When he passed away there were no known relatives.

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CHARLES W. KOHR - Franklin, OH.

I hope I have made contact with the right source to help me obtain the March, '96 issue of Mendlesham Memories. After all these years this is the first time I have failed to receive my copy. I didn't realize I would miss it so much. I am unable to attend the reunions so this is my way of keeping in touch with my old friends.

****

Sgt. Sassman & Don Wick in London, 1945.

JOHN T. LYONS - New Port Richey, FL.

I recently had a reunion with Al Fruit who was the ball turret gunner on Rainey's crew. I was the navigator. I've enclosed a picture showing our 50 year reunion.

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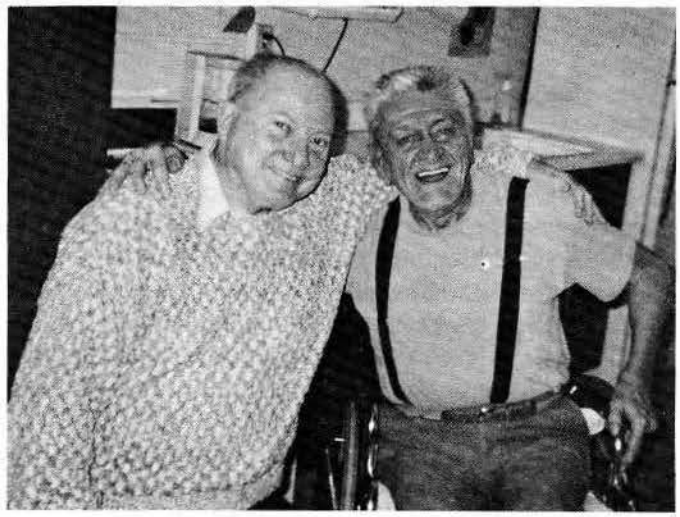

John T. Lyons & Alfonse Fruit at a recent reunion.

WILLIAM D. McDANNOLD, SR. - Cameron, MO.

The enclosed obituary for Henry Nelson is why I'm writing. I received it after I had been to Huntsville last fall. I was quite saddened by the news and had no reason to believe there was anything of the sort about to happen.

At this point we don't know if we will attempt taking the trip to Raleigh this fall. I did a solo to Huntsville because my wife was not up to traveling. We are looking forward to the '97 reunion. It is only a little less than two hours from my driveway to Omaha. I'm hoping we hold up between now and then and get to see all of you guys again.

I used to say "Time is creeping up on us all". Now I know "Time is coming at us in leaps and bounds" because we're on the short end of the stick these days. I want all of you who have served and are now serving as officers and workers of the association to know that I appreciate all the work and effort that goes into what you do and the service you render. Amen!! It sounds like I'm preaching, doesn't it?

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MORTON ABRAMS - Boca Raton, FL.

This is to inform you that James C. Langdon, Jr. died on May 24, 1996. Jim was the ball turret gunner on "Lucky 13" in the 18th Sqdn. As the pilot of our crew I kept in touch with as many of my crew as possible. Jim resided less that 1/2 hour from me and we frequently got together. He will be missed.

I enjoy reading my MM and look forward to receiving it. Keep up the good work.

****

Continued on page 8

NOTES FROM OUR FRIENDS

Continued from page 7

ROBERT J. CLARK - Nevada, IA.

Thank you kindly for adding my name to the "New Founds" list. I believe you will hear from Bill Klasen, our old co-pilot, without delay so you will have not only his address and phone number but, also, those of C.K. Salm, our old bombardier. I'm sure, too, that Bill will provide complete names, addresses and serial numbers of the missing crew members.

I did learn from the St. Louis Records Center that John Havener, our former pilot, had passed away in 1973. Richard Rezanka, our former tail gunner, died in 1992. I kept in touch with him over the years and last visited him at his home in Minnesota in 1991, a few months before he died. We also learned that our former bombardier, Virgil Rathborn, died, but we're not sure how we obtained that information.

****

CONNOR K. SALM, JR. - Monroeville, PA.

You recently had an exchange of letters and information with Robert J. Clark and he has given me some of that information. Bob was the radio operator on our crew, for which I was the bombardier. We were assigned to the 7th Squadron during the war, but were transferred to the 493rd Bomb Group on May 17, 1945 and flew back to the States with them. Because of this transfer I guess we became separated from all records of the 34th.

I am writing to inquire if the 34th ever published a book and, if so, if any copies might still be available at this late date. If you know of any books on the 34th that might still be available please let me know and I will be glad to forward whatever the price may be to secure the book, including shipping. Thanks!

****

RAYMOND J. MACHALZ - Harwood Heights, IL.

In the last Mendlesham Memories our ship "The Slick Chick" was in it. But my name was spelled wrong. It is Machalz, not Racholz. Thank you.

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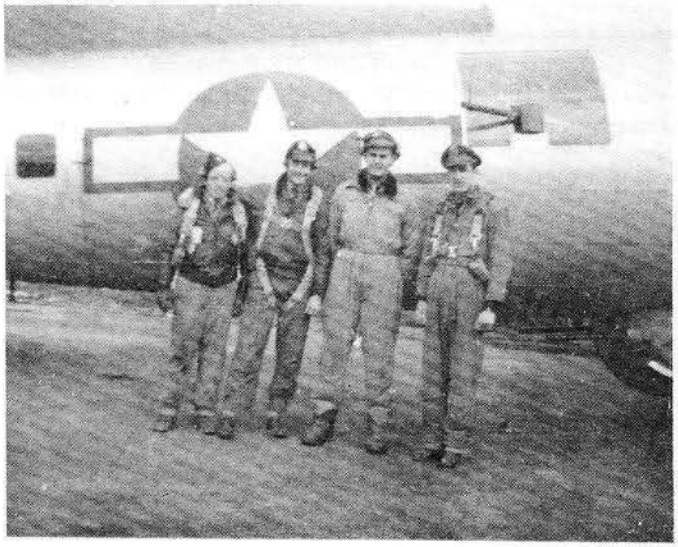

Part of Rainey's 18th Sqdn. crew, L. to R.: R. Wilson, J. Lyons, Maj. F. Crabtree & L. Rainey.

Three girls who work at the Red Lion in London.

CHARLES BRUG - Cincinnati, OH.

I really enjoy reading Mendlesham Memories. This June 8th my wife, Betty, and I will celebrate our 50th wedding anniversary. Keep up the good work.

****

BURCH WRIGHT - Brownsville, TX.

Received the June issue of MM today. Both my wife and I do enjoy this publication very much.

Mary Lou and I celebrated our 50th wedding anniversary on Nov. 25th, 1993. I know this is a little late for that information but our names should be included in the list - a very special list.

****

RAYMOND D. HINCHEE - Salem, VA.

Received the MM yesterday and, as usual, it was a pleasure to read. Thanks for the usual great job. Margaret and I are planning to make the reunion this year. Our 50th anniversary is Sept. 7th, so this will be two celebrations in one.

We have had a time the past eighteen months. We went to Seattle, WA. for nuclear radiation on a tumor in Margaret's throat. Sept. '95 we returned for a six month checkup and received a good report. April '96 we returned for the annual checkup and received an excellent report. The next day we decided to do a little sight-seeing and she developed a severe pain in her right side. This turned out to be a gall bladder attack and she had emergency surgery. Finally, after two and one-half weeks, we got back to VA. We are going to stay home until the time to go to Raleigh. We are looking forward to seeing the gang again.

Again we appreciate the time and effort you and Rose spend on the newsletter. A great joy!

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Continued on page 9

NOTES FROM OUR FRIENDS

Continued from page 8

MARY E. BASSETT - Lincoln, NE.

Robert W. Bassett died on May 5, 1995. He loved his country and served it with courage.

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JAMES L. SPENCER - Carsonville, MI.

Glad to be Life Members. We also were married 50 years on December 4th. We are in quite good health. Since we were married at ages 18 and 21 we consider ourselves young oldtimers.

****

CARL B. STEMEN - Bremen, OH.

Just a line to let you know that Peg and I were married on Feb. 4, 1943. I thought I had previously sent this on to you but must not have.

We had a rough winter. Also Peg was ill most of the time, being in the hospital three times and in Intensive Care all three times. She had congestive heart failure and pneumonia for starters. She's much better now. If the good Lord is willing we will see you in Raleigh in Sept.

****

WALTER W. STURDIVAN - Stockton, CA.

I received the June issue of MM yesterday and have already read it from front to back. I want to express my appreciation and emotional thanks to William F. Cheek for the great "Memories" article. My first letter from Ray Summa as contact man for the 34th was dated Dec. 23, 1979. What a surprise to see a letter from the 34th. I ripped it open and the rest is history. We are just as great as an association as we were as an activated bomb group - great leaders and great "wing men". Lois and I are planning to set our travel compass on 90 degrees and take the Interstate east in September. Thanks for mentioning my project to list all our aircraft and crew losses in the ETO. Thanks, also, to Hal Province for his help in this regard.

****

Street scene in Ipswich.

LAMAR T. LOWER - Union City, MI.

We have been enjoying Mendlesham Memories. I wish to let you know that my wife, Pauline, and I celebrated our 55th wedding anniversary this year on June 8th. Since we both have medical problems which keep us from traveling we won't be at the reunion, but wish everyone a "Great Time!".

****

MARGO (BILL) BURNELL - Kirkland, WA.

We feel it is time for another donation in memory of our beloved John "Jack" Ashburn. At the time of his death the crew sent a special bouquet to the funeral mass. As we feel the Scholarship Fund is so important we wanted to add some in Jack's name. Jack was the bombardier on the Gene James crew and probably the one Bill and I had the most contact with over the years. We miss him dearly. Jack passed away on Nov. 30, 1995, just 4 days after his 79th birthday.

Today we made the decision to attend the reunion in Raleigh in September. Hope to see everyone there. We will then go on to Nags Head for 4 days with some of the crew.

****

JIM BRUEN - Lynn, MA.

I am enclosing two pictures of me and my bride, the first of which was taken in a Boston night club in February, 1945 after I had completed my 33rd mission and was on leave. The other picture is as we look today. We were married on August 21, 1948. We have seven children and twenty-four grandchildren as of today. We plan to attend our first reunion in Raleigh.

****

MARY (BRONISLOW) KONOPICKI - Hampton, VA.

I received your "Search" letter several days ago. I'm sure my husband served with the 34th Bomb Group during WWII. I'm sorry to say that he died on Nov. 18, 1995 and is buried in Arlington. Please add his name to your "TAPS" roster. Good Luck on your search and your reunions.

****

MRS. JOHN V. VICKERS - Jacksonville, FL.

I received your letter trying to locate the John V. Vickers that was a member of the 34th Bomb Group in England from 1944 to 1945. After looking through my husband's scrapbook of the war I am almost certain he is the same man you are looking for. Unfortunately I must relate that he is now deceased since April of 1989.

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Continued on page 10

DEADLINE

Any material or items to be inserted in the December issue of Mendlesham Memories should reach me on or before October 18, 1996 That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

NOTES FROM OUR FRIENDS

Continued from page 9

NICHOLAS HALZACK - Stratford, CT.

Your search for another member is over. The letter that you sent was delivered to my son in Central Valley, NY. He phoned me about it and then transferred it to me. It's amazing, after all these years, that this is taking place. I didn't realize that our bomb group was that important. Please do send me the information you have regarding the association. Thank you.

****

DONALT G. NAVARRE - Toledo, OH.

Please be advised that I have received your letter regarding the search for 34th B.G. men. I am happy to report that I am one of the "Old Goats" that served with this group. I was the radio-operator-gunner on the John A. Ferard crew. I am pleased to know that there is a 34th Bomb Group Association.

****

ANNETTE P. (CLYDE B.) HUMPHREY - Santa Fe, TN.

I would like for everyone to know that we really enjoyed the Huntsville reunion. Clyde always enjoyed visiting with his comrades. This is also to inform you that my dear husband, Clyde B. Humphrey, passed away on Mar. 21, 1996. He found out soon after we returned home from Huntsville that he had developed lung cancer. We had been together 54 years.

****

Doyle Taylor

Sgt. John Hurley

JEAN (AMBERS) HANSON - Auburn, AL.

Thanks to Hal Province's efforts with the mail-outs another member of Amber's crew has been located. Ambers talked with Rick Penna, the navigator of his crew and received a nice letter a few days later stating, "It was the highlight of his life to hear from an old crew member." Three days later he mailed us a poem which he wrote and you may use it in MM if you so desire. We're looking forward to seeing everyone soon!

****

JACK SHARE - The Woodlands, TX.

We've been in the process of moving for the past three months, a month of which was spent in an apartment until our house was built. Of course, due to the change of address I failed to receive the June issue of Mendlesham Memories and the info on the reunion. I called Bob Wright and he will send me the reunion package. I just wanted to let you in on the change of address. We are looking forward to seeing everyone at Raleigh in September.

****

NEWS FROM HERE AND THERE

In the December '95 issue we had information from Frank McCullough regarding the issuance of DFC medals to those who had not received them. We have recently received a communication from Gen. Creer regarding this matter. Frank McCullough and those who wrote to him did not receive the medal due to complications. It seems that there is a complete recommendation package which must be completed to entitle an individual for the medal.

If you still feel you are entitled, please write to: Department of the Air Force, Headquarters Air Force Personnel Center, Randolph Air Force Base, Texas, for the recommendation package to be sent to you. I believe it also should be sent through Gen. Creer because it needs a cover letter giving justification for the delayed recommendation. You can also call (210) 652-5880 for more information.

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Continued on page 11

NEWS FROM HERE AND THERE

Continued from page 10

We have recently been informed that Guilford Spence, the top turret gunner on Cranston Sproule's B-17 of the 391st Sqdn., has finally received his Silver Star citation, even though he didn't live long enough to see it.

The mission involved was on Dec. 31, 1944 to Hanover, Germany. The plane was shot down and, even though severely injured in his foot, Guilford tried to go about doing his duty and dragged himself to the cockpit where he started cutting burning wires and repairing leaking oxygen lines. Then, when the bail out order was given, he crawled through the hatchway to inform the navigator and bombardier to bail out, thus saving their lives. He finally was helped to bail out himself and was taken prisoner by the Germans and spent five months in several German prison camps. Three of the crew died but the rest were taken prisoner.

Guilford was aware that the citation was coming but died at the age of 77 on April 16, 1990 of heart failure. Sproule had written the original recommendation and informed Guilford that the citation was coming.

Bernice Spence, his widow, is now living in a nursing home in Zephyrhills, FL. and says she is pleased that at least he knew it was coming.

****

We have been informed that the Mighty Eighth Air Force Heritage Museum was opened, as promised, in early May and is now open to the general public. It will be open seven days a week from 10:00 a.m. to 6:00 p.m. There will be a small admission charge.

The museum is located at the intersection of U.S. Highway 80 and I-95 in the town of Pooler. From I-95 take exit 18 and go east about one eighth of a mile on U.S. 80 to Bourne Avenue. Turn left on Bourne and the museum will be visible straight ahead.

****

We have also been informed that a bronze 1/6th scale B-17 is being created for placement on the Honor Court at the United States Air Force Academy in Colorado. But, we are told, in order to do this participation is needed by those who lived in that past era or who want to preserve the importance of that time. Anyone interested in helping out can get more information by calling 1-800-305-1738. This information was sent to us by Mr. Norm Avery, Project Public Relations.

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From the Beverly Hills Air Force we have the following:

Would you like to have the flight instruments from a B-52 bomber in your den? Perhaps you'd like to display a B-52 ejection seat in your office. Now you can purchase a variety of authentic and historic B-52 memorabilia through Beverly Hills Air Force, a group of California investors who purchased these and other items from 60 bombers that were recently decommissioned by the U.S. Military. Anyone interest can call 1-213-650-0001 or write to 8306 Wilshire boulevard, Hangar 2659, Beverly Hills, CA. 90211.

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We have recently been informed that Turner Publishing Co. have published a book entitled "STALAG LUFT IV, 1944-1945 - 50th Anniversary". The price is $52.50 plus $5.00 for shipping and handling. If you are interested you can phone 1-800-788-3350 or (502) 443-0121. Those of you who spent some time at Stalag Luft IV might find stories of interest in this book. Keep in mind that Turner Publishing also did our 34th Bomb Group book several years ago.

****

Crew of "Frivolous Sal"-Rear, L. to R.: V. Brave, F. Zukaitis, W. Colley, L. Salveson, W. Browne & N. DuBuque. Frt. L. to R.: J. Reilly, P. Quinter, J. Demko, A. Lehman & R. Sering.

SPECIAL NOTICES

From Grady Deatherage we have the following letter:
Dear members of my most favorite Bomb Group in the Mighty Eighth:

First I would like to express my gratitude for the nice plaque, courtesy of Bob Wright's talent, regarding the honor that you fellows bestowed upon me in allowing me to serve as president. It will serve to remind those that are most dear to each of us where we have been after we are gone.

When I served as president I wanted, and tried to do, everything right, but there was one thing that I should have done that I would like each of you to allow me the privilege of doing now. At the first 8th A.F. reunion in England in 1976 the 34th was proudly represented by Doug Underwood, Bob Wright, Bill Cheek and myself. Words cannot describe the feelings that the four of us had there together, in seeing what was left from what we shared so many years before.

Later, at another reunion in Washington, D.C., after conducting a mini-reunion in my room, with only a handful of us there, Doug Underwood, Bill Cheek and myself sat down at a small cafe, having a beer together before we left. Our topic of discussion was that we needed to make plans to organize like some of the other bomb groups if we were to promote the membership of the 34th. Ray Summa came along and the rest is history, thanks to Ray and Hannah.

Bill Cheek made many contributions in serving as 1st secretary and chairman of the By-Laws committee and he served in capable fashion. By all rights he should have been given the opportunity of serving as one of the earlier presidents. Over the years I have blamed myself in not asking Bill to serve as the 1st vice president or taking action to make this happen long before now. But we all make mistakes and learn to do better once we realize it.

I don't know how things are going to work out but I would like to impose on the generosity of our nominating committee and all of you great guys in allowing me to nominate Bill Cheek to serve as a future president.

In closing I would like to say that, even though I have never before asked you for anything, you have given me everything for which I am humbly grateful.

Respectfully Yours,
Grady C. Deatherage, Jr.

****

From the Robert Henderson Studios at Canon City, CO. we have received the following:

Colorado Springs, CO. - Funds are being solicited to allow men and women throughout the world to honor the B-17 Flying Fortress. A monumental bronze replica of the famous aircraft will join four other Warbirds already in place in the distinguished "Study Hall" Sculpture Garden at the USAF Academy. Those planes already in place include the P-34, P-40, P-47 and P-51. Project manager and administrator of the B-17 Memorial Fund, Maurice Thomas, who was also a B-17 pilot and past president of the 305th B.G. (H) Memorial Association, announced that the plane will be unveiled in the spring of 1997. It is his desire to eventually have all of the main WWII aircraft represented in the "Garden", which lies within the USAF Academy Cadet Honor Court. Other projects on the drawing board include monumental replicas of the B-24, B-25, B-26 and F4U corsair. These other planned projects will materialize once the proper bomber group, fighter group, or other interested association commitments and support have been secured. Past projects have been completed for groups like the P-38 National Association, who just unveiled their second monumental bronze of the infamous P-38 Lightning at the March Air Field Museum in Riverside, California. Jack Mullan, President Elect of the P-38 group has already started a push for a third monumental bronze P-38 which will be placed at Wright/Patterson Air Force Base in Ohio.

(Editor's note: I will bring this item up at the board meeting in Raleigh and allow them to decide whether this project should be brought up at general meeting for voting on whether we should send in some financial support for this project. If you are present there you will have a chance to vote this issue.)

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Continued on page 13

Lt. Zimmerman

SPECIAL NOTICES

Continued from page 12

From Daniel P. Carroll we have the following:

I have decided to publish an almanac of WWII B-17 & B-24 combat and ground crews from the 8th and 15th Air Forces. This almanac will contain personal profiles about the experiences of these crews from all those individuals who care to participate in this project. There will be no charge to participate. I am not doing this for profit - I enjoy doing this type of activity and it will keep me occupied.

You can fax your request but you must call first in order for me to turn on the machine. Please include a SASE and you will receive detailed instructions on the format to be used and how the photos are to be processed. I will be soliciting participants through the bomb group newsletters for six months to a year. My ultimate goal is to get at least one personal profile from every B-17 and B-24 bomb group. Then I hope to put it all together and have it ready for the publisher in about the same time frame. This project should be completed within two years. All those interested write to: Daniel P. Carroll, 210 Pineapple Street, Satellite Beach, FL. 32937. The phone number is (407) 773-8327.

****

From Bill Espie in England we have the following:

Many thanks for continuing to send us the Mendlesham Memories. We always look forward to receiving them and thoroughly enjoy the articles in them. The 18th BS Insignia wall art of the Red Indian is still safe at the "Red Feather" club at Horham, but we still like to think that one day it could be transported back to the U.S.A. to a museum of the 34th B.G.'s choice. "Hello, anyone with their own cargo aeroplane out there?"

We were wondering if it would be possible to make an appeal through your newsletter for any copies of photographs of the 34th B.G.'s wall art that was at Mendlesham during the war, the names of the artists and stories behind these pictures. They do not have to be photographs concentrated on the artwork only. Photographs with wall art in the background would be very welcome.

We are in the process of collecting enough material in the hope of producing a book on the subject of WWII wall art and we do want to have the 34th B.G. represented inasmuch as the 34th has given us support in the past. We, as a group, feel you should be well represented. Our group is called "Eighth Wall Art Conservation Society (or E.W.A.C.S. for short) which is a voluntary and nonprofit making group.

Anyone wishing to respond to this request please write to:

E.W.A.C.S.
35 Briardale, Stevenage,
Herts, SG1 1TR,
England.

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SCHOLARSHIP

(Editor's note: This letter should have appeared in the June edition of MM. I'm sorry that it was mislaid and not there.)

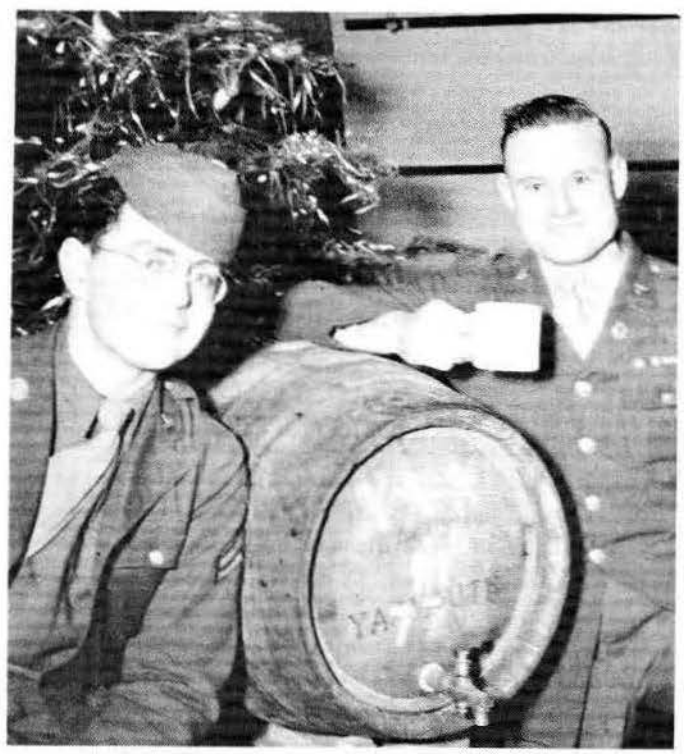
Dear Scholarship Committee:

I am writing to thank you for your generous scholarship. I would like to update you on my grades. First of all, college has been fun and hard work at the same time. For example, some of the fun things I have done is attend football games, basketball games and music concerts. In addition, I have been volunteering once a week at Shands Hospital Orthopedic Clinic. It has been a great experience and it has also helped me to better understand how a hospital functions.

The classes I took the first semester are Chemistry, Introduction to Music, Statistics and English II. I received an "A" in each class. As a result I have been accepted into the Honors Program. The classes I will be taking the second semester are Chemistry, Introduction to Physics, Sociology, Basketball and Microeconomics. Thanks again!

Sincerely,
Jeremy Grimes

****



The 100th Mission party at Christmas in 1944.

CHANGES OF ADDRESS

(As of 7-11-96)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD
ARMSTRONG	HOWARD L.		P. O. BOX 6	MILTON,	WV.	25541
BALDEA	AARON	7A	7735 E. DOWNING STREET	MESA,	AZ.	85207
BRIDGE	GLENN M.	7	P. O. BOX 7705	ROANOKE,	VA.	24019
CHAMBERS	WILLIAM H.	4 18	150 DEERFIELD LANE	AURORA,	OH.	44202
CONSTANCE	JOHN	18-HDQ.	4224 MAYBERRY STREET	OMAHA,	NE.	68105
DANIELSON	ROBERT M.	7W	428 G. STREET	RIO LINDA,	CA.	95673
GERLACH	GEORGE A.		5541 LaPUERTA DEL SOL BLVD. S.#112	ST. PETERSBURG,	FL.	33715
GRISHAM	GEORGE R. SR.	391	2016 PURITAN	ANNAPOLIS,	MD.	21401
HAMMOND	EDWIN J.	HDQ.	406 COVINGTON PLACE	BREWSTER,	NY.	10509
HILDEBRAND	THOMAS H.	4LM	13 HAWTHORNE TRAIL	ORANGEBURG,	SC.	29115
JUNE	RAYMOND J.		2624 KENSINGTON ROAD	LAWRENCE,	KS.	66046
LOGAN	HAROLD F.	7	4375 MABRY LANE	ROSWELL,	GA.	30075
LOGAN	WILLIAM H.	18	332 SUTHERLAND PLACE	MANITOU SPRINGS,	CO.	80829
LOISELLE	JAMES A.	18	300 N. COMMERCIAL AVE., APT.107	SANDSTONE,	MN.	55072
MATTHEWS	CLYDE C.	391	RR 1, BOX 175-A	WELEETKA,	OK.	74880
McBLAINE	ROBERT J.	4	P. O. BOX 5817	ALOHA,	OR.	97006
MEREDITH	HAROLD L.	4LM	421 PENGUIN DRIVE	SATELLITE BEACH,	FL.	32937
MILLER	ALBERT K.	A	225 MT. HERMAN RD. #84	SCOTTS VALLEY,	CA.	95066
MILLER	EDWARD		2880 GULF SHORE BLVD.N. APT.509	NAPLES,	FL.	33940
PANCAKE	CHARLES E.	391 4	94 LOCHWOOD COURT	NEW ALBANY,	IN.	47150
PATERSON	WILLIAM L.	391	3802 JAMES ST. RD. UNIT 62	BELLINGHAM,	WA.	98226
POULOS	ARTHUR	391LM	948 JAMESTOWN ROAD	CONWAY,	SC.	29526
ROSE	EVERETT M.	7LM	P. O. BOX 472	OCEAN PARK,	WA.	98640
SHARE	JACK K.	18LM	22 SO. AVONLEA CIRCLE	THE WOODLANDS,	TX.	77382
STARR	JOHN J.	391	444 BURROUGHS DRIVE	AMHERST.	NY.	14226
UNDERWOOD	HARLAN R.	391	P. O. BOX 21	JACKSONVILLE,	NY.	14854
WADE	CECIL L.	391	209 WALDROP ROAD	FLORA,	MS.	39071
WALTZ	FRED F.	4LM	541 HAMMOCK COURT	MARCO ISLAND,	FL.	34145
WILBURN	ROBERT D.	7	1301 SUMMIT STREET #307	MARSHALLTOWN,	IA.	50158
WILEY	ELMER A.	391	1045 WEST BOURBON ROAD	SOMERSET,	KY.	42501
WRIGHT	WILLIAM L.	7	41 LAKE FAIRGREEN CIRCLE	NEW SMYRNA BEACH,	FL.	32168
YARBROUGH	WARD A. SR.	4	2904 SIERRA N.E.	ALBUQUERQUE,	NM.	87110

NEWLY FOUND

(L W P under ORG. means Langley and/or Westover and/or Pendleton

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.
AKINS	KEITH	LW	209 SO. LOVELL AVENUE	CHATTANOOGA,	TN.	37411
CLARK	ROBERT J.	7	1234 K AVENUE	NEVADA,	IA.	50201
CRONIG	CARLYLE	7W	P. O. BOX 627	VINEYARD HAVEN,	MA.	02568
FAY	RICHARD C.	391	502 FLAT ROCK ROAD	LOUISVILLE,	KY.	40245
FLINT	ALAN	HHWP	BOX 130	NEWPORT	VT.	05855
GALT	GEORGE T.	7WP	480 SHERWOOD AVENUE	SATELLITE BEACH,	FL.	32937
HALZACK	NICHOLAS		766 HUNTINGTON ROAD	STRATFORD,	CT.	06497
HAMEL	EDGAR O.	H&HWP	120 NEWTON ROAD uNIT 4D	PLAISTOW,	NH.	03865
JENNESS	KENNETH L.	H&HWP	P. O. BOX 18	MORGAN,	NH.	08583
KIRSCHNER	HAROLD	417ASG	7 BALINT DRIVE, APT. 518	YONKERS,	NY.	10710
KLASEN	WILLIAM	7	8332 WEST DREYER PLACE	WEST ALIS,	WI.	53219
LANE	SAMUEL M.	7	9314 LAWNDALE ROAD	RICHMOND,	VA.	23229
McNEILL	HOBART	18	16 FOUNTAIN GROVE CIRCLE	NAPA,	CA.	94558
NAVARRE	DONALD G.	7	2953 SHORELAND DRIVE	TOLEDO,	OH.	43611
NEWTON	LEO F.		20 B & B ACRES ROAD	WEAVERVILLE,	NC.	28787
PENNA	AMERICO	391	2 CHERRYWOOD CIRCLE	BRICK,	NJ.	08724
SALM	CONNOR K. JR.	7	1219 HARVEST DRIVE	MONROEVILLE,	PA.	15146
SCHERWERTS	DANIEL	LWP	100 PEARL STREET	MONROEVILLE,	PA.	15146
SHEAR	STEPHEN		941 INVERNESS AVENUE	MELBOURNE,	FL.	32940
SMITH	GEORGE A.	391	7018 GENOA DRIVE	CHATTANOOGA,	TN.	37421
SQUIRES	DONALD	WP	95 MAPLE STREET	MALDEN,	MA.	02148
WERTHAMER	ERWIN	LW	42 CENTRAL STREET	AGAWAM,	MA.	01001
WESTBROOK	FRANK P.	WP	455 HARWOOD AVENUE	SATELLITE BEACH,	FL.	32937

NEW LIFE MEMBERS (340 As of 7-01-96)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.
HAVRON	WILLIAM R.	7LM	3987 PARWAY DRIVE	ZELLWOOD,	FL.	32798
KOVAC	ARTHUR J.	7LM	21530 HILLIARD ROAD	ROCKY RIVER,	OH.	44116
MARKS	JOSEPH K.	4LM	4630 S. STOCKBRIDGE LANE	SALT LAKE CITY,	UT.	84117

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.	DIED
BAGLIO	SAMUEL	4LM	100 STEVENS LANE	EXETER,	PA.	18643	06-30-96
BASSETT	ROBERT W.	4	5512 MOOR DRIVE	LINCOLN,	NE.	68516	05-05-95
CROSS	HENRY J.		810 S. ELIZABETH STREET	KOKOMO,	IN.	46901	10-??-92
EMERY	EVERETT W.	7W	6 ROSE AVENUE	KOKOMO,	IN.	46901	??-??-80
FARRINGTON	HUGH B. ("HB")	18	2137 BAY STREET	CHARLOTTE,	NC.	28205	04-18-96
GREEN	WILLIE F.	7 4LM	4620 ROYALVIEW ROAD	KNOXVILLE,	TN.	37921	05-09-96
HAVENER	JOHN	7					??-??-73
HUMPHREY	CLYDE B.	391LM	2728 FLY ROAD	SANTA FE,	TN.	38482	03-21-96
KONOPNICKI	BRONISLOW		244 DOCKSIDE DRIVE B.	HAMPTON,	VA.	23669	11-18-95
LANGDON	JAMES C.	18LM	689 N.E. 6TH COURT #402	BOYNTON BEACH,	FL.	33435	05-24-96
LESTER	JULIUS W.	7	23 FAR HORIZONS DRIVE	MONROE,	CT.	06468	10-15-95
NELSON	HENRY B.	7	1455 MATHEW CIRCLE	ESTES PARK,	CO.	80517	08-07-95
PEIFER	PAUL P.		P. O. BOX 212	NEWMANSTOWN,	PA.	17073	02-??-88
PIPES	CHARLES E.	391	1716 EAST COLUMBUS STREET	LENOIR,	NC.	28645	04-28-96
RATHBORN	VIRGIL	7					??-??-??
REZANKA	RICHARD B.	7					??-??-92
THOMAS	HAROLD E.	7LM	RT. 6, BOX 43L	AUSTIN,	TX.	78737	??-??-??
TRAPANI	JOSEPH V.	7	17421 MATINAL DRIVE	SAN DIEGO,	CA.	92127	05-05-96
VICKERS	JOHN V.		6022 WATEREDGE DRIVE S.	JACKSONVILLE,	FL.	32211	04-??-89
WHITT	RICHARD B.		8780 58TH LANE	PINELLAS PARK,	FL.	34782	08-12-75
ZIEMBA	STANISLAW	4	301 PROVIDENCE ROAD	SOUTH GRAFTON,	MA.	01560	??-??-??

LOST SOULS Moved and gave no forwarding address

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZPCD.
INGRAM	WILLIAM G.	7	1053 DUTTON AVENUE	SANTA ROSA,	CA.	95407
LUPEI	VICTOR T.	7	3101 HARBORSIDE DRIVE	LAS VEGAS,	NV.	89117
SEILER	TOBY JR.		8600 U.S.41 N., BOX 299	PALMETTO,	FL.	34221
SHILKETT	LLOYD D.	4	P. O. BOX 124	ADISON,	MI.	49220
THOMPSON	LOUISE	391LM	8649 SW KLAMATH CIRCLE	WILSONVILLE,	OR.	97070
TOOLEY	GUY T.	18	BOX 356	CHESAPEAKE,	OH.	45619
VANNATER	EARL	7	2045 NORTH BRABANT	BURT,	MI.	48417

DONATIONS TO RAY L. SUMMA SCHOLARSHIP FUND

LAST NAME	FIRST NAME	IN MEMORY OF
BURNELL	BILL & MARGO	HENRY J. CROSS OF THE ASPODEL CREW
BURNELL	BILL & MARGO	JOHN W. ASHBURN OF THE ASPODEL CREW
GREEN	ROBERT L.	IN HONOR OF HANNAH SUMMA AND IN MEMORY OF RAY
SHEE	BONNIE & DON	GINNY YOCKEY, WIFE OF CHARLES YOCKEY
WONG	JOE & MARILYN	IN MEMORY OF RAY SUMMA

50TH WEDDING ANNIVERSARY 50 OR MORE YEARS CONGRATULATIONS!!!

MARRIED	LAST NAME	FIRST NAMES	ADDRESS	CITY	STATE	ZPCD.
1941-06-08	LOWER	LAMAR T. & PAULINE	439 DIVISION STREET	UNION CITY,	MI.	49094
1942-01-24	SYVERSON	MARVIN & AVIS	P. O. BOX 98	WANAMINGO,	MN.	55983
1943-02-04	STEMEN	CARL & MARGARET	317 HIGHLAND BLVD.	BREMEN,	OH.	43107
1943-11-25	WRIGHT	BURCH & MARY LOU	P. O. BOX 44209	CINCINNATI,	OH.	45244
1944-01-15	WEINER	SIDNEY & BEATRICE	5609 EDGEMERE DRIVE	TORRANCE,	CA.	90503
1944-02-12	WALTZ	FRES & RACHEL	541 HAMMOCK COURT	MARCO ISLAND,	FL.	34145
1944-11-26	HAGGINS	ELMER C. & GLORIA	17911 BLUEGATE LANE	HUNTINGTON BEACH,	CA.	92647
1946-06-08	BRUG	CHARLES & BETTY	6734 SOUTHKNOLL DRIVE	CINCINNATI,	OH.	45238
1946-09-01	NORTHRUP	JOHN F. & MARGARET	4216 CLAIRMONT AVENUE	BIRMINGHAM,	AL.	35222
1946-09-07	HINCHEE	RAYMOND (JIM) & MARGARET	202 TAYLOR AVENUE	SALEM,	VA.	24153
1946-12-04	SPENCER	JAMES L. & VIRGILINE	3577 HYDE ROAD	CARSONVILLE,	MI.	48419

ALF JOHANSON

1944

1994

MARVIN JALVING

1944

1994

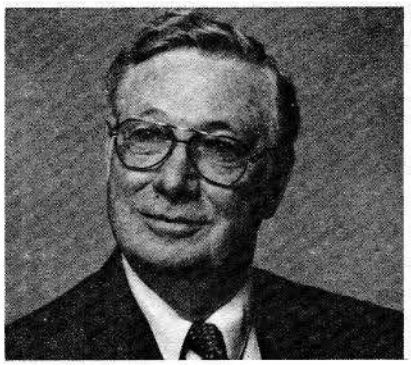
KIVETT IVEY

1944

1995

PAUL SHULL

1944



1995

JOSEPH DOMINO

1943

1994

LONNIE CROOK

1944

1988

A SECRET MISSION

by Walt Bower

One mission (an A.C. responsibility) that was unknown to most everyone at Mendlesham was a mission that I flew at the request of General Gerhart. It was in his stripped down B-17F, which I flew for him on official occasions to London or Division Headquarters from time to time.

Gen. Gerhart, myself as pilot and a ground crew explosive expert were the only people on board. The three of us took off early on Dec. 27, 1944 for the area near Saarbrucken, Germany on a low altitude flight (200 to 300 ft. over the French terrain) to an area near the "Bulge" where a U.S. plane had crashed and which had "Secret Equipment" on board that had to be recovered before the German army pushed through our lines. We arrived at the designated landing area at dark dawn. This turned out to be a plowed corn field with our army holding lanterns to outline the landing area.

We made a successful short-field landing. The explosives expert jumped out, got the "secret box", destroyed the plane and we made a fast 180 and took off. We took the corn field fence with us for a short distance. After five hours and 45 minutes of low level flying we arrived back at Mendlesham and I don't thing anyone knew where we went to that day except Wing personnel at Gen. Gerhart's headquarters. It was a great experience!

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ONE MORE TIME?

by Robert Morton

This story begins in a hut at Mendlesham where lived Art Davy and Floyd Browne, a couple of radio operator gunners. They belonged to the 34th B.G., a relatively new outfit in the European Theater of Operations. Browne was on the verge of his first encounter with the Germans and Davy for his fourth. Excitement ran riot in the barracks because the ordnance personnel had been "alerted", a tip-off that the big bombers were to be winging toward the continent at an early hour the next day. Nobody could sleep. This collection of comparative rookies were not yet mentally ready to take an approaching mission as just another day's work. The raid had been planned in the war room of the 3rd Air Division and, about midnight, true to expectations, a young man came into the hut, snapped on the lights and said, "Harmon's and Winsor's crews are flying. You may eat at the mess hall. Briefing for the gunners will be at 1:30." Floyd still didn't know the score, so to speak, but veteran Art knew this probably meant a 5:30 a.m. takeoff and a long ride over Hitler's Fortress Europe.

At 1:45 the briefing began. An intelligence officer revealed the route to be followed and revealed the target for the first time. "Another milk run" quipped the always eager Carson Riley, the loquacious sandy-haired Virginian who was Harmon's ball turret gunner. "Oh, yeow!", interrupted the more conservative and serious minded Davy. "There is no such animal. Every mission is tough!"

Looking straight ahead and withholding comment, the men gave every indication they were ready. Each took pride in the fact that he was an American airman, with a part, small as it may be, in the biggest military campaign of all ages. Too, every mission completed meant another big step on the road home - the ultimate goal of every American in uniform.

The intelligence officer carefully explained the route to be followed as Andy Pignanelli, a little Italian from the outskirts of Youngstown, Ohio, stirred uneasily. Then the target was displayed. As Riley, now acting the part of a caged lion on the verge of release, grew more impatient by the minute, the gentleman from S-2 stressed the importance of the impending activity. The men were also informed of the locale in which would be the heaviest fighter opposition most likely and the number of fighters and type.

With the exception of the radio operators, everybody was dismissed from the briefing room. They were given a special briefing by the group communications officer who gave out the call signs, the locales in which to throw out the chaff, the operator to monitor the chosen channels and a sender of strike reports. Full of inside dope, Art and Floyd left the briefing room along with the rest. Their next job was to install their guns and check equipment prior to takeoff. Two hours ahead of time they were ready. In the interlude they either "sacked-out" in the waist or stood by as the engines were run up and

Continued on page 19

Cosmo Papalio & Dale Ganger

MEMORIES

Continued from page 18

additional gasoline, every possible drop, was pumped into the tanks. This was to be a deep penetration and no chances are taken on running short, conditions being close to normal.

At 5:45 the lead plane was roaring down the runway to be followed by the remainder at 30 second intervals. For two hours these mighty birds of destruction, loaded with high explosives and incendiaries, gained altitude and made rendezvous points with the rest of the wing. Then across the Channel they flew toward the heart of industrial Germany.

Primary purpose of the radio operator is to monitor certain wave lengths, stay alert for planes in distress, and call for friendly fighters, if and when needed. The lead operators send back strike reports. During the mission the radioman stands in readiness to get "fixes" and accord any possible aid to the navigator, who can find use for aid from any and all crew members. Moreover, the radio operator holds himself in readiness to man a waist gun in the event of an attack by Jerry.

Art and Floyd were glad to head home once the initial point, the "m-p-i" and the rally point were passed. The tension lifted as they neared their home base in England. This meant the finish of another mission - another big step had been taken on the road which leads to home.

****

NO WAY TO TREAT A LADY!

by William N. (Pete) Gray

Back in the early fall of 1995 there appeared a short item in the local newspaper stating that the celebrated Confederate Air Force was sending one of its squadrons of World War II airplanes to this area of Virginia. Among the aircraft to be put on display would be a classic Boeing B-17 Flying Fortress. Now, it had been many years since I had seen one of these so I immediately made plans to drive by and see the exhibit.

So, on the designated day, I drove down the Interstate and turned into the entrance of a small, private airport near Suffolk, VA. As I made the turn something caught my eye - something that was very familiar although I had not seen one in almost half a century! It was the unique and distinctive tail assembly of the B-17! There was no mistaking it - this tall, stately object towered over the smaller aircraft surrounding it, much as a mother hen does over her flock of chicks.

After parking my car I approached the airplane and found it had been placed behind a low fence and an attendant informed me that it was going to cost me five big bucks to enter the gate and get near it. Five Bucks?! I felt as if I was being robbed!

Now, since most of my military service during WWII was centered around a B-17 aircraft, I resented having to pay just to see one of them again. Somehow or other I thought that aircraft belonged to me! Yet I realized this was a private airplane now so I reluctantly handed over

Ray Palmer's crew - Rear, L. to R.: F. Wright, W. Patterson, J. Millheiser, R. Palmer, R. Bean, & R. Gotowka. Frt. L. to R.: J. Martin, W. Cole, W. Wheeler & H. Reibman.

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the $5.00. I knew it took a lot of money to fly and maintain it.

Then, as I slowly walked around it, the memories came flooding back and I could almost picture myself climbing up on the wing! I could even see myself removing some of the cowling from around the engines, as I had done so many times during the war years. I even found myself looking for some signs of wear and tear and, unconsciously, even for some indication of battle damage.

But there was one thing that really caught my attention - so much so that I actually cringed when I observed it up close. The leading edge of the wing - all 103 feet of it - was pitted with hundreds of LARGE dents over its entire length! Hundreds and hundreds of dents!

Now it became quite evident that these unsightly marks were made when a ladder was propped up against a wing by some careless maintenance personnel. They used the ladder to get up on the wing in order to refuel the plane or to do any necessary repair work on the engines. Now, to me, that was a very slipshod method of doing this and it would never have been tolerated during the war years. Back then we had a "movable stand" that enabled us to climb up on the wing without doing any damage to the aircraft itself. Also, these dents would interfere with the smooth flow of air across the wing surface. This, in turn, would have affected the speed of the aircraft as well as its lifting capacity - two very necessary components in wartime.

One thing is for certain - the maintenance personnel today show little or no respect for this "Grand Old Lady". During the war years she was known far and wide as the "QUEEN OF THE SKIES", and she should be so honored and venerated today.

Shame on them for being so callus and so insensitive!!

****

Address Correction Requested

HDQ
18 391
4 7
34th Bomb. Group
Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
U.S. POSTAGE
P A I D
Crown Point, IN
Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

MEMORIES

Continued from page 19

OUR CREW - "BATTLIN' BUTCH"

by Americo (Rick) Penna

It was at Pueblo, Colorado when I first met my crew.
So nervous and skeptical, team up with someone new.
And when I arrived at base they were nowhere to be found.
They were still airborne, and unable to touch the ground.

I was told by operations that their plane was derailed,
And could not come down because the landing gear failed.
Lieutenant Arand, the pilot, had everything well in hand.
He decided to go for it and commenced to land.

Sparks flew everywhere when the plane touched ground.
The landing was successful with the crew safe and sound.
I knew right then and there, for us to survive this war
We needed Lieutenant Arand to pilot our B-24.

When the crew was presented to me the count was nine.
We shook hands and gave greetings and everything was fine.
Pilots were Arand and Luscher and McGowan was bombardier.
Radio man was Hanson and Downey the engineer.

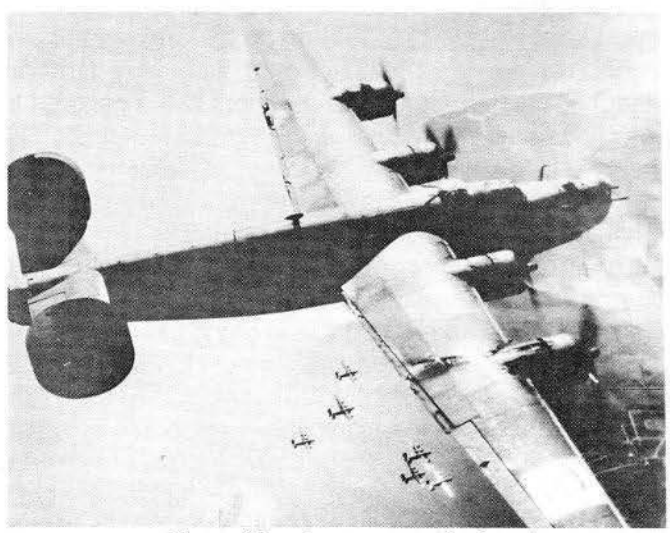
Four gunners were introduced but I only remember three.
Hibbett, Holcomb and Huber are recalled to me.
We trained for a while, then were shipped out to war,
Being proud to be crew members of a B-24.

Ours was the 34th Bomb Group, Squadron the 391st.
At the time we did not know if it was the best or the worst.
It was called Mendlesham Air Base, as others bombers were seen,
Without any warning we were ordered to fly a B-17.

We trained for a while, then gave our plane a name.
Calling it "Battlin' Butch", a dragon spouting flame.
We began flying our missions with confidence and fear,
Dropping our bombs where directed for less than a year.

God was there all the way whenever we flew,
So we could help end the war and start anew.
Our crew was like family as each did their part.
We all helped each other to be the best from the start.

Without any casualties we received citations galore.
It was our teamwork and caring that made us score.
As the navigator of this crew there is something I must add,
Though we gained a lifelong friendship, war is still very "BAD".



View of bombers on a mission.

VOLUME XXI NUMBER 4 DECEMBER, 1996

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

OFFICERS

President: Raymond Palmer ..... (316) 686-1228
1st Vice Pres.: Allen O. Israelsen ..... (612) 822-9234
2nd Vice Pres.: John Doronsky ..... (216) 942-4109
Recording Secr.: John Feda ..... (507) 532-5334
Treasurer & Corresponding Secr.: Harold Province ..... (601) 798-2059
Archivist: Wallace Brauks ..... (314) 849-3166
Past President: Ambers Hanson ..... (334) 821-8412
Editor: Eli Baldea ..... (219) 988-4607

BOARD OF DIRECTORS

Harold Rutka (97) ..... (218) 724-1667
Claude Conklin (97) ..... (319) 444-2503
Dale Finley (98) ..... (812) 793-2463
Norman Mayer (98) ..... (714) 842-1521
Carl Freysinger (99) ..... (512) 653-8977
Jack Farley (99) ..... (201) 239-2940
Paul Shull (P.X.) ..... (816) 356-4630
James Martin (Chaplain) ..... (915) 348-3086
Gerald Pine (Reunion Chmn.) ..... (608) 836-3939
Robert Wright (Reunion Comm.) ..... (219) 232-4287

CHANGING OF THE GUARD

New President Raymond Palmer accepts the gravel from Past President Ambers Hanson

Merry Christmas

OBSERVATIONS

Since our last issue I have been in touch with, and coerced by, several of our members who have been coaxing me to try to get published a book covering our "Memories" and "A Funny Thing Happened On The Way To The War" stories, along with some of the other miscellaneous items printed in Mendlesham Memories in the more than eleven years that I have been editor.

I have given this a lot of thought and, with prodding from Rose and others, have decided to try. The object of the whole thing would be to let the young people of today get an idea of what their elder relatives had to go through and their mental attitudes back then, more than 50 years ago, when they were teenagers or barely into their 20's.

To date I have copied, on the computer, better than 150 pages of stories, etc. I have also sent a letter to nineteen (19) publishers of military-type books to see whether anyone is interested in printing it. I have also written to all of the authors for their releases to use their stories. Their approvals were not necessary for use in the "MM", but I cannot use their stories in the book without it. To date, 90 percent of the authors have given me their O.K. The others, unless I hear from them prior to publishing, will have to be omitted. Hopefully, I will hear from them all. Also to date, I have heard from six of the publishers telling me that they no longer publish that type of book. Hopefully someone will want to publish it. If not, I'll just forget it and go on with my life.

Now, on to other matters. The reunion, as usual, was most enjoyable. It's a lot of fun to meet up with many old friends and to make many new ones. Ours is one of the few bomb groups with a lot of that old spirit. I have several friends who had been in other WWII bomb groups that have no such association with their old friends. How sad! They tell me how much they envy our fraternity. How thankful most of us are for those, many years ago, who had the foresight to get this association going. I can't remember all of their names but personally want to thank them all for their efforts.

Rose and I are planning a visit to Florida to see our son and daughter. We leave a few days before Christmas and will stay about three weeks. I will work on the next issue there and be back in time to go to press. Our March issue will go to press on January 24, 1997. Any material for that issue must have reached me by that date. We try to hold the deadline dates as late as possible but, with the amount of time for typesetting, proof reading, correcting and printing, it takes about five weeks to get out an issue. This means that, at the earliest, the March issue might be in the mail by late February. Please remember - "DEADLINE DATE IS JANUARY 24, 1997".

Beyond that, both Rose and I want to wish all of you, regardless of religion, the happiest and healthiest holiday season ever. May the GOOD LORD be with you in all your endeavors and bestow upon you and yours all of the good things. Beyond that, what else is there?

Thank you to all who have written me with encouragement on my efforts. I do try to do a good job. I must say, though, that, with age, my mental capacity has slipped somewhat. I find that I am forgetting some very minor events in my life. Hopefully, this won't impair my ability to continue as editor for some time to come. We'll let you know if, and when, it becomes a problem.

"HAPPY HOLIDAYS!!"

Eli Baldea

Editor

PAST PRESIDENT'S MESSAGE

It was great to see everyone in Raleigh, NC, for our annual reunion! The members traveled many miles to meet once again to renew friendships and make new friends. There were a good number of "First Timers" in attendance. Our hats are off to Bill Cheek and his crew for having eight crew members present. Verb Holcomb and I were happy to have our pilot, Clarence Arand, and waist gunner, Bill Huber, along with their wives, Rita and Shirley, join us this year. We were all especially glad to have our friends Peter and Sylvia Gaskin from England with us again.

I appreciate the opportunity of serving as your president this past year. The support provided by the reunion committee, members of the board and committee members helped to make my job much easier. The hotel facilities were quite adequate, the food was delicious and the entertainment was great! As always, we enjoyed John Doronsky's entertainment on the accordion in the hospitality suite.

I'm looking forward to another great year under the leadership of our new president, Ray Palmer. I'm already making plans to be in Omaha, Nebraska in 1997. What about you?

Ambers Hanson

Part of Lt. C. Harris's crew - Frt: Burns, Willoughby & Whitaker. Rear: Martinelli, Lower & Holtz

PRESIDENT'S MESSAGE

Thanks to the hard work of our Reunion Committee we had a successful reunion in Raleigh, North Carolina. I don't have the exact attendance figures at my fingertips but it was around 325. We had a good number of "First Timers" attending and wearing their blue ribbons. We hope they had a good time and will return for our future reunions. Our Treasurer and Corresponding Secretary, Hal Province, continues to do yeoman's work with his various lists of names to locate additional members. He is even using the computer INTERNET to try to reach them. We missed him at the reunion as a result of major surgery. We hope and pray for his full and speedy recovery.

I thank all of you for giving me the opportunity to serve as your president for the coming year. With the help of our hard working committees and the Board of Directors, we will do our best to make the reunion in Omaha, Nebraska one of the finest.

Bula and I want to wish you all a Merry Christmas and a Happy & Prosperous New Year. See all of you in Omaha!

Ray Palmer,
President

FROM THE TREASURER'S COMPUTER

(provih@Brutus.Datastar.Net)

First off, my heartfelt thanks for the calls, letters, cards and notes regarding my health following my prostate surgery. I'm on the way back to normal activities and, before long, expect to be doing things I was doing before the surgery. As I've told several, it sure takes a lot longer to recover than it once did but I guess that's the effect of the added years under the belt! Jan and I continue to thank God that our health has been what it has over the years and that we're able to do as much as we do. We pray that your health will be just as good!

To say that we missed being with you at the reunion would be an understatement! I think sometime each day we would decide what activities were under way at Raleigh. With the exception of the tour and some hotel services, most of the comments I've heard have been good and everyone enjoyed the reunion. I really had some concern about continuing the reunion after Bob Provence called and reported on the storm damage around Raleigh. But, just like the 8th A.F., the 34th B.G. forges ahead!

Many of you have asked if I've received the e-mail sent to me since the June issue was printed. My activity on the internet, etc., was curtailed for about six weeks and, apparently, my in Box was purged sometime during that period. I had to have the mother-board replaced in July so perhaps that contributed to my problems. Anyway, I believe everything is once again working and I should be able to receive e-mail again. Sorry that I lost all your previous messages.

It's that time of year again and, for those who pay annual dues, 1997 dues are DUE upon receipt of M/M. I once thought sending dues during the Christmas mail season would result in lost letters but this hasn't happened.

AND, PLEASE LET US KNOW IF YOU ARE GOING TO MOVE OR ARE GOING TO BE AWAY FROM YOUR REGULAR ADDRESS! Each issue Eli mails usually results in 15 to 20 returns with the notation of a MOVE or TEMPORARILY AWAY. Each notice means a copy of M/M destroyed and the addressee missing his copy. Please help us cut down on this waste!

I've seen two pictures that were taken at Westover in October, 1941. One was the 4th BS. with Maj. Laver commanding and the other was the 18th BS. under Maj. Koon's command. Were pictures also taken of the 7th and 391st BS's? Was the 391st called the 1st Recon Sqdn. then? Copies of these pictures would make excellent material for our display at the Heritage Museum. Does anyone want to donate a copy or have another copy made. Please advise!

Since this is the reunion report issue I'll close for now and leave a few lines for Eli. CHEERS TO ALL!

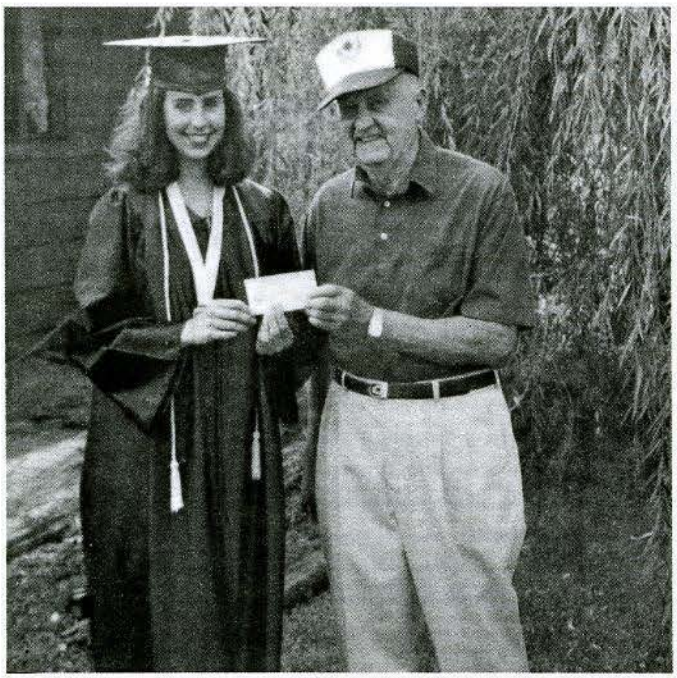
Harold Province
Treasurer

Bob Wright at Punta Gorda with Training Plane 53 years after soloing.

SCHOLARSHIPS

FIRST PLACE WINNER
CAROLINE J. ROSSOW
GRANDDAUGHTER OF HAROLD B. ROSSOW

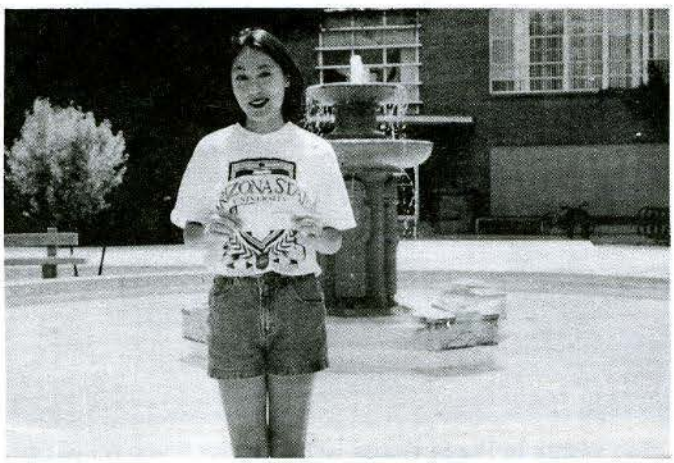
From Caroline J. Rossow - I wanted to very sincerely thank you all for the financial aid you have awarded me. I have just started my first semester at Central College in Pella and the scholarship which you provide has made this all the more possible. Thank you.



Caroline J. Rossow with Grandfather Harold B. Rossow.

SECOND PLACE WINNER - SUSAN LEE
GRANDDAUGHTER OF SHERWOOD R. KIPP

From Susan Lee - I apologize for the delay but enclosed is a picture of myself with the scholarship check awarded by the 34th Bomb Group Association. Thank you.



Susan Lee, granddaughter of Sherwood R. Kipp

MINUTES OF THE BOARD OF DIRECTORS MEETING - SEPT. 19, 1996

The meeting was called to order by Pres. A. Hanson at 10:00 a.m. After the pledge of allegiance Pres. Hanson gave the invocation inasmuch as our Chaplain, Sam Baglio, passed away on June 30th of this year. James Martin has agreed to take over the job of Chaplain.

Pres. A. Hanson asked for a roll call. Those present were Pres. A. Hanson, 1st V. Pres. R. Palmer, 2nd V. Pres. A.O. Israelson, Rec. Secr. V. Ames, W. Brauks, C. Stemen, J. Doronsky, H. Rutka, C. Conklin, D. Finley, N. Mayer, G. Pine, R. Wright and P. Shull.

A motion was made to approve the 1995 Board and General meeting minutes as printed in the Mendlesham Memories. This was seconded and approved.

P.X. REPORT

Beginning Balance	$183.19
Income	$5781.76
Expenses	$5755.50
Ending Balance, Aug. 31, 1996	$209.25

A detailed report was submitted to the President, Secretary and Treasurer. A motion was made to approve the P.X. Chairman's report which was seconded and approved.

Pres. A. Hanson reported that Treasurer H. Province was absent due to recent surgery and had submitted the following report:

	1995		1996
GENERAL FUND			
In England	721.16		394.74
Checking Account	86.80		584.00
Money Mkt. Accts.	2859.03		1301.34
CD's	1251.58	LM Savings	
Sub-Total	4924.57		3782.56
LIFE MEMBERSHIP FUND			
Savings	1348.23	in CD's	3501.73
CD	3300.00	(Sold)	
CD	19,748.93		19748.93
CD	6069.94	(Sold)	
Sub-Total	30,467.10		23259.66
SCHOLARSHIP FUND	4386.09	in CD	5358.38
MEMORIAL FUND	1055.89	in CD	1130.89
GRAND TOTALS	40834.09		35171.98

The reduced Grand Total this year was due to the $5,000.00 that we donated to the Mighty Eighth Heritage Museum at Savannah. A motion was made, seconded and carried to approve the Treasurer's report.

Our membership for 1996 is broken down in the following components:

Members who pay annually	559
Life Members	341
Friends of the Eighth	10
Honorary Members	8
Indigent Members	29
Members' wives	11

Continued on Page 5

Continued from Page 4

The Memorial in England was discussed, indicating the need for a new lawn mower and general landscape maintenance, etc. A motion was made, seconded and carried to have our Treasurer contact Geo. Stedman in England for his recommendations.

COPY MACHINE - After some discussion a motion was made, seconded and carried for us to abandon our antiquated copy machine and pay for any copies required.

REUNION COMMITTEE REPORT - R. Wright reported that there were 316 registered so far this year and that after last year's reunion he turned over $1,578.91 to the treasurer. G. Pine reported on hotel rates going up, declining attendance, credit requirements, etc. The 1997 reunion will be at the Red Lion Inn in Omaha, Nebraska on Sept. 26th, 27th and 28th. The 1998 reunion, as of now, will be in Boise, Idaho. The committee is looking at Des Moines for 1999. A motion was made, seconded and carried to accept the report.

SCHOLARSHIP COMMITTEE - H. Province, this year's Chairman, provided the report presented by A. Hanson. First he thanked C. Romero and J. Janes, original members, for their work and then acknowledged their replacements, R. Vaughn and H. Vincens. There were 18 applications this year. The First Place winner was Caroline Jeanne Rossow from Panora, Iowa, the granddaughter of H. Blair Rossow, also from Panora. The Second Place winner was Susan Lee, from Colony, Texas, the granddaughter of Sherwood Kipp from Durango, Colorado.

CONSTITUTION - In 1995 J. Farley was asked to review our Charter to determine if it conflicted with our constitution. He reported that he has been unable to find any Charter, but he believes that the Articles of Incorporation is the document known as the Charter. Considerable effort by our President and others to contact the former Archivist for information about the Charter and to transfer papers to our new Archivist, W. Brauks, was futile. J. Farley will follow up with J. Blackham and report to the Board.

MENDLESHAM MEMORIES - E. Baldea asked that all reunion pictures include the correct names and he also set Oct. 18th as the deadline for articles and pictures. It was the consensus that Eli has been doing an excellent job.

Crew of the "Ole' Timer". Ft. L. to R.: Kotun, Mann, Chestnut & Connelly - Rear L. to R.: Bobrowicz, Davis, Janoskie, Dayton & Benson.

Pres. A. Hanson appointed the following Audit Committee: A.O. Israelson, W. Howarter and V. Holcomb. He also appointed the following Nominating Committee: B. Sothern, J. Martin and W. McAllister.

NEW BUSINESS - H. Rutka had a plaque from the folks over in Mid-Suffolk that was presented to the 34th. It was suggested that it be forwarded on to Savannah for display after acknowledgment in Mendlesham Memories.

D. Finlay displayed several items, pictures, etc. donated by H. Summa that were Ray's and, after some discussion, it was decided to send them to Savannah, too. J. Clarkson will be glad to see that they get there.

Pres. A. Hanson asked W. Brauks to present a Memorial Service at the dinner banquet. To honor the crew with the largest attendance G. Pine will make arrangements for a single table at the banquet.

A motion was made, seconded and approved to adjourn at 12:05 p.m.

Respectfully submitted,
Recording Secretary Vern Ames

MINUTES OF GENERAL MEMBERSHIP MEETING - SEPT. 20, 1996

The annual meeting was called to order by President Ambers Hanson at 9 a.m. After the pledge of allegiance J. Martin, our new Chaplain, gave the invocation.

It was moved to dispense with the reading of the minutes of last year's meeting as they were published in the Mendlesham Memories. The motion was seconded and carried.

TREASURER'S REPORT - H. Province, absent and excused due to recent surgery, submitted the following report which was read to us by our President.

	1995		1996
GENERAL FUND			
In England	721.16		394.74
Checking Account	86.80		584.00
Money Mkt. Accts.	2859.03		1301.34
CD's	1251.58	LM Savings	
Sub-Total	4924.57		3782.56
LIFE MEMBERSHIP FUND			
Savings	1348.23	in CD's	3501.73
CD	3300.00	(Sold)	
CD	19,748.93		19748.93
CD	6069.94	(Sold)	
Sub-Total	30,467.10		23259.66
SCHOLARSHIP FUND	4386.09	in CD	5358.38
MEMORIAL FUND	1055.89	in CD	1130.89
GRAND TOTALS	40834.09		35171.98

After pointing out that the grand total difference year to year was due to the $5,000.00 gift to the Heritage

Continued on Page 6

Continued from Page 5
Museum a motion was made, seconded and carried to accept the report.

SCHOLARSHIP REPORT - Again, A. Hanson, standing in for H. Province, reported that there were 18 applications this year. The first place winner of $1000.0 went to Caroline Jeanne Rossow from Panora, Iowa, the granddaughter of H. Blair Rossow, also from Panora. The second place winner of $500.00 was Susan Lee from The Colony, Texas, the granddaughter of Sherwood Kipp from Durango, Colorado. A motion was made, seconded and carried to accept the report.

REUNION COMMITTEE - Two representatives from the Boise, Idaho Visitor's Bureau presented a very colorful and informative program designed to encourage the 34th Bomb Group to come to Boise. G. Pine then thanked the ladies for their presentation and noted that it looked favorable for Boise in 1998 and Omaha in 1997.

NOMINATING COMMITTEE - Pres. A. Hanson called for the report of the Nominating Committee and B. Sothern presented the following slate of nominees for 1996:

President	R.Palmer
1st V. Pres.	A.O. Israelsen
2nd V. Pres.	J. Doronsky
Recording Secretary	J. Feda
Board of Directors (99)	J. Farley & C. Freysinger

Bruce then asked for nominations from the floor. None were heard and a motion was made to close the nominations and accept the slate as presented. The motion was seconded and carried.

AUDIT COMMITTEE - A.O. Israelsen reported that he, W. Howarter and V.Holcomb had examined the financial books of the 34th B.G. Assn. including the Reunion committee and the P.X. and found them all in good order.

Pres. A. Hanson reported on the work H. Province has been doing for the 34th B.G. Assn.'s display at the Heritage Museum. Working with a local artist he has produced plaques for each squadron. (They are excellent) J. Clarkson will take them to Savannah. Prompted by Ambers, the members gave Hal Province a round of applause for this project and all the work he does for the group.

CHARTER - J. Farley reviewed last year's request to investigate any conflict between our Charter and our Constitution. A search continues for a Charter as such. To date it appears that The Articles of Incorporation was a substitute. J. Martin will assist him. Progress reports will follow.

J. Clarkson spoke on the Mighty Eighth Air Force Heritage Museum located in Savannah, Georgia. Jack is a volunteer guide and our only local member. The museum is open from 10:00 a.m. to 6:00 p.m. every day, the year around.

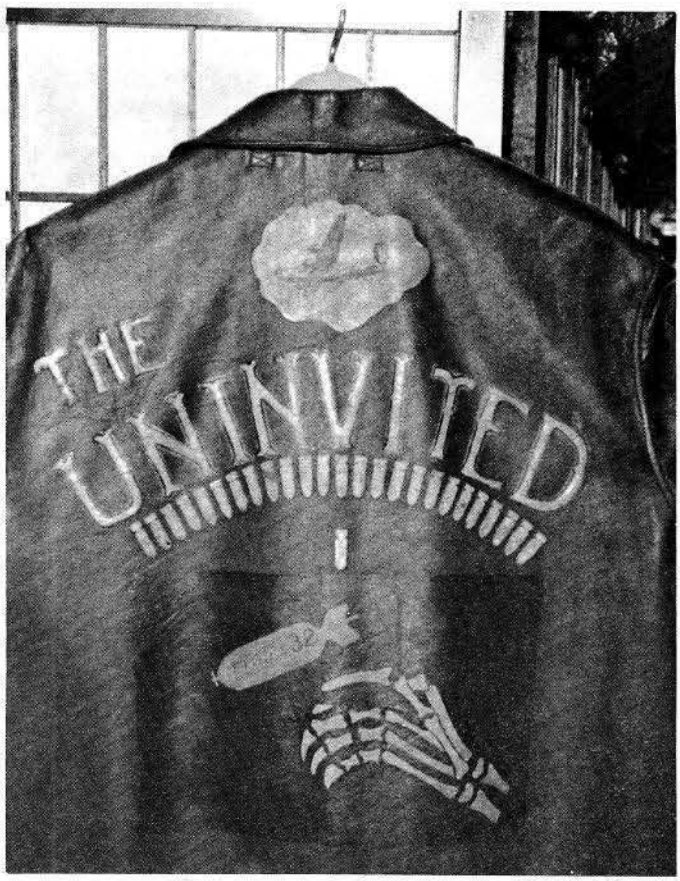
NEW BUSINESS - Pres. A. Hanson thanked H. Province for his efforts in locating new members. He asked all that were attending for the first time to stand and be recognized. He also asked Sylvia and Peter Gaskin, members from England, to stand and he thanked them for coming.

E. Baldea stated that there would be no professional photographer at the Saturday night banquet and asked that individuals take pictures of their tables and identify the people. Deadline is October 18th and the pictures will be returned.

G. Pine reviewed the 1997 reunion dates at Omaha on 9/26 to 9/29. The banquet will be on Sunday night and the get-away breakfast on Monday. B. Wright reported we now had 347 registered to date.

There being no other business, a motion was made, seconded and carried to adjourn.

Respectfully Submitted,
V. Ames, Recording Secr.



Flight Jacket of H.R. "MAC" McNeill, Bombardier on Tom Copeland's crew in the 18th Squadron.

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426
Also, please send self-addressed, stamped envelope for return mail.

RALEIGH REUNION ATTENDEES

Aldridge, Frederick
Ames, Vern & Millie
Arand*, Clarence & Rita
Armstrong, Denton * Eileen
Ashley, David & Loretta
Joyce Tennie
Attridge, Charles
Babcock, Lawrence & Lucille
Bacalis, Ted & Mary
Baer, Bob & Rosemarie
Bailey*, Holcomb & Jean
Baldea, Eli & Rose
Ballantyne, Ray & Millie
Barclay, Charles & Roberta
J.D. & Peggy Barclay
Baumgardner, Donald & Vera
Baxter, Carwin & Marlene
Beall, Joseph & Estella
Belleau, Thomas & Madeline
Bergold, Robert & Olive
Bess, Leonard & Helen
Bice, Robert G.
Bichowsky, Robert & Margie
Bloczynski, John & Marge
Anthony Scott & Patricia Stuhr
Boreen, Lloyd & Bobbie
Georgia Hatch
Brauks, Wallace & Doris
Browne, William J.
Bruen*, James & Helen
Bujalski, Brancis
Burnell, Bill & Margo
Chauson, Hy & Ruth
Cheek, Bill & Betty
Clarkson, Jack & Dorothy
Clemins, James
Cobb, Jenius & Virginia
Betty Graves & Mildred Pecor
Cole, Bob & Ginny
Conklin, Claude & Genevieve
Conway, Charles & Lorraine
Coutros, Anthony & Mary
Crawford, Harry & Marie
Dieterle, Marcus W.
Donaldson*, John & Betty
Dooley, Lawton & Joan
Doronsky, John
Beverly Stearns
Dunkel, Dick
Betty Lute
Edwards*, Richard & Lois
Evans*, Edward & Charlotte
Farley, John & Bernie
Fay*, Dick & Kitt
Feda, John & Betty Mae
Fieber*, Herman & Nancy
Fiedler, Morton & Sheri
Finley, Dlae & Margie
Firestone, Abe & Ernestine
Forister, Carroll & Sylvia
Franco, George & Felicia
Frank, Dale & Esther
Frank, Earl & Mary
Freysinger, Carl & Imogene
Gaskin, Peter & Sylvia (FOTE)
Gaumer, Basil & Lorene
Gay, Robert & Phyllis
Gibbs, Claude & Audrey
Goodnough, Glenn R. & Judith
Green, Wallace
Green*, Robert & Evelyn
Griffin, Ryle & Juanita
Griffis, Willis
Grimes, Bryant & Myrtis
Gross, Robert & Cynthia
Habiger, Tony & Joan
Hall, Herbert
Ham*, Robert
Hanson, Ambers & Jean
Hardee, Daniel & Elizabeth
Henry, Glenn & Vera
Herget, Charles & Eileen
Hetherington, Pop & Tootie
Hinchee, Ray & Margaret
Holcomb, Verbal & Betty
Holmes, Gerald & Marie
Hood, Jack
Horton, Kennth & Merle
Howarter, Wayne & Laverne
Huber, Bill & Shirley
Israelsen, Al & Agnes
Ivey, Kivett & Lucille
Jacobbauski, Mike & Margie
James, Eugene & Helen
Jansky, Robert & Jo
Jellum, Walter & Donna
Jones, Wyatt
Jordan, Dexter & Beulah
Kincaid, Gerad & Edith
Krystof, Joe and Fran
Lampey, Bob & Betty
Leath, John & Ethel
LeMaster, Fred & Helen
Lonergan, Edward & Birgit
Lundeen, Ralph
Lute*, Raymond & Mary
Lyons, John & LaVonne
Maciel, Earl & Helen
Marks, Joe & Kay
Martin, James & Bettie
Mayer, Norman
Marci Campbell
McAllister, Walter & Ruby
McClellan, Val & Lois
Meeder, Paul & Twyla
Moats, Raymond H.
Raymond Moats
Mongeon, Omer & Eloise
Mullin, Tom
Nendel, Robert & Dorothy
Neubauer, George W.
Newton, Thomas & Mildred
Northrup, John & Margaret
Noullett, William & Doreen
Palmer, Raymond & Bula
Patrick*, Tommy & Betty
Paxton, Ken & Kathleen
Perry, Harry & Willie
Peterson, Ralph & Bernice
Pine, Gerald & Wanda
Plaut, Bernard & Eileen
Podulka, Phillip & Frances
Poole, Wally & Joan
Prillaman, Arnold & Georgia
Provence*, Robert & Rachel
Reilly*, John & Glennis
Richmond, Floyd & Miriam
Thelma Warfield
Ritchie, George & June
Rockmuller, Sid & Hannah
Romero, Cleveland & Henrietta
Rose, Everett & Margo
Roy, Herbert & Dorothy
Rutka, Harold & Genevieve
Sakal, Charles & Rose
Santas*, Verne Jr. & Juanita
Schoch, Frederick & Clara
Schwartz, Robert & Laura
Share, Jack & Marian
Shee, Donald & Bonnie
Shull, Paul & Pauline
Simpson, Ronald & Martha
Sivret, Frank & Alda
Skinner*, Lawrence & Darlene
Smith, George & Ruby
Smith, James & Jane
Smith, Jim & Chris
Sothern, Bruce & Muggs
Steiner, Alfred & Jean
Stemen, Carl & Peg
Stevens*, Jack
Shelley Ruff, Sheri Stevens,
Richard & Kathie Mattingly
Stiver, David & Ethel
Stufflebeam, Donald & Evelyn
Sturdivan, Walter & Lois
Stuthers, James & Kay
Tavasti, Roy & Kate
Taylor*, Jay & Louise
Terry, Jack & Nellie
Turko, Walter & Mary
Vaughn, Robert & Helen
Vincens, Hilton & Vicky
Voss, Frederick & Blanche
Walker, Oral
Jim & Peggy
Waltz, Fred & Rachel
Wolstencroft, Sam & Arlene
Wong, Joseph & Marilyn
Wright, Robert & Esther
Yockey, Charles
Zeldes, Benjamin & Edith

* First Timers

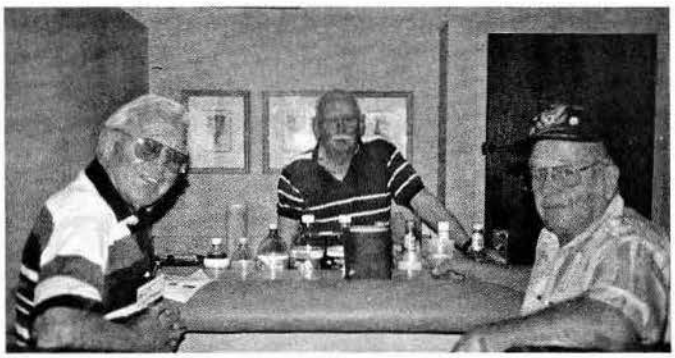
REUNION '96 - LEISURE TIME

John Doronsky Entertaining as usual!

Peter Gaskin (UK) & Jim Martin

Fred & Rachel Waltz

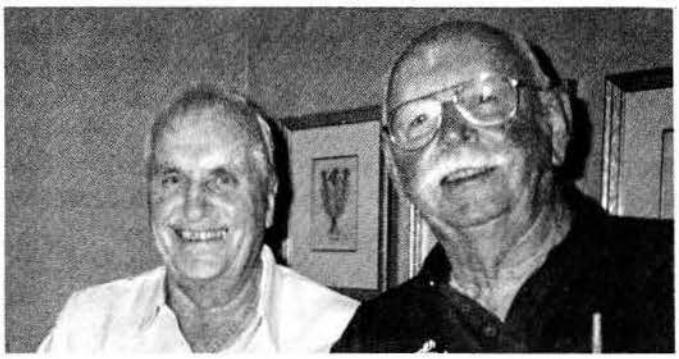
Ralph & Bernice Peterson with Morton & Sheri Fiedler



Ed Lonergan, Gerry Pine & Jim Martin

Enjoying the Hospitality Room, Raleigh

Wayne Howarter & Lawrence Babcock



Harold Rutka & Gerry Pine, The "Entertainment" Committee and Bartenders

REUNION '96 - LEISURE TIME

Waiting for the tour bus

Michael & Marge Jacobbauski, Bryant & Myrtis Grimes and Peg & Bob Schwartz

On the tour bus

Bob & Betty Lampey, Wally & Joan Poole and Peg Stemen

Jean & Ambers Hanson

Harry & Marie Crawford, Marci Campbell, Ralph Lundeen & Willis Griffis

The tour "Picnic" lunch on the lawn of the Museum

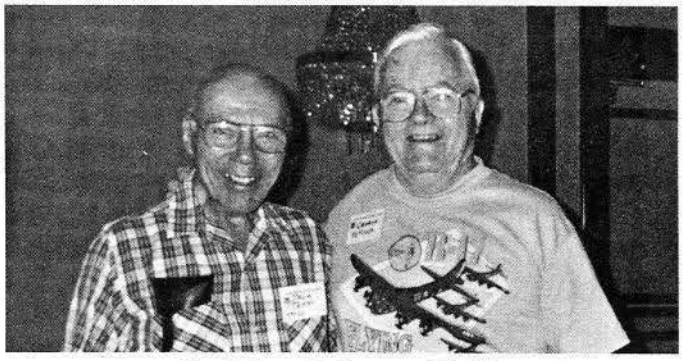
The Evans Crew - rear: James & Chris Smith, Charlotte & Ed Evans, Betty & Bill Cheek & Tommy & Betty Patrick - front: Bernard Plaut, Wally Green & Bernard Schwartz

REUNION '96 - LEISURE TIME

Golfers Edith & Gerald Kincaid with George & June Ritchie

Golfers John & Glennis Reilly with "B" and Ed Lonergan

Golfers Jim Clemins, Bob Wright, Roy Ballantyne & Bob Cole

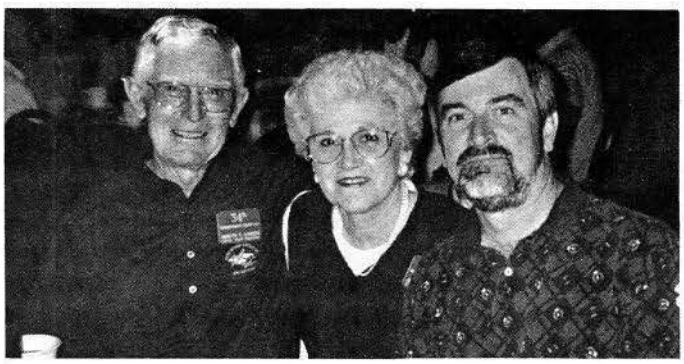


Jack Terry & George Ritchie

Golfers Paul Shull, Hilton Vincens, Ray Hinchee & Earl Maciel

Rose Baldea & Gwyneth Tweats of the U.K.

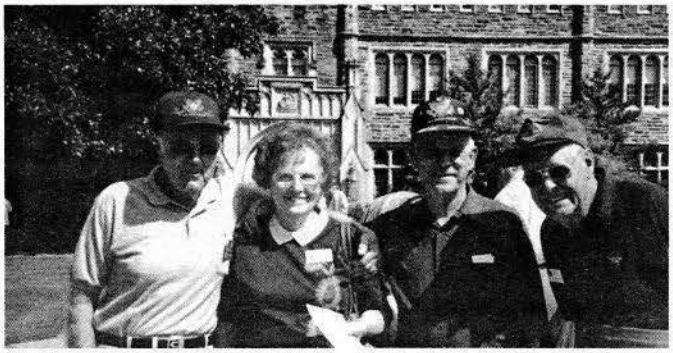
Golfers Hyman Chausow, Mort Fielder & Ralph Peterson



Ambers & Jean Hanson with son Scott

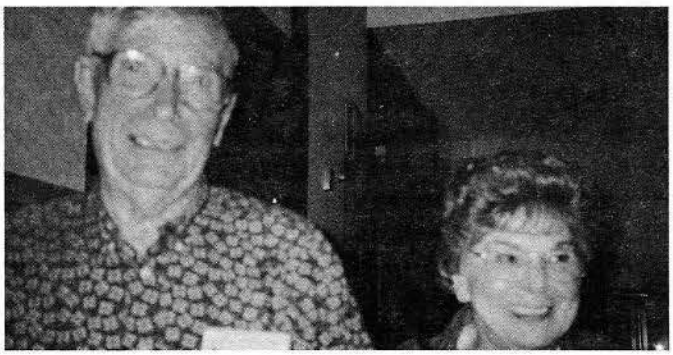
REUNION '96 - LEISURE TIME

Mary Frank with Sylvia & Peter Gaskin & Dale Frank



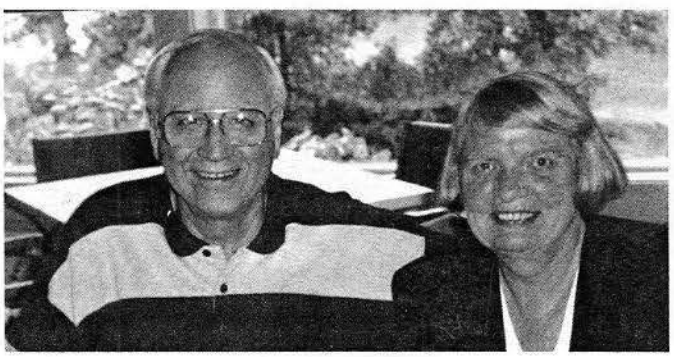
Earl Frank with Gen & Claude Conklin and Dale Frank

Betty Lampey, Peg Stemen, Marian Share & Joan Poole



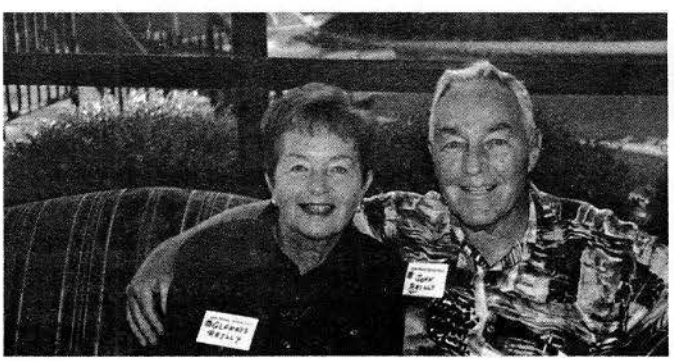
Joseph & Estella Beall

Val & Lois McClellan



Don & Bonnie Shee

Mary & Anthony Coutros



Glennis & John Reilly

REUNION '96 - THE MEETING

View of General Meeting

Pres. Ambers Hanson Addressing the group at the General Meeting

GALA BANQUET - HEAD TABLE

Bula & New President Raymond Palmer

Jean & outgoing President Ambers Hanson

Wallace & Doris Brauks

Jim & Betty Martin

Eli & Rose Baldea

Agnes & Al Israelson

REUNION '96 - GALA BANQUET

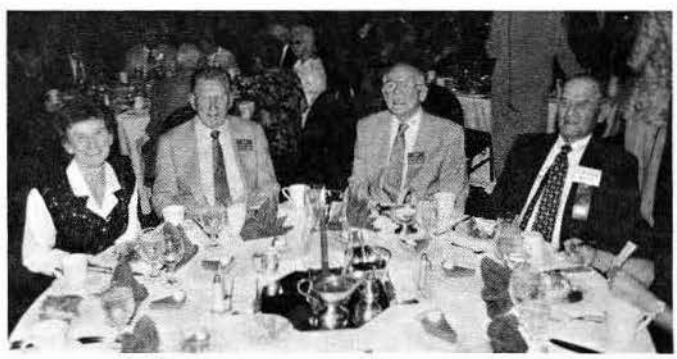
Fred & Clara Schoch, Gene & Helen James, Margo & Bill Burnell & H. Prillaman

Phyllis & Bob Gay and Hannah & Sid Rockmuller

Nellie Terry, Glenn & Vera Henry and Laverne Howarter

Marge Jacobbauski with Eloise & George Mongeon and John Northrup

Mary & Walter Turko, Joseph & Kay Marks, and Esther & Dale Frank



Betty Graves, Ralph Lundeen, Frank Bujalski & H.D. Bailey

Shirley & Bill Huber with Clarence & Rita Arand. Rear: Scott Hanson

Rear: David & Ethel Stiver and Fred & Clara Schoch. Front: Gene & Helen James, Margo & Bill Burnell and Arnold Prillaman

REUNION '96 - GALA BANQUET

Marie & Harry Crawford with Willis Griffis & Marci Campbell

Marcus Dieterle, Gerald & Edith Kincaid, Betty & John Feda and Robert Ham

Marci Campbell, Norm Mayer, Betty Graves & Ralph Lundeen

Table: Henrietta & Cleveland Romero, Peggy & Sam Wolstencroft and Tom Mullin. Rear: Darlene & Lawrence Skinner and Lois & Richard Edwards

Table: George Smith, Dale & Margie Finley, Fred & Blanche Voss, Glennis & John Reilly. Rear: Ruby Smith and Earl & Mary Frank

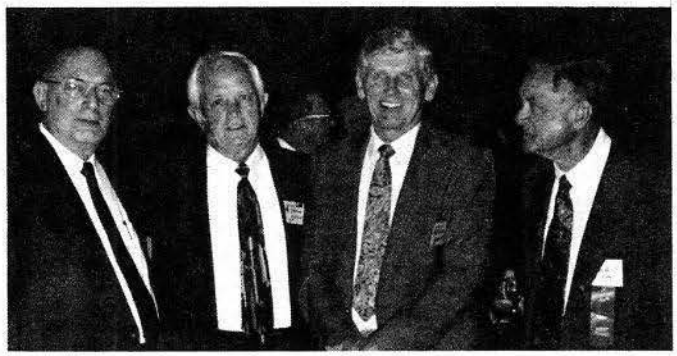
L. to R.: Joe & Marilyn Wong, Jack & Bernie Farley, Bob & Judy Goodnough, Tony & Mary Courtros and Charles and Lorraine Conway

Frt.: Rose Sakal, Muggs & Bruce Sothern & Margo Rose. Rear: Charles Sakal, John Doronsky, Frank & Alda Sivret & Everett Rose

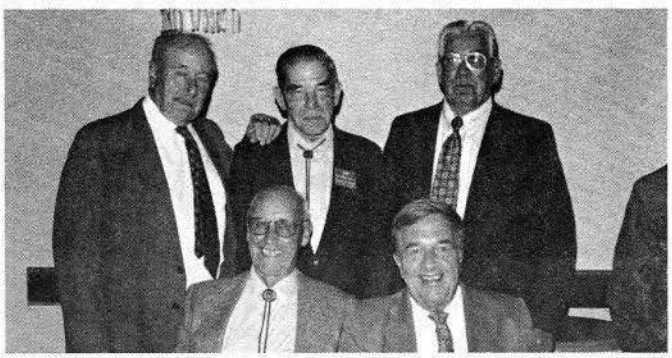
Table: Mildred Newton, Peggy & Jim Walker, Oral Walker, Ron & Martha Simpson & Bill Browne. Rear: Tom Newton and Willie & Harry Perry

REUNION '96 - GALA BANQUET

Charles & Roberta Barclay, Bob Bice and Carroll & Sylvia Forister



Marcus Dieterle, John Feda, Gerald Kincaid & Robert Ham All members of Feraro's Crew



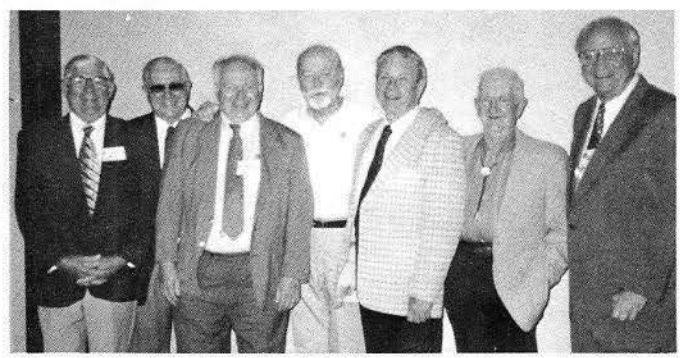
Frt.: Bruce Sothern & John Doronsky. Rear: Frank Sivret, Charles Sakal & Everett Rose

Table: Harold & Gen Rutka, Wanda Pine, Esther & Bob Wright and Juanita & Ryle Griffin. Rear: Walter & Lois Sturdivan and Gerald Pine

Table: Wally & Joan Poole, Peg & Carl Stemen, Carl & Imogene Freysinger and Bob Lampey. Rear: Betty Lampey, Marian & Jack Share

Paul & Pauline Shull, Bud & Lucille Babcock, Wayne & Laverne Howarter, Glenn & Vera Henry at the

Table: Rachel & Bob Provence, Meryl & Kenneth Horton, Elizabeth & John Donaldson and Bernice Peterson. Rear: Ralph Peterson, Sheri & Morton Fielder



The Jim Glass Crew - L. to R.: Herb Roy, Bob Yockey, Ben Zeldes, Fred Aldridge, Chuck Herget, Bill Hetherington and Don Shee

REUNION 1996

1. Betty & Tommy Patrick with Wally Green
2. Abe & Ernestine Firestone
3. William & Doreen Noullet
4. Shirley & Bill Huber
5. Pauline & Paul Shull
6. Miriam & Floyd B. Richmond
7. Glenn & Vera Henry
8. Lucille & Bud Babcock
9. Wayne & Laverne Howarter
10. Donald & Evelyn Stufflebeam
11. James A. Clemins
12. James & Helen Bruen
13. Sylvia & Peter Gaskin (Eng.)
14. Kitt & Dick Fry
15. Dale & Esther Frank
16. Bobbie & Lloyd Boreen with Georgia Hatch
17. Audrey & Claude Gibbs
18. Wally & Joan Poole
19. Carl & Imogene Freysinger
20. Bob & Betty Lampey
21. Peg & Carl Stemen
22. Scott Hanson & Gerald Holmes
23. Bill & Betty Cheek
24. Ed & Charlotte Evans
25. Donna & Walter Jellum

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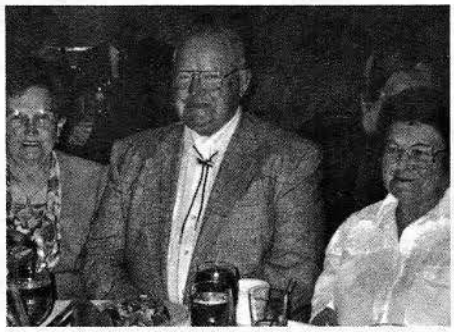

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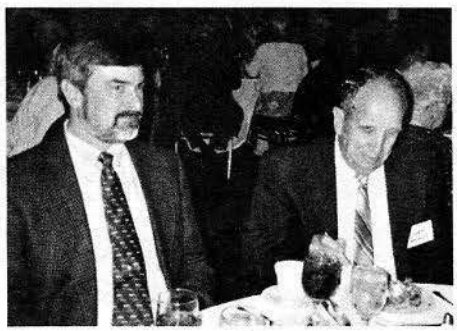

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- GALA BANQUET

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REUNION 1996

1. Jack & Nellie Terry
2. Lavonne & John Lyons
3. Michael & Marge Jacobbauski
4. Bryant & Myrtis Grimes
5. Lucille & Kivett Ivey
6. Fred & Rachel Waltz
7. Claude & Audrey Gibbs
8. Earl & Helen Maciel
9. J. C. & Jane Smith
10. Bob & Dorothy Nendel
11. Herb & Dottie Roy
12. Mildred & Roy Ballantyne
13. Ken & Kathleen Paxton
14. Ted & Mary Jane Bacalis
15. Ginny & Bob Cole
16. Tom & Madeline Belleau
17. Eloise & George Mongeon
18. "Toots" & Bill Hetherington
19. Edith & Ben Zeldes
20. Eileen & Chuck Herget
21. Best Friends - Bruce Sothern & John Doronsky
22. Margaret & John Northrup
23. Dexter & Beulah Jordan with Herbert Hall
24. Bill Brown with Bernie & Jack Farley
25. Gerald & Marie Holmes

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- GALA BANQUET

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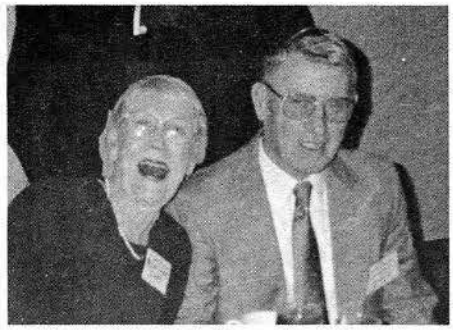

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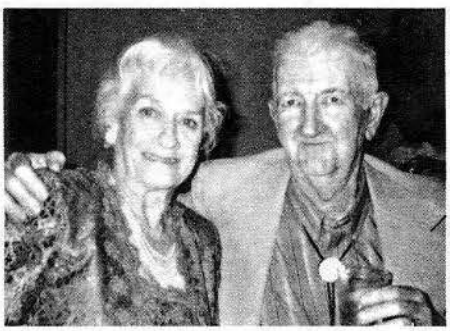

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REUNION 1996

1. Peter & Sylvia Gaskin with Jack & Marian Share
2. Clarence & Rita Arand "First Timers"
3. Holcomb & Jean Bailey with Marie & Harry Crawford
4. Al & Jean Steiner
5. Bill & Shirley Huber
6. Cathy (Daughter) with Bernard & Eileen Plaut
7. Oral Walker
8. J.C. & Jane Smith with Twyla & Paul Meeder
9. Marci Campbell, Norman Mayer, Betty Graves & Ralph Lundeen
10. Loretta & David Ashley with daughter Joyce Tennie Allen
11. Kate & Roy Tavasti with Ruby & Walt McAllister
12. James & Chris Smith
13. Arnold Prillaman & son, Harry and Bill Burnell
14. David & Ethel Stiver
15. Dan & Elizabeth Hardee
16. Margaret & Jim Hinchee
17. John & Ethel Leath
18. Hilton & Vicky Vincens
19. Jean Bailey with Marie & Harry Crawford
20. Betty & Verbal Holcomb
21. Ambers & Jean Hanson
22. Bobbie & Lloyd Boreen with Charles Attridge
23. Leonard & Helen Bess
24. Millie & Vernon Ames (Their 50th Wedding Anniversary)
25. Kay & Jim Stuthers with Marcus Dieterle

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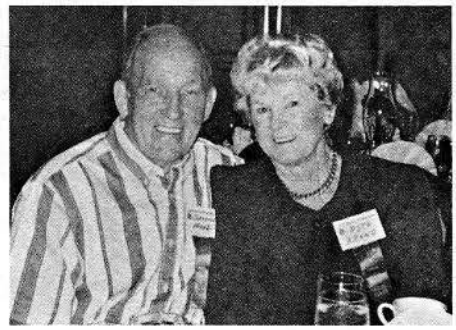

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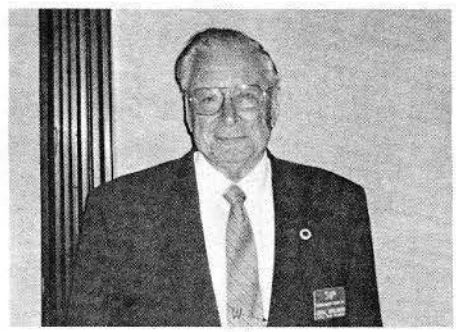

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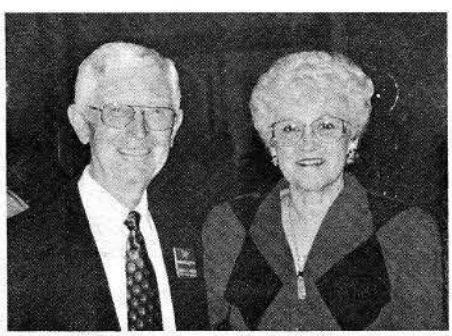

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- GALA BANQUET

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ROSE'S CORNER

"Well done!" is what I can say about our reunion! First of all, the situation which I shall forever remember was eating, out of our brown paper bag, a lunch while sitting on the curb near the art museum and watching the ants trying to get at my sandwich faster than hungry me! The most unforgettable was trying to stand from the almost reclining position on that very low curb, trying to look as though I was still 23 and very able! Thanks to the two handsome men who gave me a hand up! Also, many thanks to Mrs. Smith who gave me a pair of sunglasses which enabled me to see again. That North Carolina sun was blinding!

Secondly, we were very impressed to see the large number of "First Timers" and felt the poignancy of your meeting again your crew after all these years!! What joy to relive the many good and bad close calls! It is sad to be a "First Timer" because it took so long to become one. Right? Thanks to the hi-tech and Hal Province's computer, we finally meet! Among the newly-met, we had a real pleasure to meet Betty Patrick, who is a very pretty lady and lives in Terre Haute, Indiana, where our eldest grandson attends Indiana State University. I told her that when we visit him I would call her for a recipe she told me about. Lo and behold, Betty sent it to me immediately upon arriving home. Great! I'm sharing it with you all so here it is:

PEANUT BUTTER RICE KRISPIES

Combine 1 cup of light Karo syrup, 1 cup of sugar and 1/2 stick of Oleo and cook until dissolved. Remove from heat and add 2 cups of peanut butter and 4-1/2 cups of Rice Krispies. Mix well and spread in a 9x13 pan.

ICING

Cook until dissolved 1/2 stick of oleo and 1/4 cup of brown sugar. Remove from heat and add 1 tablespoon of milk, 1/2 teaspoon of vanilla and 1-1/4 cups of powdered sugar. Mix well and spread over the top of the above mixture. Cool and cut.

Betty writes: This is a fabulous recipe all ages thoroughly enjoy!

Thank you very much, Betty. I received several other real good dishes which will go into future issues including Bread Pudding, a Black Bean Salsa and a Tomato Pie.

Omaha, Nebraska looks good to me. Make your plans! To "First Timers" - The second reunion you attend is even more fun than the first! I must stop for now.

May God's blessings be bountiful for you and your families.

Love, Rose

NEWS FROM HERE AND THERE

From the Department of History at Wartburg College we have the following:

For a project tracing aircraft with nicknames that have Iowa ties, I would like to contact people with knowledge of a 34th Bomb Group B-24 names "SWEET SIOUX." Please contact Dr. Terrence J. Lindell, Department of History, Wartburg College, Waverly, Iowa 50677 - Phone number is : (319) 352-8344; e-mail: lindell@wartburg.edu

****

Frank McCullough sends in the following regarding the D.F.C. medals:

Since the article concerning the Distinguished Flying Cross medal appeared in the MM in December '95, I have received many letters and phone calls from members of the 34th B.G. who failed to receive the D.F.C. after they completed their missions.

After pursuing the subject, with the help of Gen. Bill Creer, and contact with H.Q.A.F.P.C., Decorations and Awards, 550 C Street West STE. 12, Randolph A.F.B., TX., 78150-4714, it narrows down to the fact that, "We were only doing what we were assigned to do." I assume anything "above and beyond" a routine mission would have been documented at the time and recommended for the D.F.C.

Rather than to write or call all the members who have contacted me, I would like a few lines inserted in the next issue of MM to let them know the results of my inquiries. I'm sorry we weren't successful in this endeavor - perhaps their Congressmen may come up with something. If this happens would they please contact me?

If any member of the 34th has received the D.F.C. and has a copy of the A.F. directive or something that qualifies him for the medal after completing his required tour of duty missions, I would appreciate receiving a copy as I will write the President in Washington, D.C.

(Ed. Note: Since we got the above letter we have received from Gen. Creer information regarding recommendations for the D.F.C. medal. Each recommendation package will need a one-page narrative and proposed citation, with the cover letter signed by the person in the chain of command making the recommendation, and endorsed by the next higher official in the chain of command. Also, in the cover letter or endorsement, an explanation needs to be given as to why over 50 years have passed before the recommendation has been submitted. The narrative should only cover the date(s), complete I.D. (name), then rank, Service Number, unit/major command of assignment, and description of the act, accomplishment or service performed.

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Continued on Page 23

NEWS FROM HERE AND THERE

Continued from Page 22

We have also been informed of the following:

"RECYCLE YOUR GLASSES". An old pair of prescription glasses can still be used to indigent people in the United States and other countries, such as Mexico, Nigeria, Brazil and the Ukraine. To make a donation, send the used glasses to "New Eyes For The Needy," 549 Millburn Avenue, Dept. P, Short Hills, NJ. 07078. Include your name and address for notification that your tax-deductible contribution has been received.

****

In a letter from Hal Province we have the following:

An unusual event has taken place at the Raleigh reunion. The nine men of the Evans Schwartz crew have survived the 51 years since the crew was disassembled in 1945 and the young men returned to their particular part of the country to resume lives so interrupted by the hostilities against Germany. On Wednesday, Thursday and Friday the nine men reassembled at the reunion for the "First Time" since the crew was disassembled in 1945! It is extremely rare that an entire crew has survived to this point in time and, even more amazing, the men are able to gather once again in Raleigh to renew their acquaintance, one with another. At their ages in life infirmities have taken over and many of our men are unable to travel because of these infirmities.

****

Walter Sturdivan has sent in the following:

I'm endeavoring to document all our bomber losses, both B-24s and B-17s. I don't expect to find all the information about every plane loss but, with the help of our members, perhaps we can get a picture of what happened in most of the cases where our planes were lost in combat or combat-related accidents or crashes, both in Britain or on the Continent. Walter has a form which he would like filled out with the information needed. If you are interested in participating in this project write to: Walter W. Sturdivan, 5901 N. El Dorado St., Stockton, CA. 95207. I'm sure it will be much appreciated.

****

From the Robert Henderson Studios of Canon City, Co. we have the following:

A B-17 Bronze memorial sculpture will be dedicated at the USAF Academy, Colorado Springs, CO. at 10:00 a.m. on Friday, August 22, 1997. The monumental bronze replica of the famous aircraft will join four other Warbirds already in place at the Academy, including a P-38, P-40, P-47 and P-51. For more information regarding the dedication phone (800) 305-1738.

****

Crew of Pilot W.O. Hatley - L. to R. - J.W. Prokop, J.H. Wagner on H.M. Morris' shoulders, M.K. David & J. Mancuso.

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival

DEADLINE

Any material or items to be inserted in the March issue of Mendlesham Memories should reach me on or before Jan. 24, 1997. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

JOSEPH BOBROWICZ - Philadelphia, PA.

This is to acknowledge receipt of your letter regarding the 34th Bomb Group (H) Association's search for those who had served with this group. Indeed, I am one of those! I arrived with my crew at Station 156 in Mendlesham, England, the 34th Bombardment Group (H), 18th Sqdn. on November 27, 1944.

I flew my first combat mission as a replacement tail gunner on Dec. 24, 1944 and, thereafter, completed 35 missions with my regular crew. We flew our last mission on March 27, 1945, completing our tour of duty and were sent back to the States.

****

JOHN & LENORA WOOTEN - Adalanto, CA.

We both look forward to getting the Mendlesham Memories each time and cannot put it down until we have read all of it. Each of you are doing a wonderful job. Keep it up. You are appreciated.

****

MARY McCUE - Mobile, AL.

This is to inform you of the passing of my husband, John C. McCue, on August 23, 1996. He died at home of cancer, sixteen days after our 50th anniversary. I not only lost my husband but my best friend. We both enjoyed the reunion in Huntsville.

****

JUNIUS COBB - Union Hall, VA.

Just a short note to say how much we enjoyed the reunion in Raleigh. It is always such a pleasure to see old friends and relive old times. I only had to drive about 150 miles this year. That really made it nice.

I especially enjoyed the Saturday night gala. The recognition given to the ground crewmen, the number present from the same flight crews and the number present who were prisoners of war was really great.

If any of you had success with your video cameras at the dance portion of the night I would like to buy a copy from you. Mine did not turn out. The lighting was not good and even my flash pictures were dark. We're looking forward to the reunion at Omaha, Neb. next year.

****

CHARLOTTE POTAK - Hicksville, NY.

Please sound "TAPS" for my husband, Walter Potak, who died on August 15, 1996. One of the pleasures he savored during his long illness was receiving the "Mendlesham Memories" and reliving his youthful, purposeful days. He loved his country, his unit and his friends. Several years ago, while in England, he made it a point to visit the site of the Memorial where he spent time remembering his old friends and comrades in arms.

May you all enjoy your upcoming reunion. Walt will be there in spirit.

****

HERBERT MERMELSTEIN - Akron, OH.

It has been a long time since I have corresponded with you but, since 1994, I have been pre-occupied with other family matters. Our son was diagnosed with cancer. It was the most critical type of melanoma with metastases to the lumbar vertebra. All our time was spent with him up to the very last. He left us February 6th of this year. He was only 38 years old, so young. His whole life was still ahead of him. He was an Executive Chef at an up-scale Senior Citizen's Retirement complex. The people just loved him and he didn't want the residents to know how bad he was. He worked up to four months before he died. The last couple of months he spent in a wheel chair and he said, "If this is it, so be it!" He could still get around in his kitchen. He lived in Minneapolis at that time with his wife and he wanted to come back to Akron for the burial so, now my wife, Miriam, and I are trying to get our lives back together.

I didn't mean to go on but I thought that I should explain my absenteeism. They say that the best thing to do is to keep busy, which we are doing.

****

DON FILLMAN - West Des Moines, IA.

Tomorrow I am going into the hospital and will have replacement surgery for my right knee. It's not known if we can get to Raleigh this year - probably not. The other knee will be done, hopefully, late in 1996. Many thanks to all of you for what you do for the Assn.

****

FRED BERGLUND - Wahkon, MN.

Hazel and I celebrated our 50th wedding anniversary in Minnesota last July 3rd, 1995. We had all the family together, which was wonderful.

****

RUTH KIMBAL - Littleton, MA.

I received a letter from Hal Province searching for Russell Kimbal. This is his wife, Ruth. Russell died in 1993 in January. He was the man you were looking for - he was in the 34th Bomb Group of the 8th Air Force. He had been a building contractor for years, but he had quite a bit of sickness. I am sure most of it was war-related. He ended up with M.S. and a bad back which he had all of his life after service. He ended up with plastic veins.

We had one boy and three girls. Yesterday I was in the attic and his Air Force uniform was in a trunk, just like new.

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NOTES FROM OUR FRIENDS

Continued from Page 24

FRANCIS W. GIBSON - Shiloh, GA.

I received your letter regarding my serving with the 34th Bomb Group of the 8th Air Force in Mendlesham, England in WWII. Please send me the additional information about the association.

****

ALFRED P. BERNARDO - New Cumberland, PA.

On August 22nd Doris and I went to the Capital City airport to see a B-17 which had flown in for five days of exhibition. I was talking to one of the crew members and I told him that I flew 17 missions in the B-24 and completed my last 13 missions in the B-17.

Then Doris and I walked around the aircraft looking it over when two young men (about 40) came up to me and said, "Sir, I would like to shake your hand. You fellows did a helluva job!". I was quite surprised but if I had been wearing my Air Corps. cap I don't think it would have fit me because my head must have swelled 2 inches. It was a good feeling knowing there are still people around who appreciate what we did.

****

EDWARD E. ZESCH - Banning, CA.

Delores and I renewed our marriage vows in honor of our 50th wedding anniversary at a double-ring ceremony and reception. The event was hosted by our two daughters and their families. Our daughters served as matrons of honor and their husbands as the best men. Two of our grandsons served as ringbearer and video camera-man and another gave the bride away. Our granddaughter was the flower girl.

In attendance were my sister from Florida and 50 close friends and relatives. My sister was present at the original wedding, which was on July 19, 1946, following my service in the Air Force.

****

WALTER STURDIVAN - Stockton, CA.

I have received considerable response to my request for information on lost planes and crews during the time the 34th B.G. was in England. I have sent out a number of questionnaires and I want to thank all the members who have responded. As usually happens, it has developed into something a little larger than I had first envisioned. I want to include some experiences of the crew members who lost planes for whatever reason. Also, any planes that made it back to England or to friendly territory after damage will be of interest. I will return any pictures sent to me if requested. Come on, fellows, let's make something that will be of interest to all of us. I plan to make it available to all as reasonable as possible.

****

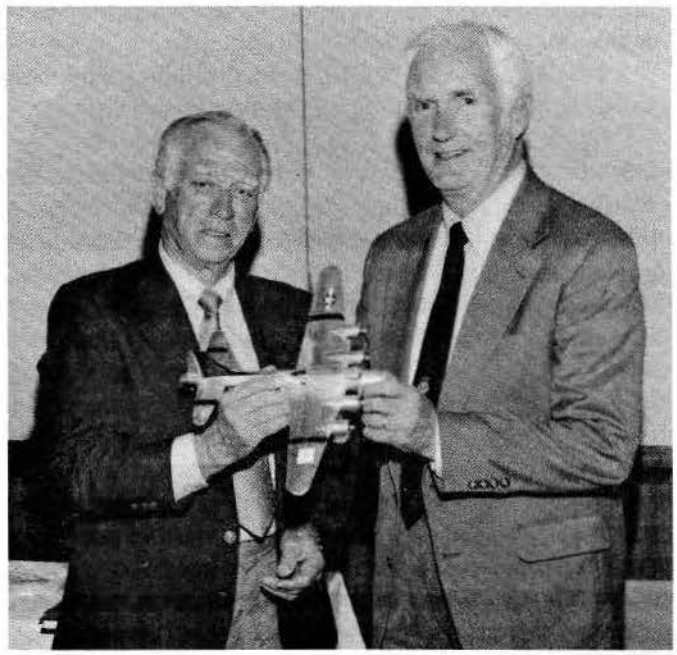
JOHN J. FEDA - Marshall, MN.

We were very pleased with the recent reunion in Raleigh. It was especially joyful because our flight engineer, Robert Ham, attended for the first time. I enjoy Mendlesham Memories very much, thanks to your good work.

****

LANCE ANDERSON - Grand Prairie, TX. (Assoc. Mbr.)

This photo is of Dick Atkins (pres.-elect of the No. Texas 8 AFHS Chapter) presenting a model of a B-17G painted in 34th B.G. colors to Gen. Buck Schuller at the Mighty Eighth Heritage Museum. My son, Andrew, and I made the B-17, name "Gotta Haver", and a B-24 named "Tommy Thumper II" for the 34th B.G. display case discussed in earlier MM. Dick was going to the museum just before the official Grand Opening in May and agreed to deliver them for me.



Oh, by the way - Mom is at home now recovering from a quadruple bypass operation on 7-14-96. Her recovery may preclude them from attending the reunion this year.

****

JOE EDWARDS - Hickory, NC.

Verna and I took in the new 8th AF Museum in Savannah. It was very nice. For me the outstanding item was a film of a mission enhanced with flashes and sounds of exploding bombs and flak. The narrator was a volunteer from the 34th, Jack Clarkson. He was excited because I was the first from the 34th that he had seen.

I want to thank you for the great job you have done on Mendlesham Memories. Thanks a million!

****

HARRY CRAWFORD - Leesburg, FL.

Congrats to all who were involved in the 1996 reunion. It was great! I'm enclosing some pictures taken at the banquet. Unfortunately one of my shots did not develop or did not take at all. The missing people were "First Timers" and I would hate to have them think that we ignored them. Their names were Jean & Holcomb Bailey and Francis Bujalski. Please offer my apologies in the newsletter. Norm Mayer also took pictures at our table. Perhaps he may have got them.

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NOTES FROM OUR FRIENDS

Continued from Page 25

WELDON K. BURNS - Plano, TX.

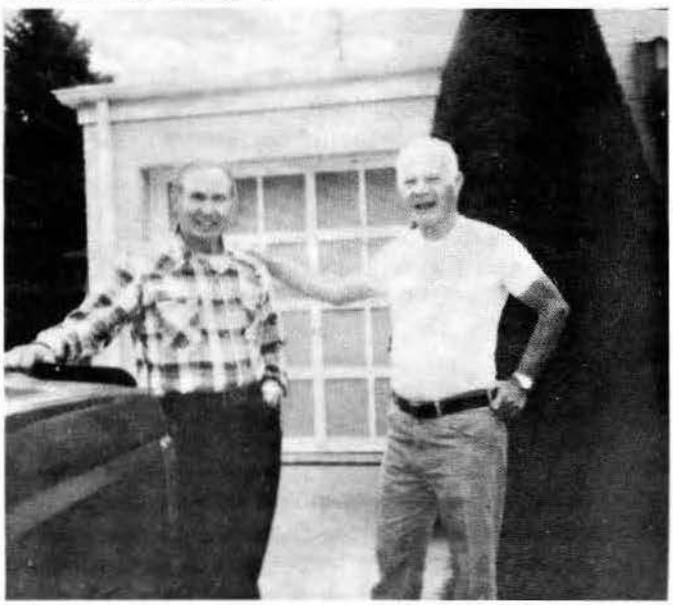
You are probably unaware that our Crew 44 was unique in so many ways. We were among the original crews selected at Blythe. We flew the first mission and the last B-24 mission. We flew the first B-17 mission and flew most of our missions together. We never had an injury of any kind. Our pilot was among the first, if not the first, to earn the D.F.C. for his bringing the plane back on June 7th.

I hope to be in contact with what remains of the crew to obtain some details of their life prior to and after "Crew 44". Nine of the original ten were still alive fifty years later. Holtz, our gunner, died in November or December of 1994. The last word we had about Clayton Harris, our pilot, was that he was still in the service in 1955.

****

JAMES "CHIP" SPENCER - Carsonville, MI.

A mini reunion was held on August 19th between two crew members who hadn't seen each other in 52 years. I went to visit my friend, Robert J. Filip, at LaGrange Park, IL. We had so much to talk about since we had seen each other. Bob finished his missions and went home on a boat with some POW's who had been held in Germany. I did three more missions and came back on the "Queen Elizabeth". I've enclosed a picture of us at our meeting in August.



James "Chip" Spenser and Robert J. Filip

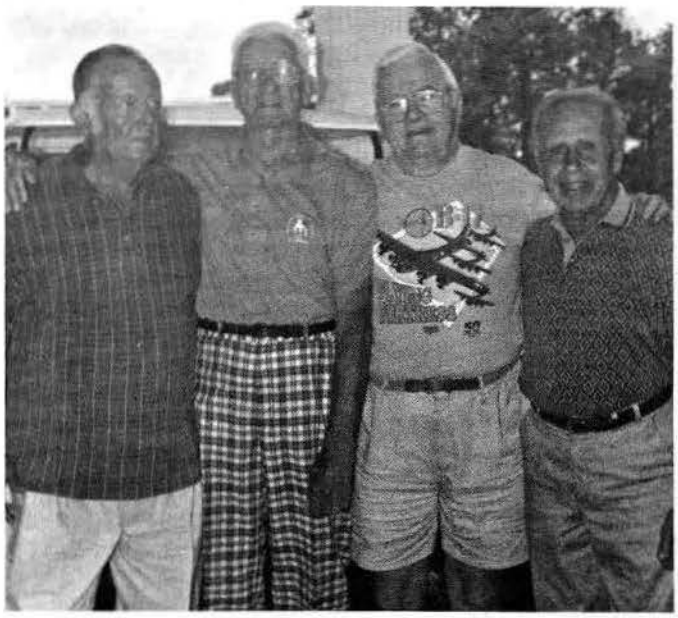
EDWARD J. LONERGAN - Fort Myers, FL.

Enclosed are the pictures of all those who played golf at the Raleigh reunion. It was a beautiful day and the course was in good shape, even though hurricane Fran had blown away hundreds of trees. Please extend our thanks to the reunion committee for all they did to make the reunion a memorable success. Gerry Pine and his crew did a fine job. We're looking forward to Omaha in '97.

****

GEORGE RITCHIE - Swansboro, NC.

Four members of the 7th Sqdn. living on the east coast of No. Carolina held a mini-reunion at the Star Hill Golf Course in Cape Carteret, NC. - Bill Jones, Bill Gombos, George Ritchie and Hal O'Madion.



Bill Jones, Bill Gombos, George Ritchie, Hal O Madion

CARWIN A. BAXTER - Lakeland, FL.

I want to thank you for the good job you do on Mendlesham Memories. I read it from cover to cover. We also enjoyed the reunion in Raleigh, NC. I want to thank the reunion committee for their good work in making all the arrangements. We're hoping to attend the 1997 reunion in Omaha.

****

LAWRENCE SKINNER - Eau Claire, MI.

We were at the reunion in Raleigh for out first time. What a delightful time and we met so many wonderful people. We will plan on attending again next year. It's too bad so many years went by that we didn't hear of the activities of the 34th Bomb Group. Thank you.

****

JAMES STUTHERS - Venice, FL.

My wife, Kay, and myself sure enjoyed Raleigh reunion this year. This was my fourth reunion and each one seems better than the one before, of course. I'm certain it's because I feel more comfortable with each one as I get to know you all better. I really enjoy my association with all of the 34th members as we toast and tell stories and rekindle our memories of Mendlesham in the hospitality room each evening. It was even better this year. John Doronsky's entertainment with the accordion and his singing made the evenings most enjoyable.

In closing, I must say that each year my association with the 34th becomes more enjoyable and, God willing, Kay and I will be in Omaha next year.

****

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NOTES FROM OUR FRIENDS

Continued from Page 26

ALAN KEECH - Edinburgh, Scotland

I regret having to inform you that my father, G. F. Keech, died on April 10, 1996 at the age of 101-3/12 years. The funeral was well attended by family, friends and representatives of the Royal Air Force and The Royal Scots, his army regiment from the first world war.

He always enjoyed "Mendlesham Memories" and letters exchanged with Sam Turnipseed, his old friend from those days.

I wish you and all the veterans of the 34th good health and happiness for the future and thank you for the relative peace I have enjoyed for the last 50 years as a result of your sacrifices.

****

DONALD I. SHEE - Downers Grove, IL.

I have enclosed a donation to the Ray L. Summa Scholarship Fund in memory of James W. Prokop who died on September 26th in his home at Naperville, IL. I knew Jim during our high school days before either of us thought much about becoming members of the U.S. army Air Corps. We went into the service at different times and took training at different places around the country. Our occasional letters to one another were almost always delayed due to the fact that they had to be forwarded to the next base on our tour of duty. You can imagine our surprise when we both ended up in the 34th Bomb Group, the same squadron and lived in the same hut! It never could have happened if we had planned it that way!

****

PAUL SHULL - Raytown, MO.

Our reunion of Raleigh, NC., 1996, is over and, as usual, was a special time for Pauline and myself. Our P.X. facilities, arranged by the reunion committee, were very good and made our work much easier. Again, THANKS! to our willing P.X. helpers - Bud and Lucille Babcock, Marge Finley, and Laverne and Wayne Howarter. We much appreciated all your help in making the P.X. fun and another great year. And last, but not least, it was great seeing so many "First Timers" and visiting with all the "Ole Timers". Thanks for stopping in the P.X. We still have a good inventory of merchandise, so keep sending in your orders.

****

THOMAS E. PATRICK - Terre Haute, IN.

Well, after 30 missions and 51 years - I had almost put my war memories away. However, due to Bill Cheek and James Smith (Smitty), I decided to attend at 34th Bomb Group reunion. I'm sure glad I did. To see the crew again and to hear some of their stories was an event I'll always remember. To see Plaut, Cheek, Smitty, Schwartz, Jellum and Evans was the highlight of the reunion. To meet Wally Green, the bombardier from the original crew, was a real pleasure. I enjoyed our talk together at the dinner table. Bettey says "Hello" to all the wives and we hope to see you all again.

****

ALFRED N. STEINER - Basking Ridge, NJ.

It was certainly a pleasure to see you all again at the 34th reunion. This was my third and my wife, Jean's, second. We both felt this was the most cordial of all. The facilities were excellent and the hospitality exceptional.

We don't plan to make either the Omaha or Boise reunions but hope for one in Savannah.

****

ROBERT H. WRIGHT - South Bend, IN.

We got home Monday after the reunion and I went in Wednesday for catherization. My aortic valve was almost closed. Had surgery on Oct. 1st and came home on Oct. 6th. I'm getting along fine and am on an exercise program now. My chest is sore from being split open but it should heal in six weeks and I'll be back on duty.

****

WILLIAM F. CHEEK - Lakeland, FL.

It was good seeing everyone in Raleigh. Betty and I enjoyed the reunion and seeing members of my crew after so many years. We had eight of the nine in attendance. Most of us had not seen one another since we were split up in England in 1945. Fifty-one years is a long time. Our ninth crew member was unable, at the last minute, to make the reunion due to illness.

****

DALE FRANK - Winterset, IA.

Another great reunion! We sure wish to express our appreciation and thanks to the planning committee. We're now looking forward to next year.

****

BEVERLY STEARNS - Cleveland, OH. (Guest of John Doronsky)

What a pleasure it was again for me to attend your 34th B.G. reunion in Raleigh - to renew previous friendships and meet some new people. The lunch on the curbstone at the Art Museum was "unforgettable".

We want to wish "Happy Holidays" to all and are looking forward to seeing everyone at the Red Lion in Omaha next year. John sends his regards.

****

VERNE SANTAS - Concord, NH.

My wife, Juanita, and I were "first Timers" at the Raleigh reunion in September and really enjoyed the three days with so many who made us a part of the 34th "family". We look forward to hearing from new friends and seeing them again next year in Omaha. Our thanks to the reunion committee and all who made this a memorable time together.

****

BETTY (BOB) LAMPEY - Aurora, OH.

Bob and I had a great time at the reunion and enjoyed renewing old friendships and making new ones.

****

MARY JANE (BRONISLAW) KONOPNICKI - Hampton, VA.

I received the notification about the 34th B.G. reunion. My husband died on 18th Oct., 1988 and is buried in Arlington. So, you best add his name to the TAPS roster.

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NOTES FROM OUR FRIENDS

Continued from page 27

JACK TERRY - La Crescenta, CA.

I'm sorry these pictures are getting there at the last minute. After the reunion Nellie and I drove to New Jersey and spent a week getting better acquainted with my brother's descendents. We also were able to visit some cousins and acquaintances of long standing.

The last day in New Jersey Nellie developed a cold and I got mine on the flight home. Nellie's hung on and the doctor called it bronchitis, with a touch of pneumonia, and it is nearly cured by now.

****

CHARLES ATTRIDGE - Westminister, CA.

It was another great get-together with all the good people of the group. My pleasure, however, was dampened because of the absence of my wife, Evalyn, who passed away in July. She looked forward so much for the chance to see again the people she already knew and for the opportunity to meet some of the people she had yet to meet.

I would like to again express my thanks for all of the expressions of sympathy and concern that I received from all who knew or heard about Evalyn. I certainly plan to see you all again in Omaha next year.

****

CLAUDE GIBBS - Catawissa, MO.

We thoroughly enjoyed the reunion and must compliment the committee for the outstanding work they do. The Mendlesham Memories is something we all look forward to and is a real joy to read front to back. I know it has to be a tremendous job and it is done in fine fashion. We're looking forward to Omaha and hope to see everyone there.

****

ROBERT COLE - South Bend, IN.

Another great reunion - thanks to the committee members, officers and board members. It was great to renew old acquaintances and make new ones. The accommodations were great and the golf outing was fun, thanks to Ed and Birgit Lonergan. I was really amazed at all the storm damage in the area. A real shame. See you in Omaha.

****

CARROLL E. FORISTER - St. Louis, MO.

Thanks for all the hard and dedicated work you do on our behalf. As usual we had a great time at the reunion and ended up in Savannah, GA. The 8th A.F. Heritage Museum is wonderful. All should go to see it.

****

FRED SCHOCH - Spokane, WA.

We're finally getting back into our Pacific time. Our stay on the east coast gave us a three hour time difference. Our fall is upon us now with the trees turning colors. The snow level was reported at 4500 ft. in the mountains around here.

The reunion went so fast and the time to visit and meet old friends passed too quickly. I am enclosing a few photos for MM. Your time and work for the group is most appreciated. We missed Hal and Jan Province and hope he is on the road to recovery.

****

IMOGENE (CARL) FREYSINGER - Cable, OH.

Another great reunion, thanks to all the people who work so hard so all of the 34th can enjoy themselves. The object of the reunion is not to have a great city tour, or a perfect meal, but to get together with all of our many friends and relive the years when all the brave young men gave so much for their country. No matter what religion or beliefs we all have, we are one big happy family for a few days.

It was so nice to meet all the new members. We welcome you. Thanks to all of you for having enough confidence in Carl to elect him to the Board of Directors. We're looking forward to Omaha. See all of you there!

****

BRUCE SOTHERN - Minneapolis, MN.

Another great reunion! Some things our reunion committee has no control over. However, they are to be commended for another good job - Well Done! Every now and then one of the engines malfunctions but the three of them, along with their wives, always seem to have a proper solution - whether a little oil or grease or a new spark plug - and all four engines are fine tuned and in the air again. I have no doubt in my mind that Omaha will turn out to be every bit as good, if not better, than Raleigh. I'm happy to be a member of the great 34th B.G. Assn.

****

MARGO (BILL) BURNELL - Kirkland, WA.

Guess all went well for the reunion (except for the terrible "so-called tour") We will now look forward to Omaha, then closer to home in '98 at Boise. After the reunion we had another great three days at Hogs Head at the Prillaman's son's cottage on the Atlantic.

****

Howard Sumner and Joe Warren Wright at Jack Dempsey's Bar in New York just before being shipped out to England

CHANGES OF ADDRESS

(As of 10-18-96)

LAST NAME	FIRST NAME	ORG.	STREET ADDRESS	CITY	STATE	ZIPCODE
ANDERSON	JULIE	391A	250 WALNUT STREET	FRAMINGHAM,	MA.	01701
ANDERSON	MAURICE		17635 43RD AVENUE NORTH	PLYMOUTH,	MN.	55446
BAILEY	HOLCOMB D.	18	202 DORMAN STREET	HARRINGTON,	DE.	19953
CAMPBELL	THOMAS J.	4LM	301A HERITAGE VILLAGE	SOUTHBURY,	CT.	06488
CULVER	DOUGLAS E.	391	1840 N. PROSPECT AVENUE	MILWAUKEE,	WI.	53202
HYLER	ROBERT D.	4LM	8301 N . 103RD AVE. LOT 23	PEORIA,	AZ.	85345
LARMORE	CHARLES W.	HDQ.LM	720 E. DUSTMAN RD. #159	BLUFFTON,	IN.	46714
LOGAN	WILLIAM C.	7/18	332 SUTHERLAND PLACE	MANITOU SPRINGS,	CO.	80829
SCHMIDT	HARROLD C.	7	P.O. BOX 720868	HOUSTON,	TX.	77272
SCHWARTZ	ROBERT H.	7	14039 MENDON ROAD	VAN WERT,	OH.	45891
SMITH	BIRNA R.	MED.	1820 S. CRAWFORD, D-4	MT. PLEASANT,	MI.	48858
STARR	JOHN J.		5655 GULF OF MEX.DR.,APT.D107	LONGBOAT KEY,	FL.	34228
ULAM	KENNETH	7LM	200 NORTH DALE AVENUE #211	ANAHEIM,	CA.	92801
UNDERWOOD	LAWRENCE D.	4	301 BOWLING GREEN DRIVE	MONTGOMERY,	AL.	36109
WILSON	LLOYD E.	1276MP	44380 REDTAIL HAWK LANE	LEONARDTOWN,	MD.	20650
WITTE	JOHN	452BG	2520 BOSTON PIKE	RICHMOND,	IN.	47374

NEW LIFE MEMBERS

9342 As of 10/12/96

LAST NAME	FIRST NAME	ORGN.	STREET ADDRESS	CITY	STATE	ZIPCODE
FILLMAN	DONALD K.	18LM	2625 VINE STREET, APT. 414	WEST DES MOINES,	IA.	50265
FOSTER	JOHN R.	4-18LM	12014 HEIBER COURT	RICHMOND,	VA.	23233

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	STREET ADDRESS	CITY	STATE	ZIPCODE
BOBROWICZ	JOSEPH R.	18	2312 SPRUCE STREET	PHILADELPHIA,	PA.	19103
GIBSON	FRANCIS W.		R.R.1, BOX 47A	SHILOH,	GA.	31826
IWAMOTO	GEORGE G.	391	626 CORAL STREET #1820	HONOLULU,	HI.	96813
KIMBALL	RUSSELL		BOX 342, 44 GOLDSMITH STREET	LITTLETON,	MA.	
NORTON	JOHN J.	4WP	522 PARK AVENUE	NEWBURGH,	NY.	12550
SANTAS	VERNE F. JR.	4WP	1 JUNIPER LANE	CONCORD,	NH.	03301

TAPS

TAPS

LAST NAME	FIRST NAME	ORGN.	STREET ADDRESS	CITY	STATE	ZIPCODE	DIED
BLACK	WILLIAM B.	7	421 SO. COURT	TIPTONVILLE,	TN.	38079	??????
KEECH	G. F.	F.O.T.E.	25 CAMMO ROAD	EDINBURGH, SCOTLAND			04-10-96
KIMBALL	RUSSELL		BOX 342, 44 GOLDSMITH ST.	LITTLETON,	MA.		JAN.,1943
KONOPNICKI	BRONISLOW			HAMPTON,	VA.		10-18-88
LATTEN	CLIFFORD M		3090 LANDMARK, APT. 1901	PALM CITY,	FL.	34684	07-27-85
McCUE	JOHN C.		211 GRAND BLVD.	MOBILE,	AL.	36607	08-23-96
POTAK	WALTER	7	105 SPINDLE ROAD	HICKSVILLE,	NY.	11801	08-15-96
PROKOP	JAMES W.	18	84 FLICKER COURT	NAPERVILLE,	IL.	60565	09-26-96
ROSCHER	PAUL E.	7	30 STURBRIDGE LANE	GREENSBORO,	NC.	27408	JAN., 1996
TRAPANI	JOSEPH V.	7	1900 TIERRA VISTA DR. UNIT 101	LAS VEGAS,	NV.	89128	05-05-96

DONATIONS TO RAY L. SUMMA SCHOLARSHIP FUND

LAST NAME	FIRST NAME	IN HONOR/MEMORY OF
DEMKO	JOHN	BYRON SHEESLEY
GROSS	ROBERT	GRADY DEATHERIDGE
HANSON	AMBERS E.	JAMES L. HIBBERT & FRED D. McGOWAN
SHEE	DONALD I.	JAMES W. PROKOP
STEINER	ROBERT L.	MICHAEL DERENGE & JAMES LANGDON

50TH WEDDING ANNIVERSARY

(Congratulations to these brides and grooms!!)

MARRIED	LAST NAME	FIRST NAMES	STREET ADDRESS	CITY	STATE	ZIPCODE
39-06-17	DAVIS	ROBERT & ZOE	98 SCENIC DRIVE SE.	HUNTSVILLE,	AL.	35801
40-12-14	CASSELL	ALBERT & LUCILLE	2194 INDIANA AVENUE	COLUMBUS,	OH.	43201
41-12-13	ICE	WILLIAM & EILEEN	1663 GARRETT'S PRAIRIE RD.	WEST FRANKFORT,	IL.	62896
42-07-05	WEESE	RUSSELL & RHEA	2995 EASTHAVEN COURT, SO.	COLUMBUS,	OH.	43232
42-11-21	GRAVES	HARRY & DELLA	EAST 14410 10TH AVENUE	VERADALE,	WA.	99037
43-03-19	MYERS	RAYMOND D. & THERESA	1980 SHERIDAN DRIVE	ORANGEBURG,	SC.	29115
43-07-14	GROSS	ROBERT & CYNTHIA	34 IRONWOOD ROAD	WEST HARTFORD,	CT.	06117
43-12-09	SACHERMAN	LEE & MARY ANN	21801 BURBANK BLVD. #89	WOODLAND HILLS,	CA.	91367
44-02-12	DANIELS	COURTNEY & MARION	3393 SO. OAKWOOD STREET	SALT LAKE CITY,	UT.	84109
45-02-10	NORTON	JOHN & ???	522 PARK AVENUE	NEWBURGH,	NY.	12550
45-07-03	BERGLUND	FRED & HAZEL	RT. 1, BOX 36-7	WAHKON,	MN.	56386
45-07-05	WRIGHT	JOE WARREN & JEAN	39 CROWNPOINTE DRIVE	JACKSON,	MS.	39211
45-07-25	NOULLET	WILLIAM & DOREEN	4410 HENDERSON RD.	TEMPLE HILLS,	MD.	20748
45-08-22	FOSTER	JOHN & ELIZABETH	12014 HEIBER COURT	RICHMOND,	VA.	23233
45-09-20	LOTSPEICH	WILLIAM & MIRIAM	2202 WEST 11TH STREET	IRVING,	TX.	75060
46-06-09	FILLMAN	DONALD & BETTY	2625 VINE STREET, APT. 414	WEST DES MOINES,	IA.	50265
46-06-19	ZESCH	EDWARD & DOLORES	6052 W. OJAI CIRCLE	BANNING,	CA.	92220
46-07-06	GRIFFIN	RYLE & JUANITA	4338 DUNBARTON AVE. #16	TAMPA,	FL.	33611
46-07-18	DONLON	WILLIAM & JO	P. O. BOX 2212	PINELAND,	FL.	33945

VERBAL HOLCOMB

1944

1992

JOHN T. LYONS

1945

1995

ANTHONY COUTROS

1943

1995

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ
18 391 4 7
34th Bomb. Group
Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
U.S. POSTAGE
P A I D
Crown Point, IN
Permit No. 417

MEMORIES

SUPERSTITION?

By Americo Penna

When our crew first arrived at Mendlesham we were greeted by the officers of the barracks next door. We chatted awhile (I believe my pilot, Lt. Arand, was with me at the time) and were invited to their barracks for refreshments. We accepted and, after entering, I observed pictures on the wall, a pot belly stove, a radio and a table with several chairs surrounding it. But what attracted my attention mostly was that in the center of the table was a statue about 18 inches tall of Atlas carrying a globe on his shoulders, with his hands extending over his head to balance the globe. The globe was constructed with strong, intertwined, wire and appeared to be a solid structure. Now, the odd thing about the statue was that English pennies were affixed to it with some sort of adhesive.

When I questioned this, one of the officers told me that, before every mission, they lit a candle and the melted wax was poured onto the penny and acted as an adhesive when placed on the statue. They had flown ten missions so far and about forty pennies were adhered to the statue. Their superstition was that this was their good luck charm.

A few weeks later our crew began our sixth mission. On the way to the briefing one of the officers (our neighbor) appeared very sad and concerned that they had all left in such a hurry and were unable to place their pennies on the statue. Now it was too late to do anything about it.

We flew this mission and, during the bomb run, his plane was hit and exploded in mid-air. No one survived. After the mission Lt. Arand and I returned to their barracks to give notification to their roommates, but no one was there. Then came a sudden shock when we noticed that the statue of the Atlas was completely collapsed of all its coins, and the pennies were strewn all over the table. To me this was very scary. Perhaps it was an omen - or did the pennies carry too much weight after fifteen missions?

****

I MEAN "HAIRY!"

By Fred Berglund

Of all the "hairy" experiences which I witnessed as a co-pilot a few were the most memorable.

First was the mission to Stendahl where I witnessed the suicide ramming of two B-17's in the bomb group in front of us. Two German fighters flew straight down and rammed two B-17's within a minute of each other. All that was left of the four planes were two giant black puffs of smoke which we flew through. No falling wreckage was observed. It was enough to scare you! (I always thought you had a few seconds to bail out before you blew up!)

Next in my memory was watching the "Gotta Haver" crew fall down right through our ships which scattered like pigeons. We could see the plane rocking and smoking from heavy anti-aircraft hits. I never saw John Doronsky, the waist gunner, until fifty years later, when I saw him playing the piano at the St. Paul reunion. I saw Roger Revay, the co-pilot, a few weeks later (after he was shot down) at our base in Mendlesham. He was covered with purple welts all across his face where the German civilians beat him with sticks when they "rescued" him. General Patton's 3rd Army really rescued him a few days later at a jail. The pilot was badly burned from fire in the plane and had to stay in a German hospital for several months. I met him at an 8th A.F. reunion in Los Angeles about ten years ago.

The "hairiest" flight I ever flew was the trip back to Greenland from England. We flew at 50 to 100 ft. altitude in a big storm. Our plane kept icing up. We could melt the ice by flying at low altitude over the angry wave tops. Nobody would touch the controls because it was so bad.

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VOLUME XXII NUMBER 1 MARCH, 1997

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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REUNION '97 SEPT. 26 - 29

OMAHA, NE

OBSERVATIONS

I am writing this column while enjoying the beautiful weather here in Florida where we are visiting with our son, Michael, and our daughter, Lauren. Before we left Indiana we had a rash of very cold weather hit us (in the near-zero range) so you can understand our appreciation of this Florida weather and temperatures. This issue of M.M. will be mostly put together while we are here but we will be home in late January to get it to our printers.

Enough of that for now. Back to items of interest for the 34th B.G. As I mentioned in the December issue, I have been having some trouble with memories of events or people I should never forget. In the last year I have had some problems with remembering the names of long-time friends as well as recent incidents and motion pictures which we have seen. And, as time goes on, it seems to be getting worse. Therefore, I am asking anyone who feels they can take over for me as editor of Mendlesham Memories to please volunteer and I will send them any and all the information I can to get them started. If I don't get any response before our board meeting in September, I will have to bring it to their attention and see what they have to say about it. Hopefully my condition won't get worse and, maybe, I can continue to publish the newsletter. I'm sorry about this but there is nothing I can do to change these conditions. Hopefully, my twelve years of doing the job has satisfied you and, hopefully, anyone taking over will be able to do the same. Now on to other matters.

Those of you who did not attend the reunion at Raleigh last September missed a good one. The tour was not great but we really can't blame our reunion committee for the inept handling of the tour by the tour company. Otherwise the reunion was great, meeting old friends and making new ones.

Speaking of new friends, let me say that we would like to hear from some of you regarding your impressions of your first visit with old-time friends and new ones. It's always good to hear someone's opinion of our efforts, good or bad. We're waiting!

Rose and I want to thank all of you who sent us beautiful holiday greeting cards. I'm sorry, but there's no way, other than through the newsletter, for us to send you all our best wishes for the holiday season, especially those of you who sent us cards. Thanks a lot!

Please remember that our June issue goes to press on April 18th and any material for that issue must reach me no later than that date. Remember, also, that the June issue goes to all on the roster, whether their dues are up to date or not. That issue, by the way, will include all the information and forms needed for our reunion in Omaha next September. We look forward to seeing you all there.

I think I've said enough for this issue. Let me close by wishing you all "The Best of Health and Good Fortune!" We are looking forward to our next meeting in Omaha.

Eli Baldea, Editor

PRESIDENT'S MESSAGE

As you read this, 1996 will be history and we look forward to 1997 with hopes for health and happiness for all our members. I hope each of you will make a New Year's Resolution to attend the reunion in Omaha, Nebraska on 26-29 September. I would especially urge any members who have never attended a reunion to make plans to be there. We are all getting older and more aches and pains which will mean many will not be physically able to attend down the road. You will find that this is the friendliest group around and we will do everything possible to make you feel at home.

Bula and I had a great Christmas and hope you did too. We had 28 members of our family together for the Christmas meal. Had Grandchildren home from Florida, Oregon and Missouri, along with five Great-Grandchildren. Of course we spoiled them thoroughly and then sent them home with their parents! They sure make us aware that we are not ready to go win any more wars.

SEE ALL OF YOU IN OMAHA!!

Ray Palmer,
President

MENDLESHAM MEMORIES

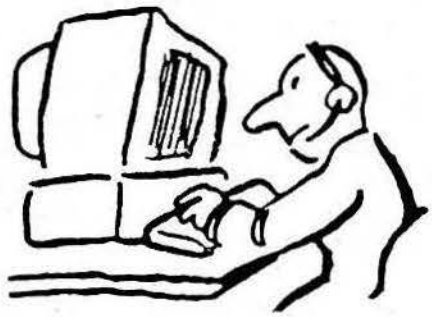
Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor:
Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

S/Sgt Shorter from the hospital.

FROM THE TREASURER'S COMPUTER



Thanks to all for the prayers, thoughts, cards and calls to us during the past few months. They mean more to us than you can ever know and we are honored and proud to be associated with such a loving family!

I was looking over some items on INTERNET and found a speech by Gen. Roland R. Fogelman, U.S. Air Force Chief of Staff, which he delivered to the 8th AFHS at St. Louis last year (50 years after we left Mendlesham). I though you might like to know how the present Air Force views your actions during WWII.

Gen. Fogelman: "I feel a special kinship with the airmen who took part in the very fierce air war over Europe during WWII, with all those who helped establish the great reputation of the "Mighty Eighth", the air crews, ground crews, signals specialists, firefighters, ordnance troops, weather forecasters, quartermasters, military police, munitions specialists - officers and enlisted men alike - and their families, with the families they left behind, with those who stayed here and made America into the arsenal of democracy and kept the home fires burning. These are the people who made up "The Mighty Eighth".

"Eighth Air Force was our premier fighting outfit. It took the war directly to Nazi Germany - to Germany's heartland - from bases across East Anglia. As the USAF Chief of Staff I value the rich heritage you have given to the Air Force. I admire your tremendous acts of courage and self sacrifice because they remain examples for our airmen today. I am particularly honored to speak to you on this, the 50th anniversary of the end of the Second World War. It's really not just a celebration of the end of the war, it's a celebration of the Allied victory in that war-awar in which you played such a prominent part".

"I have taken part in many ceremonies this year honoring this particular anniversary - but none were more significant than being here with you this evening. So, with your concurrence, I would like to address some of your accomplishments in WWII. At least I would like to tell you what it is that we are teaching our young airmen about you. We may not have the same clarity or insight that your war stories have - stories that wives have listened to at more than 21 reunions - but we are going to capture for our people the essence of what it is that you have done".

"You stepped forward from all walks of American life at a time when this country needed you. You came forward to defend America against the forces of tyranny and evil. So few people today recognize the depth of the threat to our American way of life. But you came forward, secure in the knowledge and the understanding that some things are worth fighting for and dying for".

"When I consider your patriotism I'm reminded of a passage from the Bible - Isaiah - as I remember. It goes something like this: "I heard the voice of the Lord saying, 'whom shall I send? who will go for us?' Then, said I, 'Here I am Lord - send me'. America called you. You came forward and you were posted to England in large numbers to prosecute the combined bomber offensive against Nazi Germany. You gave a tremendous accounting of yourselves". There are five pages of Gen. Fogelman's address and I'll be glad to send copies to anyone requesting copies. For those of you who have access to INTERNET, you may call it up at:

http://www.dtic.mil/airforcelink/pa/speech/current/The_Mighty_8t.html.

And, while we're on that subject, anyone with INTERNET capabilities please send me your E-Mail address for my files.

Also, for those of your with graduating seniors, we are including the APPLICATION for the 1997 Awards in this issue. Please let your applicants know that the directions are to be followed TO THE LETTER! OMISSION OF ANY OF THE REQUESTED ITEMS WILL DISQUALIFY THE APPLICANT!

May God Abundantly Bless!
Harold Province, Treasurer

Cosmo Papalio & Dale Ganger.

REUNION COMMITTEE REPORT

We understand that all was well in Raleigh except the so-called TOUR. The committee is sorry about this "SNAFU". We engage these vendors in good faith, we cannot perform their duty or carry out their responsibilities.

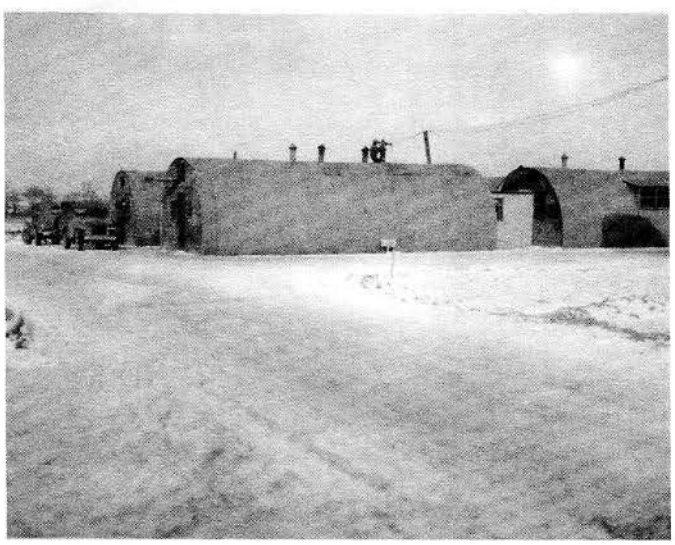
Since the Raleigh reunion Harold & Gen Rutka and Wanda and I journeyed to Boise, Idaho for an on-site inspection of the facilities offered for a reunion site. Everything the two ladies from Boise Convention & Visitors Bureau told and showed us about Boise at the Raleigh business meeting proved to be accurate and true. We signed a well-discussed contract with the Red Lion Riverside Hotel. This will be the site for the 34th Bomb Group reunion in 1998.

Also, since our Raleigh reunion, Bob Wright had a valve in his heart repaired/replaced. He said that there was some flak but the mission was successful. Harold and Gen took a jaunt to Hawaii to celebrate their 52nd wedding anniversary. Gerald and Wanda remained on the home front and cheered for the Green Bay Packers.

In March of 1997 the Omaha reunion will be finalized. The registration forms will be in the June issue of Mendlesham Memories. Omaha is a great city to host our reunion. All sorts of places to visit and things to see, from S.A.C. to a rain forest - from a world-renowned zoo to the famous Boys Town. Our hotel is located downtown with access to shops, parks and theaters. The geographic location should be of a benefit to all. The committee is certain that Omaha will be one of the better locations that the 34th Bomb Group could hold a reunion.

See You In Omaha!
Your Reunion Committee

Gerald Pine
Harold Rutka
Robert Wright



Mendlesham ordnance office.

EIGHTH AIR FORCE HISTORICAL SOCIETY NEWS

The annual reunion meeting of the Eighth Air Force Historical Society will be held on the 10th to the 14th of September, 1997 at the RADISSON SOUTH HOTEL in BLOOMINGTON, MINNESOTA. Members living within driving distance will have the opportunity to attend a reunion close to home base. This opportunity will possibly not be soon available to us as the last reunion in this area was held in St. Paul, MN. in 1981 and at Des Moines, IA in 1988.

Those who will be unable to attend the 34th Bomb Group reunion at the Red Lion Inn in Omaha from the 26th to the 29th of September, 1997 because of a time conflict will be welcomed at the 8th AFHS reunion in Bloomington, MN.

Harold Rutka
Reunion Committee

****

34TH BOMB GROUP TOUR TO ENGLAND

There will be a tour to England leaving on July 30th and returning on August 7th, 1997. This will be for the dedication of the American Museum at Duxford, England. The Queen will do the dedicating and will be escorted by the Duke of Edinburgh. There will be a "40's" Hangar Dance, memorial ceremony at the American Cemetery, tour of bases, tour of London and then the return home.

There will be additional tours for those that want to tour the invasion beaches and Paris. The other tour will be to fly home and cruise the Mediterranean aboard the Costa Romantica.

Information on the tours can be obtained from Tamarac Travel at 1-800-228-9690. they will send you a brochure.

Harold Rutka
Reunion Committee

****

Don't Forget To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426
Also, please send self-addressed, stamped envelope for return mail.

ROSE'S CORNER

Having survived one of the most bitter, coldest winters and the feeling of no inspiration to write, finally the sun is becoming very cooperative and chances are that I will complete this column.

As I promised, the recipes for Black Bean Salsa, Tomato Pie and Bread Pudding follow.

Henrietta Romero sent in this salsa one with a note saying that this is a fly-by-the-seat-of-your-pants recipe so delete what you don't like and add more of what you do like.

Black Bean Salsa

2 cans whole kernel corn, drained
2 cans black beans, rinsed and drained
1 purple onion (or Vidalia, if available)
Chopped Cilantro to taste, chopped fine (or parsley)

Mix the corn, beans and onion together, then add the Cilantro. I start with about 2 Tbsp. Cilantro, ground Cumin to taste (I use about 1 Tbsp.) Salt and Tabasco to liven it all up (I add a tweak of chile powder, too). Mix it all together, then add a marinade of equal parts of lime juice and olive oil (I use 1/2 cup of each for a full recipe). Allow it to marinate over night or several hours in the refrigerator.

Just before serving add finely chopped tomatoes. Serve with corn chips or any way you like! (Note: Adding tomatoes just before serving is important because otherwise this salsa will have too much liquid!).

Betty Hinchee sends us a dish called Tomato Pie and, since it's not summer yet, I haven't tried it and will put it aside until the wonderful homegrown tomatoes are available from our plants. Eli does have a green thumb. She also writes that this "pie" isn't the kind that makes perfect slices because of the tomatoes. The juices run when cut but everyone will ask for seconds. I do hope you will bake this pie because it looks really good! Also, do use fresh basil, it at all possible. Here it is:

TOMATO PIE

1 9 inch pie shell, baked
5 or 6 large tomatoes, peeled and sliced thick
3/4 tsp. dried basil or 4 tsp. chopped (if fresh)
4 green onions, chopped, including most of the tops
Salt and Pepper to taste
3/4 cup mayonnaise
1 1/4 cup of grated sharp cheddar cheese

Preheat the oven to 375 degrees. Fill the baked shell with tomatoes, layered with basil, green onions, salt and pepper. Combine the mayonnaise and cheese. Spread on top of the tomato mixture. Bake for 35 minutes or until light brown. Then let it settle for 5 to 10 minutes before cutting.

BREAD PUDDING

This Bread Pudding is a dessert more than 100 years old and will be a fine inexpensive addition to any celebration. Here it is:

2 cups of bread or rolls, torn into pieces
1 13 oz. can of evaporated milk
1 can of water
4 eggs
1/2 cup sugar
1 Tbsp. vanilla
4 Tbsp. butter, slightly softened
Cinnamon

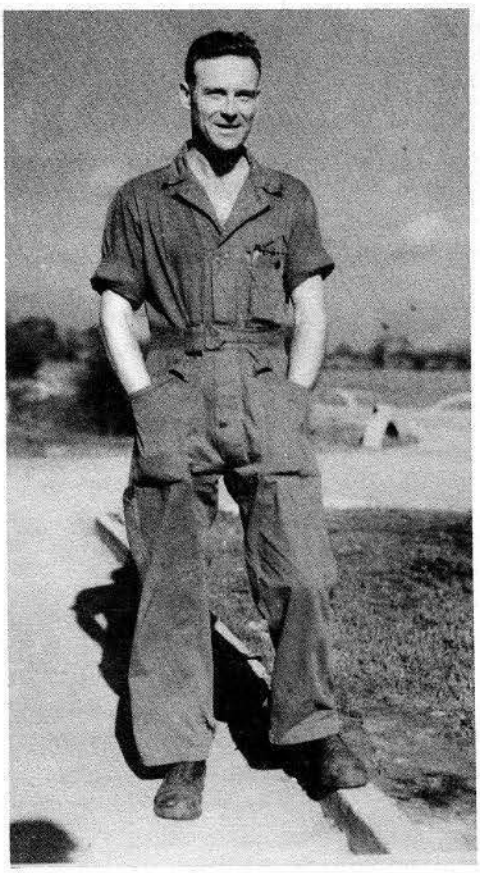
Combine the bread, milk and water, and set aside.

Beat the eggs and add to the bread mixture with sugar and vanilla. Mix 1/2 of the butter into the pudding. Mix well. Pour into a 1 1/2 quart casserole which is lightly greased. Top with the other half of the butter. Then sprinkle generously with cinnamon.

Place the casserole in a pan of boiling water which should reach half-way up the dish. Bake 350 degrees for one hour or until set.

This will serve eight.

Both Eli and I are looking forward to Omaha --- God Bless!!



18th Sqdn. Photographer Bernard Stanton.

HANNAH SUMMA - Anderson, IN

Dear Friends;

Wouldn't you know I had oodles of things to do, but the mail came and the M.M . stared right at me. So, as you know, the rest of the afternoon was between the pages of M.M. The reunion pictures were enjoyable. They brought back many good memories. I miss you all. Thank you for all your holiday greetings and may you have a happy and healthy year.

****

CARL FREYSINGER - Cable, OH

We can't thank you enough for the work you do for the 34th people. We're looking forward to Omaha in September.

I would also like to say a few words about a special group of men! When you ask them what they did in the war they say, "We were just ground crew". Well, let me tell you, guys, you are some kind of heroes. You kept the boys flying and won the war on the ground. You saved many a young man's life so he could come home, mine included. We know the long hours you worked day & night! You all had your own special skills and I know you must have died a little inside when one of the planes you worked on did not return. So, we salute all of you.

A special thanks to a dear person named Joe in California, and a great guy, (I wouldn't dare call him that to his face), who is always willing to lend me some clothes when my luggage is lost. So the next time someone asks you what you did in the war, stand up and say, "I was ground crew" proudly. What would we have done without you?

****

MELVON R. McSPADDEN - Anacortes, WA.

I was part of the 34th Bomb Group, Eighth Air Force and was stationed overseas near Ipswitch, England. The pilot of our group was Jim Bolden and the co-pilot was Charles Saunders. But, most of all, I hope to locate my friend, Harold R. Hensen. I am also curious if there are any reunions - when and where.

(Note: Hal Province has sent him Hensen's address and phone number)

****

BARBARA R. (JAMES) SPINK - Edmonds, WA.

I am enclosing a page of news of a B-17 that isn't in the British Museum. James F. Spink, had he lived, would have had a wonderful time helping with the restoration. He was one of the founders of "The Museum Of Flight", here at the Boeing Co., Seattle.

I watched a large group of B-17's leave Tampa, FL., then worried about them over there. Jim worked 37 years for the Boeing Co. He took me to see Mendlesham, where he was stationed. We visited most of the places where the remains of the aircraft were, and the remains of the landing fields.

We also went to a couple of the reunions. When "The Museum Of Flight" got this B-17 I thought, "How pleased Jim would have been". Some of the others may be also. Oh yes, I'm like the rest of the troops. I enjoy reading "Mendlesham Memories". There are still people I met mentioned in the paper. (Editor's note: See "News From Here & There" section for more on the B-17

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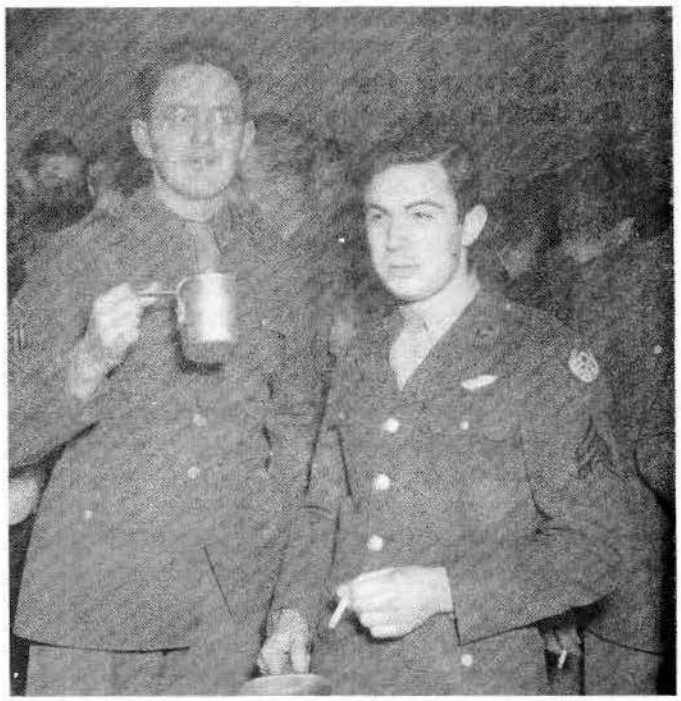
Continued on page 7



Don Wick & Dale Ganger at the 18th Sqdn. party.

DEADLINE

Any material or items to be inserted in the June issue of Mendlesham Memories should reach me on or before April 18, 1997. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

NOTES FROM OUR FRIENDS

Continued from page 6

ALLEN ISRAELSON - Minneapolis, MN

Have a good holiday, be it in Indiana or Florida. And, again, congratulations on your good work in getting all those photos in the Dec. issue of MM. The printing of the photos gets better all the time. The last issue is outstanding.

****

BETTY (PAUL) BRESH

Blessings and holiday greetings! Paul is still up but - oh - such pain - back - heart stable.

****

DR. HORST DILHELM - Germany

I would like to thank you and Mr. Province very much for helping me in research about the events of July 19, 1944 (the collision of two B-24 airplanes). I have got some answers and one very important contact to a relative of the co-pilot, Ray. I will inform you after finishing my report. Happy holidays to you and your families.

****

GEORGE RITCHIE - Swansboro, NC

We are fine. A bit older but just returned from a pilgrimage in Mexico. Then we have an Our Lady of Guadalupe Visitation thru No. Carolina (June and I are guardians) followed by a weekend retreat for Youth 2000 thru a trip (10 days) to the Holy Land and, in early fall, around the world again. Most likely we'll miss Omaha. It's too early to plan. God bless you all.

****

MARGE (JOHN) BLOCZYNSKI - Marshfield, WI

Here comes some news that will shock you. A week after we got back from the 34th Bomb Group reunion John landed in the hospital for four days with Congestive Heart Failure. With new medication and losing 12 pounds in fluids, he did quite well. Then on Nov. 12th he gave me a real scare. I had to call 911. He was in Venticular Tachycardia, had pulse over 200. Lucky for us we have such an efficient EMT crew on the ambulance. On Nov. 14th they put in a Pacemaker & Defibrillator. He's doing well again now. Goes in on Wednesday for a read-out on the Pacemaker and a check-up. I'm hoping all will be good. It's remarkable what prayers and science can do these days. We certainly have much to be thankful for this Christmas. All the children will be home over the holiday season and we are looking forward to that. I didn't have them come home while John was in the hospital because I knew they were all planning to be here at Christmas. We are looking forward to a good 1997 and, of course, our big anniversary party on Aug. 2, 1997. God bless you all.

****

VERNON C. AMES - Tonawanda, NY

May all your holidays be filled with everything good! Thanks for a great job as editor.

****

VERNE SANTAS JR. - North Myrtle Beach, SC

My wife and I really enjoyed the reunion in Raleigh in September and being so warmly received as "First Timers". We wish you all the best for the new year!

****

BASIL F. MAUK - Denison, TX

I really enjoy the MM. I look forward to reading it. I also regret to say that my wife and wonderful friend of 49 years, Ellora Mae, passed away on 8-29-95. I should have notified you earlier but I just couldn't. They were a wonderful 49 years we had together.

Please keep up the good work. The staff of MM is doing a wonderful job.

****

LOWELL LARSON - Oxnard, CA

Happy New Year to you and yours. Thanks for the fine job you are doing with the 34th.

****

FRED & CLARA SCHOCH - Spokane, WA

We are still in the deep freeze. These past months have been the worst winter in my 50 years in the northwest. It started in mid-November with an ice storm. There were power outages for nearly 230,000. We were fortunate with only three days and nights of candles and cold meals. The snow has kept us busy with the snow-blower.

Our holidays were spent at home and our daughters' families were over on the coast at Seattle & Olympia. The cross-state highways were all closed due to snow, ice and avalanches.

This coming July 6th Clara and I will celebrate our 50th anniversary. We were married in the Redeemer Lutheran Church in Livingston, Montana. The church was filmed in the movie "A River Runs Through It". We haven't made any firm plans for the celebration as yet. Time will tell.

****

MARGARET (RAYMOND) HINCHEE - Salem, VA

We enjoyed the reunion very much. Ray really looks forward to the yearly get-together. I have felt so sorry he has had to miss the last two because of me. I tried to get him to go but, without me, no. He is a real treasure. I don't know if I would had made it as well without him. We look forward to seeing everyone in Omaha next year. Stay well and have a good winter.

****

HAROLD & GEN. RUTKA - Duluth, MN

Nothing exciting here except that the sun is out bright and the snow is melting. But things will be back to normal soon. You have probably heard that Bill Creer is recovering at home from heart surgery.

Not too much going on this year - the 34th reunion and the 8th in September. To Las Vegas in April for the AFA (Air Force Fifty). Then mid-year of the 8th in March at Bloomington and possibly England in July. Good health to everyone.

****

Continued on page 8

NOTES FROM OUR FRIENDS

Continued from page 7

EDWARD E. ZESCH - Banning, CA

There were some typos in the December, 1996 issue of MM. On page 25, Delores should be Dolores and on page 30, 46-06-19 should 46-07-19. Dolores and I enjoy MM very much and hope to resume our attendance at some of the future reunions.

****

NEWS FROM HERE AND THERE

Hal Province writes that a business opportunity came to him from a guy at church. It's from a company known as DESTINY TELECOMM-INTERNATIONAL, INC. of Oakland, CA. His sponsor (the guy from church) has been with the outfit for less than six months and he's already getting checks of $1,700.00 or more every so often. It has to do with PREPAID PHONE CARDS. These are handy - just find a touch-tone and dial the 800 number, your card ID and then the number you want to call. No coins are needed, no third party billing to your home phone and no surcharges on calling cards like A.T. & T. charges. You can buy the 60 minute card for $14.00 and sell it for $20.00. His sponsor's name is Paul Safely and his phone number is 1-800-982-6236 if you want more information. Just mention that you heard it from Hal Province.

****

From the Robert Henderson Studios of Canon City, CO. we have the following:

A B-17 Bronze Memorial sculpture will be dedicated at the USAF Academy, Colorado Springs, CO. at 10:00 a.m. Friday, August 22, 1997. It will join four (4) other warbirds already in place, including the P-38, P-40, P-47 and P-51. Anyone interested can contact the studios for information by calling 1-800-305-1738.

****

From a Leonard Zerlin of Thousand Oaks, CA. we have the following:

I have recently published a book called "World War II...Memories", which is a nostalgic trip to the past and an heirloom for the families to treasure long after we old fogies are gone. It will paint a picture of the life we lived and the world we shared. There are no heroes or feats of daring. It was written for the millions of us that participated in that conflict and wish to remember or share with out loved ones some of the memories. It is 8 1/2"x11" and 150 pages long, filled with photos, cartoons, song covers, excerpts from "Yank", medals, letters from veterans, statistics and much, much more. The cost is $21.95 plus $3.00 shipping and handling. For more information phone (805) 492-2272.

****

We have recently also received information of another book called "OVER HERE - The Americans in Norfolk during World War II" offered by Images of Britain, 5761 East La Palma Avenue, Suite 142, Anaheim, CA. 92807. The book is 192 pages in length and

Signpost in Mendlesham area.

contains over 250 photographs. The cost is $31.95 plus $6.95 shipping and handling. For more information phone (714) 282-0383.

****

From Barbara Spink of Edmonds, WA. we have the following from "The Museum Of Flight":

"The Museum Of Flight's" 1997 annual fund drive is dedicated to an historical aircraft of unparalleled importance, our own B-17 "Flying Fortress". During World War II the B-17 spelled success, not only for Boeing and Seattle, but for America and its allies around the globe. More than 12,000 of these bombers rolled off the production lines in the '40's. At one time in 1944, sixteen of these planes a day were being manufactured.

The museum is most fortunate in possessing the last flyable B-17F, a rare artifact that also represents the finest restoration work anywhere. Over the past five years our airplane has been lovingly, and meticulously, restored to its original wartime configuration. She's now ready to fly home and assume her place of honor at "The Museum Of Flight". But she needs your help.

In the next three months our goal is to raise $125,000 through fund donations to bring the B-17 home for good. This will cover costs of exhibiting the plane in a special building and insuring proper care and maintenance. This is an opportunity to not only showcase this rare example of technical achievement but to honor the memories of those who built her and flew her.

Anyone interesting in making a donation can send it to: "The Museum Of Flight", 9404 East Marginal Way S, Seattle, WA. 98108.

****

Continued on page 9

NEWS FROM HERE AND THERE

Continued from page 8

From Reid McClosky we have the following:

The Carlsbad Army Air Field memorial exhibit was dedicated on December 7, 1996 at the Carlsbad Air Terminal. From July 13, 1942 through September 30, 1945, the CAAF trained more than 4,000 men to be bombardiers and dead-reckoning navigators. Major Gen'l. George B. Harrison, USAF, Commander, Air Force Operational Test and Evaluation Center, Kirkland AFB, Albq. NM. was the guest speaker.

Located in the Cavern City Air Terminal, Carlsbad, NM., "Carlsbad At War - the C.A.A.F., 1942-45" is a permanent exhibit of the Carlsbad Museum and Art Center. The exhibit depicts a WWII bombardier crouched over the then secret Norden Bombsight. The exhibit features a Norden bombsight and stabilizer, a cadet uniform and bombardier flight suit, a model AT-11 "Kansan" replica 36" wingspan, handmade by William Burgin, volunteer and model builder at the Pima Air and Space Museum, Tucson, AZ. Other items include photographs of CAAF, practice bombs and other memorabilia.

****

From Fred Schoch we have the following:

The World War II Victory Medal & Ribbon that was awarded late in '45 and '46 should have been issued at time of discharge or separation. There is a Record Center in St. Louis, MO. that could give instructions for the award if our members make the fact known. The phone number for this office is 1-800-318-5298 for anyone that's interested. I hope I haven't started something but I though this might be of interest for our membership.

****

From Gordon McCoy of Linden, CA. we have the following:

DO YOU WANT TO THANK THE UNDERGROUND? Join the 36th Fighter Group members in restoring stained glass windows blown from a French church during a 1944 strafing near REMY. A pilot died. Villagers buried him, keeping flowers on his grave, despite reprisal threats until liberation by the Allies six weeks later. For more information or to send a tax deductible contribution, write to: Windows For Remy, Box 644, Linden, CA. 95236. Thank You!

****

As we go to press I have been informed that Gen. Bill Creer has had heart-bypass surgery and is now home recuperating. I know I speak for everyone when I wish him the best for a quick recovery and we do look forward to seeing him at the reunion in September. Get Well!!!

****

The original 34th Bomb GP. at Langley Field, VA. Please note location of Curtis LeMay & Lowell Larson.
(Note also - photo came from Larson)

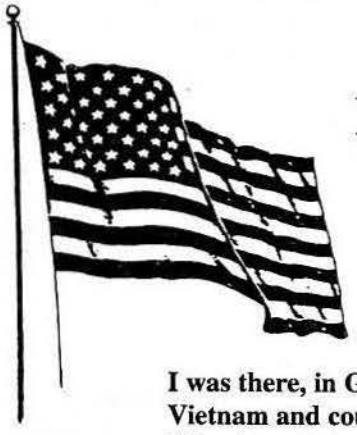
CHANGES OF ADDRESS

As of 1-24-97)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCODE
DEATHERAGE	GRADY C.	7	455 MURPHY ROAD	COLLINSVILLE,	VA.	24078
DUKES	E. FRANKLIN JR.	18	2645 CORALBERRY PLACE	CHARLOTTEVILLE,	VA.	22911
GRIMM	C. UDELL	MM	7705 WATERMAN	WATERMAN,	IL.	60556
LEWIS	KENNETH	7	1065 SANDSTONE PASS	FLINT,	MI.	48532
MADDEN	JOHN L.	4	414 LLOYD AVENUE	SAN LEANDRO,	CA.	94578
SCHLINDWEIN	ROBERT L.	391	C/O STAAB, 2259 ROYALE RD., APT. 2	SACRAMENTO,	CA.	95815-4018
WILLIS	LYNN	391LM	1932 WENGERT AVENUE	LAS VEGAS,	NV.	89104

TAPS

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCODE	DIED
MAUK	ELLORA MAE (BASIL)	4	716 W. HERON STREET	DENISON,	TX.	75020	08-29-95



I WAS THERE!

I was there at the dawn's early light.
I was there at the twilight's last gleaming.
I was there with the bombs bursting in air,
torn and tattered, what so proudly you hailed.

I was there, in Germany, France, Italy, Pearl Harbor, Korea,
Vietnam and countless other places. I flew proud and honored.
What have I done that I'm allowed to
be burned, trampled and treated with disrespect?

Why are so few allowed to desecrate what so many died to protect?
For over two centuries I've flown to represent this country and its people.
Who will be there for me when the next call to arms is made?
Will I burn on foreign soil as I do on my own?
Who will be there for all of us?

It's time to let the government know we will not stand for the burning
or desecration of the symbol which stands for this country and its people.

Anyone who feels he has that right should visit Arlington Cemetery,
Pearl Harbor, or any one of the cemeteries where our war dead lie
in honored respect.

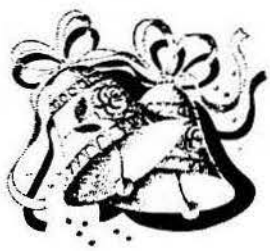
There are enough of them.

Tell them about the right to burn their flag. If they say it's OK,
do what your conscience tells you to.
But not in front of me because I was there...WERE YOU?

Submitted by Brother Carroll E. Curtis, 32°, K.C.C.H.

1997 FIFTY YEAR ANNIVERSARIES CONGRATULATIONS!!

MARRIED	LAST NAME	FIRST NAMES
0?-0?-47	BASKIN	RAYMOND C. & DONNA
0?-0?-47	BENSCOTER	DONALD & BARBARA
0?-0?-47	DEES	ROBERT W. & EDITH
0?-0?-47	FORISTER	CARROLL E. & SYLVIA
0?-0?-47	SIMPKINS	WILLIAM T. & EVA
01-19-47	SUTTON	CHARLES T. & LENORA
02-01-47	REDDING	JOHN L. & MARILYN
02-08-47	BLAINE	B. PAUL & EILEEN E.
02-15-47	BENSON	RICHARD R. & VIRGINIA
03-02-47	FIRESTONE	A.J.Z. & ERNESTINE
03-02-47	FIRSTTONE	A.J.Z. & ERNESTINE
03-07-47	FINLEY	DALE & MARGE
03-28-47	HORTON	KENNETH L. & MERLE
04-04-47	EDWARDS	RICHARD H. & LOIS
04-27-47	GAY	ROBERT & JAN
05-10-47	FAGER	WILLARD & ROXIE
05-17-47	ANDERSON	MAURICE N. & LOIS
05-17-47	KOVAC	ARTHUR J. & JOSEPHINE
05-27-47	BIALAS	STEVE & EMILY
05-31-47	ARAND	CLARENCE W. & RITA
06-07-47	BLOCZYNSKI	JOHN & MARGE
06-08-47	ABRAMS	MORTON & RITA
06-14-47	FAY	RICHARD C. & KITT?
06-21-47	FINCH	ALAN E. & DOROTHY
06-21-47	MANSFIEDL	JAMES J. & ??
07-06-47	HESS	ROBERT S. & MARILOU
07-06-47	SCHOCH	FRED & CLARA
07-16-47	HOWARD	PHILIP R. & GEORGINA
08-14-47	SMITH	NORRIS W. & KATHERINE
08-23-47	GREEN	ROBERT L. & EVELYN
08-23-47	SOBRAN	JOHN & GLADYS
09-09-47	GILREATH	J. HARRY & EMILY
09-13-47	KLING	JOHN G. & DOLORES
09-14-47	BELL	DWIGHT L. & BETTY JANE
09-21-47	PAULNOCK	RUSSELL S. & VERA
10-04-47	KENNY	JAMES T. & MARY
10-14-47	KAISER	RAYMOND J. & ALICE
10-23-47	PLATZ	ROBERT M. & JOY G.
11-01-47	MUENTE	FREDERICK R. & VIRGINIA
11-02-47	BALDEA	ELI & ROSE
12-27-47	YOUNGHOLM	PAUL R. & DORIS



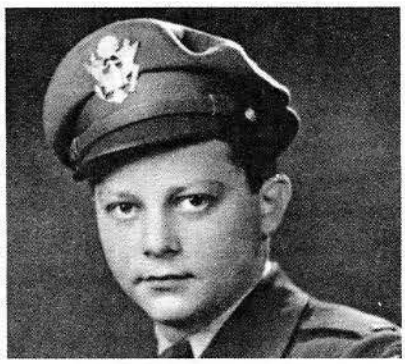
ANNIVERSARIES OF MORE THAN 50 YEARS

(We don't think these have been previously published)

MARRIED	LAST NAME	FIRST NAMES
1939-06-17	DAVIS	ROBERT B. & ZOE
1940-12-14	CASSELL	ALBERT J. & LUCILLE
1941-07-05	WEESE	RUSSELL W. & RHEA
1941-12-13	ICE	WILLIAM B. & EILEEN
1942-05-29	CROOK	LONNIE H. & DORABEL
1942-11-21	GRAVES	HARRY W. & DELLA
1943-03-19	MYERS	RAYMOND D. & THERESA
1943-07-14	GROSS	ROBERT H. & CYNTHIA
1943-12-09	SACHERMAN	LEE E. & MARRY ANN
1944-02-08	ANDERSON	KENNETH & EILEEN
1944-02-12	DANIELS	COURTNEY R. & MARION
1944-02-23	PEDIGO	WILLIAM E. & JACQUE
1944-02-28	ALSTON	WILLIAM C. & ALBERTINE
1945-02-10	NORTON	JOHN & SHIRLEY
1945-07-03	BERGLUND	FREDERICK V. & HAZEL
1945-07-05	WRIGHT	JOE WARREN & JEAN
1945-07-25	NOULLET	WILLIAM C. & DOREEN D.
1945-08-22	FOSTER	JOHN R. & ELIZABETH
1945-09-19	MATHE	CLYDE J. & ELIZABETH
1945-09-20	LOTSPEICH	WILLIAM L. & MIRIAM
1945-10-20	MINK	CLAYTON & HELEN
1945-12-02	PIERCE	GRANVEL L. & NOLA VAN
1946-01-26	O'HARA	CHARLES B. & ELVIRA
1946-05-03	BAKER	NATHAN C. & EDITHE
1946-06-09	FILLMAN	DONALD K. & BETTY
1946-07-18	DONLON	WILLIAM J. & JO
1946-07-19	ZESCH	EDWARD EARL & DOLORES PAT

Then and Now

MILTON BRAVEMAN



1944

1994

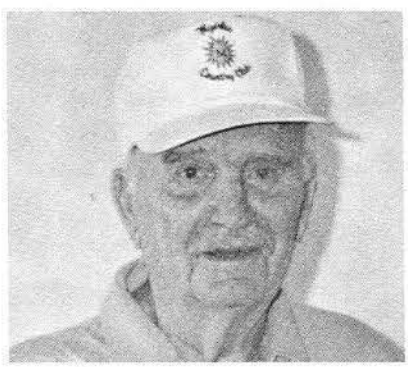
CLEVELAND ROMERO

1943

1995

PAUL E. BRESH

1944



1995

BILLIE DALE & THEDA EZELL

1946

1996

JOHN DORONSKY

1944

1995

JOHN E. REILLY

1944

1995

BULLET PROOF GLASS

By Warren Kiley

When we first arrived in England we were sent to a big Air Depot in western England. I recall its name as Burtonwood. It was a tremendous place with many hangers and a great amount of activity. It made our airfield at Mendlesham look like a small side show. We were there for several days while our B-24 was getting modified. The modifications consisted of (A) Cutting down the broadcast range of our Radio Command Set from 25 miles to 5 miles, (B) Installing armor plate and bullet proof glass on the flight deck and (C) Installing the Identification Transponder.

I am not entirely sure about the Transponder installation but the other items I am sure of. Anyway, at the time all the items were part of the general excitement of letting us know that we had become part of the Big Show. But it was much later that I really appreciated and grew to love one of the modifications - it was the bullet proof glass.

The armor plate and bullet proof glass did not give much assurance when the flak was bursting all around. After all we had several big volatile gas tanks in the wings, four vulnerable engines and plenty of other entry points for the shrapnel to reach us if we didn't blow up in the first place. But each man has his private fears and I really used to sweat when the brass shell casings came whizzing by. This happened when the gunners in the ships ahead fired their guns. Those casings would seem to hang in the air like so much golden glitter and then streak by like golden bullets. With bullet proof glass I didn't worry a bit. In fact, I secretly enjoyed the sight. However, on the occasions where we were assigned a ship with only a plastic windshield, it was spooky time again. For all I know the ships slip stream might have made it impossible to ever hit the windshield but, whenever those casings were glittering in the air, I was certain that they were coming right for the windshield.

Now a fear like that didn't make any logical sense because shrapnel was much more lethal and even more plentiful. But, in my case, it was the things that I could see that bothered me, and shrapnel wasn't visible.

Well, so much for the virtues of bullet proof glass. Due to its mass the darn stuff frosted up on descent and we had to keep scraping the frost off to see where we were going. However, given the choice again, I would probably trade my parachute for bullet proof glass. And that is dumb because bullet proof glass never had to stop anything, not even an insect, but my parachute saved my life on one fateful October day.

Mini 34th Golf Reunion at Arcadia, FL. L. to R.: Bob Wright, Ed Lonegran, Roy Balantyne & Bob Cole.

****

REMEMBRANCES
IT HAD TO BE DONE

By John T. Lyons

We were assigned to the 18th Squadron of the 34th B.G. during the period of transition from B-24's to B-17's as part of the newly created 93rd Combat Wing of the 8th Air Force's Third Division. This necessitated a stand-down from missions and about a month's indoctrination in the new aircraft for the B-24 crews. The integration apparently went well. We had the best air and ground crews possible, with particular credit to our pilots, whose tight formation makes this reminiscing possible.

On Saturday, September 16, we were briefed for our first mission and the Group's first B-17 mission. This mission was cancelled. It was flown the next day as support for an airborne invasion of Holland. It was rumored that we would be home for Christmas.

Continued on page 15

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

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111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival

MEMORIES

Continued from page 14

Sunday was a fine day for flying. Most of our subsequent missions were pre-dawn takeoffs in bad weather. Our flight across the North Sea was uneventful. Crossing the Dutch coast about midday we met our first flak. Proceeding to our assigned drop zone areas, at an altitude low enough to attract ground fire, we did not have to wait long for their reaction. When we located the anti-aircraft gun sites we circled back with bomb bay doors open and bombs dropping. It must have come as a considerable shock to the anti-aircraft gunners that they were the subject of our attention.

Exiting the landing zone area we had a spectacular view of the incoming airborne invasion force. There were streams of C-47 troop carriers towing gliders as far as we could see. We hoped that, due to our efforts, there would be fewer anti-aircraft guns firing at those defenseless low-flying aircraft. Their guns had to be eliminated as much as possible.

Heading back off the Dutch coast our aircraft suddenly shot upward like it had taken a flak hit. Ball turret gunner, Al Fruit, reported that the left bomb bay bombs had dropped through the left bomb bay door. The bombs impacted harmlessly on offshore mudflats.

The question now facing us was whether or not we had sufficient ground clearance to land with this damaged door projecting downward. Our calls to Stiffstarch Tower assured us that this was no problem. This evaluation was confirmed after our safe landing and a review of the damaged bomb bay door. Possible or not, we got a new bomb bay door.

****

Sgt. Sassman & Don Wick with two girls in London.

GUYS THE 34TH HEADQUARTERS FORGOT

by Dester Jordan

The 34th set some records in the States and in Europe for which I am very proud. When I compare what other groups did for the ground crew it is clear that, in general, we were not a very big "spoke" in the wheel of the 34th.

I'm referring to the 8th AF News. In one issue there was an article about a Crew Chief with five mechanics who was awarded a medal for 20 missions without an abortion. Another article appeared in the Nov., 1996 issue entitled "Bronze Star For Joe". Joe was in the 526th Sqdn. of the 379th B.G. The awards start here at 27 missions without abortion. Joe was awarded a Bronze Star for 61 missions and later credited with 107. One comparison we need to make is the number of ground crew. Joe had 9, counting himself. The 34th had 3 including the Chief.

You might ask, "How did we keep them flying with so few guys?" It all started in the States. At Blythe, when it was so hot the guys were falling out like flies, we changed to night work. With no cooling systems in the barracks it was impossible to sleep. I remember one guy sitting on a Crew Chief stand five or six feet off the ground sound asleep with a part in his hand. Humidifiers improved the conditions a little in the barracks. When we worked days we left our tools in the shade of the wing. However, they were still too hot to hold so we would drop them in gas to cool them off enough to use them. Hardship was no stranger to most of the ground crew.

When we arrived in England the first plane to land on the field was a B-17 belly landing. Introduction as to what to expect at best! When all our planes arrived and operations started the missions were long and the ground crew had time to rest. But, when we approached D-Day, short 4 to 4-1/2 hours missions and as many as three a day made it plenty rough on us. The best sleep I remember was in a turret cover waiting out a 4-1/2 hours mission. We had been going day and night for about three days. When my plane took off the sun was bright and the cold wind was blowing. I was cold, tired and sleepy. I looked at the sun, looked at my bicycle and the turret cover, then lay down, pulled it over me and the next thing I knew the planes were landing. I'm sure I wasn't the only guy in the group to sleep in turret covers and haystacks because they were too tired and sleepy to go to the barracks.

If you were on the flight line around midnight or after and saw someone riding a bike up and down the line, he was not riding for exercise. Most likely it was a crew chief hunting a plane that was grounded to borrow a part that was not in stock. This way the group had one more plane ready the next day. No, we did not call it stealing, but if we could find it in another squadron, it was harder to trace. Then there were the long cold nights with the sleet

Continued on page 16

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ

18 391 4 7

34th Bomb. Group

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MEMORIES

Continued from page 15

and freezing rain and the cold water running down your back and in your shoes while servicing and repairing the damage from the last mission. Sometimes we got back to the barracks around 11 or 12 o'clock to be called out by 2 in the morning to go back out and preflight, then wait for takeoff.

I'm writing this because I believe the 34th had many guys with just as good a record as Joe and did it with a crew of 3 while Joe had 9. I stopped counting Combat Missions after 100 because HQ had stopped recognizing the fact that we were working day and night to be sure the Flight Crews had the best possible chance of coming back safe. The idea was to do our best and get the war over so we could all go home. I am sure most of the guys felt the same way.

My reason for writing this is that I believe many of the 34th Ground Crew members earned medals and, if they were not awarded, they should have been. A second reason for writing this is for recognition of these Ground Crew members at our reunions. To my knowledge no one has ever asked at a banquet if any of the ground crew received medals and how many missions without an abortion or what kind of medals were received. The only medals I know about are the Bronze Star awarded for excellent work and the Soldier's Medal which is awarded for risking your life to save others, and this must be beyond your line of duty.

****

Cranford Sproul's crew - L. to R.: Krystof, Vaugn, Siemsen, LeMaster, Sproul, Fryer, Cole & Spence.

VOLUME XXII NUMBER 2 JUNE, 1997

MENDLESHAM MEMORIES

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34TH BOMB GROUP H

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REUNION '97
Omaha, NE.

SEE YOU THERE!!

OBSERVATIONS

Since our last issue I have been in touch with about thirty publishers regarding the book I have previously mentioned. Only one, Turner Publishing Co., who printed our 34th Bomb Group book back in 1988, expressed any interest. Before sending the manuscript I had to apply for a copyright, which I did. However, as of early March I had not received confirmation. I did have a receipt confirmation sent back to me by the postal service so I just marked the manuscript with "Copyright Applied For" notice and mailed it to Turner on March 10th. As of this writing, in late March, I have heard from Turner that they might publish the book. They asked questions regarding the approvals of the authors for use of their stories, the approximate number of 34th B.G. Assn. members, possible photographs for use of their stories and other items. It is not yet definite, but their caller said they will send to me their legal form in about a week. That's where it stands for now. If and when I hear more I will keep you informed.

Now on to other matters. Insofar as my memory lapse problems are concerned, I have not noticed it getting any better or worse. If it doesn't go downhill I guess I can continue as your editor for a while. Should it take a turn for the worst I will notify those in charge that I will need a replacement and we'll go on from there.

This issue, as usual, contains the reservation forms for our September reunion in Omaha. Our reunion committee tells us that there are a lot of places to see and much availability of things to do. Hopefully we'll see a record attendance at this one. We hope, especially, to see many first-timers there. We do look forward to welcoming new people into our group of regular old-timers. We do always have an enjoyable time at these reunions. Those of you who have not yet attended one of our reunions should try it. I know you'll not be sorry.

Please remember that our September issue goes to press on July 18th and any material for that issue should reach me no later than that date. REMEMBER - JULY 18, 1997 IS THE FINAL DATE FOR SEPTEMBER ISSUE ITEMS!!

That's enough for this issue. Rose and I want to wish you and yours "GOOD HEALTH AND GOOD FORTUNE!" And we're looking forward to seeing you all at Omaha.

Eli Baldea, Editor

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

PRESIDENT'S MESSAGE

I am sitting here looking out the window, in early April, and watching it snow! That should not happen this late in Kansas. All of our fruit trees and early flowers are in bloom and this won't help. But, on the bright side, we could be getting the deep snow and flooding that many of you are enduring.

By the time you receive this June issue of Mendlesham Memories I hope you are firming up your plans to attend the reunion in Omaha, Nebraska 26-29 September, 1997. This is a great location for a reunion and I know the Reunion Committee has a great program planned for us. The best part is meeting our old friends and crew members, and reliving the War years. Of course, our memories of those events may be slightly more exciting than the real facts but who is going to challenge us? I'll believe your stories if you'll believe mine!

It is my sad duty to report to my fellow crew members and other friends of my Radio Operator, John A. Martin, that he died on June 1st of 1976. I knew that he had remained on active duty after WWII and I finally located his old service number. This was enough for the Personnel Office at Randolph AFB in Texas to locate his current status. He was a good crew member and a friend who will be sorely missed.

PLAN TO BE WITH US IN OMAHA AND GET YOUR PAPERWORK IN EARLY TO HELP THE COMMITTEES FINALIZE THEIR PLANS.

Ray Palmer,
President

****

Signpost in Mendlesham Area.

FROM THE TREASURER'S COMPUTER

Spring starts tomorrow and there are many of you who are ready for a little relief from the weather you've had these past few months. Seems like the weather is letting us know that we really can't do much about it, except accept it, and make the best of what we are given. I hope that you haven't suffered too much from what was given to your area of the country.

This issue goes to almost all of the living men who once served in the 34th B.G., either in the U.S. or in England. Many of you have paid dues at one time and then quit, while others didn't even respond to a letter which included an addressed, stamped envelope. The 34th B.G. Association is for you and your enjoyment and the reunions are a means to get together to recall troubles we all went through back in the '40's. An organization is what you make of it! Those who are members and enjoy reading Mendlesham Memories and attending reunions obviously believe it is worthwhile to be a member, meeting others who shared the times with you. New friends quickly become old friends and a sense of family is enjoyed at the reunions. We'd like ALL to be members of the 34th BGA but realize that some guys don't even want to think about those days gone by. Let me remind you that time is swiftly passing and before long there won't be any reunions.

Thanks to George Franco I finally signed up on the INTERNET when a local Internet server provided local phone service. I've been reading the GUEST BOOK messages on many of the web-sites which have to do with WWII and the Air Force. You'll be happy to know that there are many 2nd and 3rd generations who have THANKED YOU for the service you rendered for your country in WWII. And so many are avid in getting information about what their Dad or Grandad did during the war "but dad or grandad never talked much about the war. He died a while ago and I miss him so much. I wish he had told me about what he did". PLEASE - GET YOUR STORY DOWN ON TAPE so this won't be said about you. It doesn't have to be fancy. And your descendents will know what you did!

Those of you who are on the INTERNET please send me a note so I can get your e-mail address. My e-mail address is "PROVIH@DATASTAR.NET" Jim Martin is working hard at building a Home Page for the 34th B.G. He has put out the word that the home page is on-line at www.excel-tech.com/34th/, so you who are using Internet can check it out. There are still a few changes to be made. Send your comments to Jim at his e-mail address at the bottom of the home page. I know he's looking for a GOOD graphic of a B-24 to add to the page.

A note to all: The Editor of MM is responsible for the newsletter and the Treasurer is responsible for all financial matters. Checks for dues should be made payable to Hal Province and articles for MM should go to Eli Baldea. Checks should not be made out to MENDLESHAM MEMORIES and dues should not be sent to Eli Baldea, nor articles for MM sent to Hal Province. Jack Clarkson is working hard at getting a 34th BG display case ready at the Heritage Museum. I've been there, enjoyed it, and all the AF web sites rave about it. Visit it if you're in the vicinity.

Don't forget to remind your graduating seniors that the deadline for the scholarships entrants is July 10, 1997. Applications were in the March issue of MM.

That's it for now. May GOD ABUNDANTLY BLESS!!

Harold Province,
Treasurer

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REUNION COMMITTEE REPORT

OMAHA-HERE COMES THE 34TH BOMB GROUP!

The plans and programs are pretty well set in place for our 1997 34th Bomb Group reunion. The committee has been struggling with the food people at the hotel and have reached the quoted prices on your registration forms. Nothing seems to reduce in price so we do the best we can.

The tour will include Boys Town, a must if you're in the Omaha area. We will stop at a food court for lunch and then on to the rain forest and the Aquarium. This is all part of the famous Omaha Zoo system. Lunch at the food court is on your own. Admission to Boys Town is on a donation basis. Please help out this worthy institution.

The S.A.C. Museum is under construction and moving so it has been eliminated from this tour. Golf will be played at the Fox Run Course just a short distance from the hotel.

For you that are driving we have provided in this issue a map with directions from all sides of the compass to get you to our headquarters hotel. The fly-in members will have complimentary transportation from the airport to the hotel and from the hotel to the airport.

Your Reunion Committee,

Harold Rutka
Robert Wright

****

ROSE'S CORNER

"Let's get your column written because it will go to the printer's in a week!", sez Eli. But how can I concentrate when my favorite Chicago Cubs are out there, fighting diligently to retain their 0-13 last place position in the National Baseball League! I've been an ardent fan since I was a very young sports-minded girl. Playing baseball was one of my favorite games but tennis, my real love, kept me busy during every summer vacation until WWII broke out. I went to work at U.S. Steel's Gary, IN. Works and worked many hours overtime, scheduling the steel orders for building ships, armor of all kinds and transportation paraphernalia which kept everything moving. Working was my number one priority so my thoughts of being a tennis champ went out of the window. I was satisfied just listening to baseball games on our radio and playing tennis on a weekend once in a while.

I have many more things to tell you but I will stop here and share with you a real tasty and very simple to prepare dish sent in to me by John and Ethel Leath of Hot Springs, Calif. You will really enjoy this Chicken Casserole because with little effort it tastes like you have gone through a lot of work to create it. Serve with a cucumber & onion salad. Top it off with a light dessert such as sherbet or even Jello. Bon Appetit!!

CHICKEN CASSEROLE

You'll need: four (4) to six (6) cooked chicken breasts.

Remove the skin and pick off the meat from the bones. Arrange the meat in a 9"x13" pan. In a small bowl mix together:

1 can of Cream of Chicken Soup
1 can of Cream of Mushroom Soup
1 cup of Sour Cream

Spread this mixture into the pan over the chicken. Do not add water to this mixture.

Prepare one (1) large (twin pack) of Stove Top Stuffing Mix for Chicken according to directions on the box (Use 2 cans of chicken broth instead of water). Spread this on top of chicken mixture. Bake at 350 deg. F. for 30 minutes. Then ENJOY!!

I close with these ideas on how to handle stress:

1. Fill out your tax forms in Roman Numerals.
2. Bill your doctor for time spent in his/her waiting room.
3. Stare at people through prongs of a fork and pretend they are in jail.
4. The best one yet: When someone says "Have a nice day" you tell them you have other plans!

Have a great summer and may God reward you richly for the good you do everyday!

Love,
Rose

ED GEOHAGEN - Yelm, WA.

I met one of our Intelligence officers at a P.O.W. camp in Nuremberg in Feb., 1944. He was a survivor of an air to air collision over Stuttgart. He had gone for a joy ride and ended up as a guest of the Reich. I wonder what his name is??...

****

WALTER STURDIVAN - Stockton, CA.

I always look forward to the next issue of Mendlesham Memories with great anticipation. It's a great publication.

I want to thank all the people who have sent me information about lost planes and airmen of the 34th Bomb Group. I still have some blank spaces that need to be filled. I need dates, pilot's names, plane name and number (if possible), and crew number (if possible). Then a little about what you saw or experienced. If any V.I.P.'s were on board mention that. It's looking pretty good. I just need a few more. I know there is more information out there. We want to make sure it gets into the Heritage Museum near Atlanta, GA. also.

****

CHARLES McCLURE - Ckifton Park, NY.

We had an easy winter - not too much snow and warmer than usual. The ice is gone out of the tiver and it will soon be time to think about fishing.

****

Continued on page 5

MENDLESHAM MEMORIES

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor:
Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

NOTES FROM OUR FRIENDS

Continued from page 4

SID SUGARMAN - Delray Beach, FL.

I was the personal equipment officer for the 7th Squadron and worked together with the other P.E.O.'s as a unit. I can't remember their names and would like to hear from any of them that are still around.

I vividly remember D-Day with all of the planes going on many missions, coming back to reload their bombs and go out again. All the men in our office, officers and enlisted men alike, worked day and night for 3 days making sure that the crews had their equipment in working order. We caught a nap whenever we could. But no one went to their barracks for those 3 days or nights. We did not expect any accolades for this as we felt we were just doing our jobs keeping the air crews in the air. P.S.: I came back to the States on the Queen Elizabeth, arriving at my home on V.J. Day!!

****

DEXTER JORDAN - Huntersville, NC.

I want to say thanks for the great job you have been doing as editor of M.M. Sorry to hear that you feel the need to be replaced. I know twelve years is a long time to have that responsibility but, when you are on the receiving end as all of us have been, it seems so short. I do hope someone will step in and relieve you because I know it is not an easy position to fill.

****

ALFRED N. STEINER - Basking Ridge, NJ.

I had dinner with Sid Rockmuller and our ladies at the 94th Bomb Group Restaurant in Fairfield, NJ. It's housed in an excellent replica of the headquarters hut and features memorabilia and photos. Allen Israelson says there are a few of them around the states.

My wife chided me about not listing our wedding date with you so here it is. We were married on June 20, 1945. I hope I have it right or I'm in trouble.

****

WILLIAM J. ORTON - Yuma, AZ.

I am sending you a name to add to your "TAPS" list. Mrs. Catherine Stocki wrote to let me know that her husband, Benjamin Stocki, passed away on Dec. 30, 1996. "Ben" served with the 1446th Ord. S. & M. Co. with the 34th B.G. at Mendlesham. He and I also lived in the same barracks for 17 months.

I am hoping to make it to Omaha this September and, of course, I will be in Boise. The following year is "God Willing!".

****

JAMES F. MARTIN - Santa Anna, TX.

You mentioned your problems with memory, etc. in the last issue of the "Memories". Don't worry about it. If any of us happened to notice it we would forget it in minutes. The problem is becoming universal. Probably something to do with the weather when we were in England or some such thing. You are doing a great job.

I would like to add my "Amen" to Dexter Jordan's article about the crew chiefs. When the 34th was moving around in the states before going to England, someone managed to pick up the top crew chiefs on each base until the 34th had the "Cream of the Crop". Dexter was our crew chief and I know that he worked day and night to make sure that our plane was right. When Dexter said that the engines would run, they ran. The other crew chiefs were the same. My thanks to them all.

I have been working on a home page for the 34th to put on the internet. I have coordinated with Hal Province on it and have a first draft on a temporary address until I am satisfied before putting it out to the search engines. I do not know whether or not you are on the internet but, if not, perhaps you know someone who is and can take a look at it. I would like some opinions before I advance. I had software on my computer and a son who could get us on line free so I started on it. The current address is: http://www.excel-com/34th. There are several changes that I plan to make as soon as I get some things scanned into my computer. I will likely remove the list of former commanders and replace it with more information on the current organization.

****

MARGO (BILL) BURNELL - Kirkland, WA.

We hope all are doing well and, like us, ready for some sunshine. However, that means YARD work ahead. We will send the scholarship application on to our granddaughter this week. Then we'll cross our fingers. I can't believe what it costs for college these days. It is unreal.

Take care and we'll look forward to seeing you all in Omaha. The way time flies by September will be here soon.

****

EDWARD EVANS - Scarsdale, NY.

We sure enjoyed the Raleigh reunion - the first time my crew got together in 51 years. Thanks to Bill Cheek we had a great write-up in the Raleigh Daily News.

****

Continued on page 6

Cosmo Papalio, Dale Ganger & Don Wick - V.E. Day.

NOTES FROM OUR FRIENDS

Continued from page 5

ROBERT DEES - Torrance, CA.

I want to thank you and all the others who make this association what it is. I don't know of any group that has one that comes close to the 34th B.G. Assoc. We missed last year's reunion but hope to make one again soon - maybe Boise.

Thirty years ago I retired from the Air Force. I just can't realize it's been that long, nor can I comprehend that it's been 53 years since I was part of the 34th B.G.

****

GLEN D. BARR - Newcastle, WY.

Harriett Souder sent me the obituary concerning Walter's death so I decided I would send a copy on to you. He was a member of our crew, Lt. Armstrong's, in the 4th Squadron.

****

HAROLD C. RUTKA - Duluth, MN.

Grady C. Deatherage died Thursday, March 7, 1997, in the hospital. The family visited with him on that evening and were preparing to bring him home the next day. They received a call to come to the hospital on Friday morning and, by the time they arrived, he had passed away. He had been in the hospital on August 4th for Cardiac Arrest - September he was hospitalized when he stopped breathing. The family had known for some time that he was having too many health problems but they were still shocked at the time of his passing.

Edith said that Harry Prillaman attended the funeral. He had called Wayne Howarter and told him about Grady's passing. Wayne informed me. Edith had spent years taking care of Grady and, according to what Grady had said, she was the reason he had lived as long as he did.

****

DONALD E. TUTTLE - San Jose, CA.

Leonard Chatoian, the radio operator on our plane, "The Paper Doll", passed away on July 7, 1995. He is still shown on the active list. Leonard retired from the Sheriff's Dept. in Sacramento.

****

KATHERN (JOSEPH K.) MARKS - Salt Lake City, UT.

Joe has been in a rehab center in Las Vegas since Feb. 15th when he suffered a stroke while vacationing there. I don't have any idea how long he will be incapacitated but we will be going back to Salt Lake and a facility there on the 4th of April. He is partially paralyzed on his right side but is making slow progress. We have always enjoyed the reunions so much and will miss being there this year. Thank you so much for your wonderful work. (This note was sent to Hal Province, our treasurer.)

****

ROSE (JOSEPH J.) HARRISON - Pittsfield, MA.

On October 15th, 1996, Joe was in a very bad auto accident and sustained very serious injuries. He almost didn't make it! He was confined to the hospital from day one of the accident until Feb. 11th of this year. Upon his release from the hospital he was admitted to a nursing home nearby where we live. I just couldn't give him the care he still requires, which is extensive. He had very good care while in the hospital and has come a long way in recovery, but he has to have rehab to gain his strength back. Rehab requires at least four hours per day, mornings and afternoons. I believe it's more stringent than when he was in the service fifty or more odd years ago.

Thank God for the prayers and all of his faithful friends who visit him often. Believe me, the friends are numerous. We always look forward to receiving and reading the Mendlesham Memories. Pray for him, please, and Thank You.

****

JEANNE S. COCHRAN (TERRY STANFORD SHELL) - Hickory, NC.

I am writing in behalf of my father, Terry Shell. He did serve in WWII and was in the 34th Bomb Group. He is now 83 years old. He and my mom are still living in their home although they are not in the best of health. He would like to receive more information and be put on your list for the 34th B.G. Assn. He hopes to attend the reunion in September and I will probably attend with him. Thanks so much for the correspondence.

****

Continued from page 7

34th Plaque at the Memorial Garden Museum in Dayton, OH.

DEADLINE

Any material or items to be inserted in the Sept. issue of Mendlesham Memories should reach me on or before July 18, 1997. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

NOTES FROM OUR FRIENDS

Continued from page 6

IRENE T. (JOHN J.) PELSZYNSKI - Clearwater, FL.

How happy my husband would have been to have known that there was a 34th Bomb Group Assn. He had been a proud member of the 34th from Aug., 1944 to May, 1945. He went back into active service for the Berlin Airlift. Our daughter and I joined him in Bremen, Germany when he flew out of Celle (Brid. Zone). Later we went to Wiesbaden and, while on our tour in Germany, we went to England (1950) and visited the old quonset hut where the missions were all marked on the walls - a very touching reunion. A British housekeeping unit was in charge at the abandoned field.

After 34 years in the Air Force John retired as a colonel in Oct. '76 at the Pentagon as Chief of SAF/OIS. We retired to Florida where he died of cancer on April 23, 1981 and is interred in Arlington Cemetery in Virginia. I am now active in the Society of Military Widows. Thank you for the letter and the information.

****

WINFIELD K. REYNOLDS - Pinehurst, NC.

Your letter was very welcome. A "Sheep" has been found. I served with the 34th as a navigator and was attached to the 18th Bomb Squadron. The period was the latter part of 1944 and early 1945, arriving just prior to a change-over of aircraft from the B-24 to the B-17.

I can only recall the names of two of the crew - the bombardier, Richard Ruth, from Iowa, and the co-pilot, last name of Smith. I would certainly be interested in some of the condensed history of the group and the present-day activity of the association. I would not be able to attend this year's reunion as I will be in Europe in September.

I have visited the air base at Mendlesham some years back. The RAF was using the base as a storage depot. I lived in the U.K. for some 25 years and know the Norfolk and Suffolk areas very well indeed. I will await further information and do commend you in your efforts to locate us.

****

WANDA (GERALD) PINE - Waunakee, WI

Just a note to send the notice we put into the paper. I will be sending all of Gerry's paperwork he has for the future reunions to Harold Rutka. That is what he said to do. I think he knew he was in bad trouble when he went into the hospital.

I hope everyone will enjoy the reunion in Omaha. We were sure planning big on this one as he was going to give it up after the Boise one. Or, at least, that is what he said. Love to everyone and don't forget me.

****

WALTER STURDIVAN - Stockton, CA.

I want to thank all the members who sent me information for my new book "THE RED-TAILED DEVILS FROM MENDLESHAM". The book is now finished and I hope to have some at the reunion in Omaha. If anyone would like to order one they can write to me and send me $10.00, postage free. The 85 page, 81/2x11 book covers many of the losses of crews and aircraft from the beginning of our tour until the end. Some of the information has never been in print before. My other book, "SHAKE HANDS WITH A SOLDIER" (my experience and time with the 34th Bomb Group) is still available for $15.00, postage free.

****

WILLIAM BUCHAN - Utica, MI.

I'm sorry to report the passing of my dear Mira. We met in Montgomery, AL. while I was in cadet school. She was a most wonderful wife and mother. We were together almost 54 years and I am left with a great void in my life.

Thank you and all the others that do such a fine job for the 34th.

****

JOHN COLLINS - Lake Havasu City, AZ.

I'm very lax in writing this letter of "Thanks". I received your letter of March 6th informing me that I was accepted as an "Associate Member" of the 34th B.G. Assn. Bill Sherman was my sponsor. Bill is a member of your association and I belong to the 5th Regimental Combat Team Assn. He served in Europe and I served in the Far East in Korea and Hawaii. Without my knowledge Bill enrolled me in the 34th. I also had the paperwork in for Bill to be enrolled in the 5th RCT Assn. In any case, today we are both members of very proud outfits.

Again, thank you for accepting me into your "Great Outfit". I'm very proud to be a part of your 34th Bomb Group Assn.

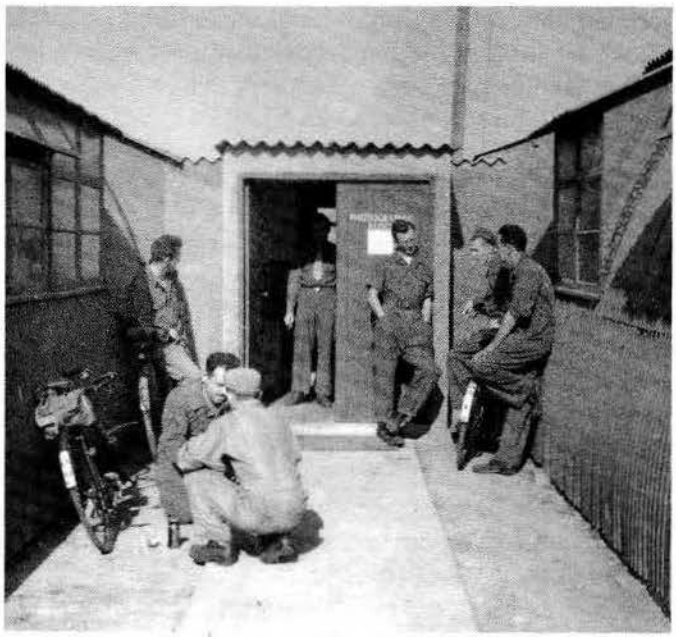
****

WINFIELD K. REYNOLDS - Pinehurst, NC.

Many thanks for your letter of March 27th along with the enclosures. With regret I will not be able to attend a September '97 reunion. But in the future - hopefully yes.

****

(Please note: The last three letters were sent to Hal Province, our treasurer)



Group outside photo lab.

NEWS FROM HERE AND THERE

We have recently been informed that last June our own Robert Saxen finally had the Distinguished Flying Cross presented to him for his efforts in World War II. After the 34th reunion in 1993 his pilot, William Pedigo, followed up and confirmed his eligibility for the award, which was later received and presented to him at the Holstein, IA. Legion meeting, fifty years after the achievements were met. Congratulations, Robert!

****

We have recently been informed about three books, written by a Mr. Armand Blau, regarding Americans killed on the European continent during World War II. the titles are "Tears" @ $55.00, "In The Shadow Of The Forests" @ $89.00 and "Heroes" @ $25.00. We are informed by H. Province that we have only one man listed as being buried in HENRI-CHAPELLE Cemetary. Unless ordering 7 or more books the postal charges will be added to the above amounts. If interested, write to:

Armand Blau
Prins Clausstraat 3
8862 MA Harlingen
THE NETHERLANDS
Tel: 011 31 517-417079
Fax: 011 31 517-419537

The books are rather expensive. Obviously a great deal of research went into the writing of them.

****

From Mr. Benjamin Smith Jr. of Waycross, GA. we have the following:

I want to thank you for the past support your newsletter has given the Wall of Valor Program at the 8th Air Force Heritage Center Museum in Savannah, GA.

I wanted to update you on the progress of the "Wall". To date three panels of the wall are up and we are proofing the 4th panel. We are over 3/4 full for the 5th panel. We have almost 1,100 orders processed as of this morning (March 3, 1997). I would like to run, if possible, our order form in the June edition of your newsletter. Thank you for your consideration of this request.
(The order form is included as an insert in this edition.)

****

From the Mighty Eighth Air Force Heritage Museum we have the following:

The Mighty Eighty Air Force Heritage Museum will hold its first anniversary celebration at the museum on May 15-18, 1997.

"We have had a very gratifying and encouraging first year at the Heritage Museum," said Lt. Gen. E.G. Shuler, Jr., Museum Chairman and CEO, "and we want to show our appreciation to all the Eighth Air Force veterans and others who have so strongly supported the museum. We also want to use the celebration as an occasion to introduce the museum to all those people who have not visited or heard about the Heritage Museum."

The anniversary celebration will begin on Thursday evening, May 15, and conclude with a memorial service on Sunday morning, May 18. Friday's events will be geared toward visiting school children in the morning and toward Eighth Air Force veterans and families in the afternoon and evening. Saturday's events will be geared toward the general public.

Mission of Jan. 14, 1945 to Derben, Germany.

****

SPECIAL NOTICES

DUES IN ARREARS!!

On occasion I get a note included with a check for dues on which the writer writes - "Let me know if I owe any back dues. I've forgotten when I paid last." Or I might get a check which includes $10.00 for last year's dues. Since I was elected Treasurer I have never accepted any money for BACK DUES. If I were to accept BACK DUES I feel I would be obligated to send you the issues that you missed during the year that dues weren't up-to-date. We don't order that many extra copies of MM and, therefore, I wouldn't be able to send the back issues. Normally we print an extra 25 or 30 copies and these are sent to our NEW FOUNDS and to members who DON'T tell us they've moved but expect a replacement copy anyway! Many of you are receiving the June issue which goes out to almost ALL living 34th men on our roster. The June issue may be the only way you have of knowing what is going on in the 34th B.G. Assn. If you paid dues previously but haven't paid in recent years - please don't think that we'll hold you responsible for the BACK DUES! We'll be glad to have you rejoin the 34th B.G.A. and we'll mark you paid whenever you sent in the $10.00 for the current year (which starts in January, by the way.) And your dues should be up to date if you plan on attending the reunion.

Harold Province,
Treasurer

****

SPECIAL NOTICES

Continued from page 8

"WALL OF VALOR"

From the "Mighty Eighth Air Force Heritage Museum in Savannah, GA. we have the following:

Join the company of valiant 8th AF'ers whose names are inscribed on the "Wall Of Valor" in the Memorial Gardens of the museum. Your memorial will be 4"x12" on handsome, indestructible granite. Send full name, rank, squadron and bomb group (or other unit) of 8th A.F. Cost is $100.00 for 24 letters. Add $1.00 for each extra letter. The quickest way is with Mastercard or Visa. Call 1-800-544-8878 between 0800 and 1700 (Eastern time) for information. Your tax-deductible donation will help create the beautiful Memorial Garden and preserve it forever. Join in this great undertaking. It is OUR Memorial!!

****

OBITUARY

Inasmuch as he has served the 34th Bomb Group Assn. for so many years as the head of the Reunion Committee, your editor felt that more needed to be said about Gerald Pine's passing than a notice in the TAPS list. The following has been taken from the local newspaper in his area:

Gerald Pine, age 73, died in a Madison Hospital April 15, 1997. He was born in Arena, Wisc., the son of Erb and Mary Pine. On June 28, 1947 he married Wanda Mickleson and they lived in the Black Earth-Waunakee area all his life. He served in the U.S. Air Corps during World War II in the 34th Bomb Group, 8th Air Force and flew 33 missions over Germany.

He is survived by his wife, Wanda, three children, Brenda Barsness of Black Earth, Wisc. Quilla Pine of Waunakee and Dennis Pine of Mazomanie; six grandchildren, and two sisters.

****

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival

NEW MEMBER'S THOUGHTS

I see you at the meeting, but you never say hello.
You're busy all the time with men you already know.
I sit among the fellows, still I am a lonely guy;
The new ones sit there with me while you quickly pass me by.

But, gosh, you guys have asked us in
And you talk of fellowship;
You could just step across the room
But you've never made the trip.

Why can't you nod and say hello,
Or stop and shake my hand,
Then go and join your other friends,
Now, that I'd understand.

I'll be at your next meeting too
On that you can depend.
So, won't you introduce yourself?
I want to be a friend.

****

GREETINGS FROM THE PRESIDENT!

Greeting cards are sent from the President to people celebrating 80 and older birthdays or 50th wedding anniversaries.

To arrange for a card write to:

GREETINGS OFFICE
WHITE HOUSE
WASHINGTON, D.C. 20500

Specify occasion, date, names and address (Allow at least four weeks lead time)

****

Bernard Stanton, Don Wick, Dale Ganger & John Hurley.

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORG.	STREET ADDRESS	CITY	STATE	ZIPCODE
			**********			
ALDRIDGE	FREDERICK P.		4906 BRITEWATER CT. #202	MYRTLE BEACH,	SA.	29577
BIKSEY	JOHN	4 MM	2200 GLASS ROAD	VICKSBURG,	MS.	39180-7324
DUNLAY	WILLIAM J.	18	16810 SAN JOSE STREET	GRANADA HILLS,	CA.	91344
GRIMM	CLARENCE U.		7705 WATERMAN	WATERMAN,	IL.	60556
HANRIHAN	JOY	7A	245 WINDING CANYON LANE	FOLSOM,	CA.	95630-5016
HOOD	JACK	7LM	RT. 12, BOX 457	LAKE CITY,	FL.	32025-8828
HOWARD	PHILIP R.		CHANGE OF ZIP CODE	LARGO,	FL.	33773
MACCARNI	ISVENO		234 CULLODEN ROAD	STAMFORD,	CT.	06906
MADDEN	HAZEL		2415 OUTRIGGER DRIVE	SAN LEANDRO,	CA.	94577
MANSFIELD	JAMES J.	7	CORRECTION OF ZIP CODE	GROSSE POINT WDS.	MI.	48236
MARKS	DANIEL J.	18	4 BEATTIE COURT	LITTLE FALLS,	NJ.	07424-3514
OTT	CARLYLE G.	4-391	12293 ANTIGUA COURT	MARION,	IL.	62959
PACHOLSKI	ROBERT M.	7	2902 SHORELAND AVENUE	TOLEDO,	OH.	43611
PRENTICE	GEORGE R.		P. O. BOX 804	LINN,	MO.	65051-0804
SCHLINDWEIN	ROBERT L.	391	2259 ROYALE ROAD, APT.2	SACRAMENTO,	CA.	95815
SIMPSON	ROBERT M.	7-18	40 HAMMOND DRIVE	MONTECITO,	CA.	93108-2868
TIGGES	EUGENE L.	18	226 WEST FLEMING STREET	FORT WAYNE,	IN.	46807
TROUP	JAMES H.	7	2800 KELLER DRIVE, APT. 300	TUSTIN,	CA.	92782
WILLIS	LINDA L.	391A	1932 WENGERT AVENUE	LAS VEGAS,	NV.	89104-1935

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	STREET ADDRESS	CITY	STATE	ZIPCODE
BALLARD	CALVIN H.	391	1633 SOUTH 720 WEST	WOODS CROSS,	UT.	84087
EDELSTEIN	FRED	18	SEE TAPS LIST			
GRINALDO	ANGELO J.		47 WILLOW LANE	WYNANTSKILL,	NY.	12198
HAMILL	MILTON	W	5416 LEDGESTONE DRIVE	FORT WORTH,	TX.	76132
JACKSON	ROY P.		1844 BUSH AVENUE	ST. PAUL,	MN.	55119
JENNESS	KENNETH L.	WP	P. O. BOX 18	MORGAN,	VT.	05853
MAKENS	?		829 NORTH 59TH STREET	MILWAUKEE,	WI.	53213
PELSZYNSKI	JOHN J.		SEE TAPS LIST			
REYNOLDS	WINFIELD K.	18	240 DONALD ROSS DRIVE	PINEHURST,	NC.	28374
SHELL	TERRY		527 6TH AVENUE SW.	HICKORY,	NC.	28062
STOCKI	BENJAMIN		SEE TAPS LIST			
SULLIVAN	DENNIS	18	1717 AVIATION AVENUE	EVANSVILLE,	IN.	47711
TOPOR	ALBERT C.		2422 PLESANT RIDGE	HOWELL,	MI.	48843

TAPS

LAST NAME	FIRSTNAME	ORGN.	STREET ADDRESS	CITY	STATE	ZIPCODE	DIED
BAUGHMAN	CLEO J.	7LM	4 HILLCREST DRIVE	STOCKTON,	KS.	67669	02-02-97
CHATOIAN	LEONARD		8078 DORIAN WAY	FAIR OAKS,	CA.	9562	07-07-95
DEATHERAGE	GRADY	7	455 MURPHY ROAD	COLLINSVILLE,	VA.	24078-2109	03-07-97
EDELSTEIN	FRED	18	393 EUCLID AVENUE	OAKLAND,	CA.	94610	12-24-76
HANCHAR	JOSEPH F.	4	2211 CALIFORNIA AVENUE	FT. WAYNE,	IN.	46805	03-11-97
JANES	JOHN R.	7	1445 FREMAUX AVENUE	SLIDELL,	LA.	70458	11-15-96
KEEVAN	THOMAS	W	NOTIFIED BY NEPHEW	NO OTHER DATA AVAIL.			
LAMPEY	ROBERT	18	P. O. BOX 44	AURORA,	OH.	44202	04-03-97
LODERMEIER	HILARY P. "LARRY"	18	3323 ELKHORN BLVD.	NO. HIGHLANDS,	CA.	95660	01-30-97
NASS	MELVIN H.	18LM	1248 PAULITA DRIVE	MEDFORD,	OR.	97504	02-07-97
PELSZYNSKI	JOHN J.		736 ISLAND WAY #605	CLEARWATER,	FL.	34630	04-23-81
PINE	GERALD	7	5414 HIGHWAY 12, LOT 51	WAUNAKEE,	WI.	53597	04-15-97
SMITH	GEORGE A.	391					02-17-97
SOUDER	WALTER P.		RT. 2, BOX 195	FAIRFIELD BAY,	AR.	72088-9523	01-25-97
STOCKI	BENJAMIN	1446TH ORD.	11037 17 MILE ROAD	STERLING HEIGHTS,	MI.	48313	12-30-96

NEW LIFE MEMBERS

LAST NAME	FIRST NAME	ORG.	STREET ADDRESS	CITY	STATE	ZIPCODE
BLAND	JOSEPHINE	4	1409 BERNARD STREET	PASADENA,	TX.	77506
CASEY	RALPH D.	391	513 WISTERIA WAY	SAN RAPHAEL,	CA.	94903
EDELSTEIN	JOAN		393 EUCLID AVENUE	OAKLAND,	CA.	94610
REYNOLDS	WINFIELD K.	18	240 DONALD ROSS DRIVE	PINEHURST,	NC.	28374
TAYLOR	JAY S.	391	827 WARE BLVD.	SAN ANTONIO,	TX.	78214

1997 FIFTY YEAR ANNIVERSARIES - CONGRATULATIONS!!

MARRIED	LAST NAME	FIRST NAMES	STREET ADDRESS	CITY	STATE	ZIPCODE
04-10-47	TROUP	JAMES H. & NATALIE	340 ORCHARD LANE #2	SEDONA,	AZ.	86336
05-03-47	GOMBOS	WILLIAM & MARGE	50 JACKSON STREET	SARATOGA SPRINGS,	NY.	12866
08-15-47	MORRIS	CLETUS & JEAN	P. O. BOX 96	PINCH,	WV.	25156
11-02-47	BALDEA	ELI & ROSE	2576 BROOKWOOD DRIVE	CROWN POINT,	IN.	46307
12-27-47	DEES	ROBERT & EDITH	3393 SO. OAKWOOD STREET	SALT LAKE CITY,	UT.	84109

ANNIVERSARIES OF MORE THAN FIFTY YEARS!!

MARRIED	LAST NAME	FIRST NAMES	STREET ADDRESS	CITY	STATE	ZIPCODE
1941-09-04	FULTON	WILLIAM & LOUISE	144 HIGH STREET	CHELMSFORD,	MA.	01824
1942-08-16	HACKNEY	CLARENCE & DARIA	185 MIDDLE ROAD	PORTSMOUTH,	NH.	03801
1943-12-25	WATKINS	IRVIN & MARIE LOUISE	7430 ASHBURN STREET	HOUSTON,	TX.	77061
1944-02-01	ROGERS	EVAN & MARGO	821 VIA LINTERNA	TUCSON,	AZ.	85718
1944-02-12	DANIELS	COURTNEY & MARION	3393 SO. OAKWOOD STREET	SALT LAKE CITY,	UT.	84109
1944-02-20	TUTTLE	DONALD & MARIANNE	1152 CURTNER AVENUE	SAN JOSE,	CA.	95125
1944-06-03	SULLIVAN	DENNIS & ?	1717 AVIATION AVENUE	EVANSVILLE,	IN.	47711
1945-06-20	STEINER	ALFRED N. & JEAN	35 CHESTNUT COURT	BASKING RIDGE,	NJ.	07920-3110
1945-09-04	MARKS	JOSEPH & KAY	2205 BRIARVILLE AVE.	ANAHEIM,	CA.	92806
1946-08-23	PROVANCE	WARD & RUTH	2317 SO. SERGEANT STREET	JOPLIN,	MO.	64804

DONATIONS TO THE RAY SUMMA SCHOLARSHIP FUND

LAST NAME	FIRST NAME	IN HONOR/MEMORY OF
BACHOUROS	MR.& MRS. PETER P.	ROBERT LAMPEY
BIRKO	ELIZABETH (BETSY)	GRADY DEATHERAGE
CAILLOT	MR. & MRS. J.	ROBERT LAMPEY
CALHOUN	MR. MRS. CHARLES JR.	ROBERT LAMPEY
CONKLIN	GENNY & CLAUDE	ROBERT LAMPEY
DAUGHERTY	SHIRLEY M.	ROBERT LAMPEY
EDELSTEIN	JOAN	FRED EDELSTEIN
FAIRCHILD	CINDY & ROBERT	ROBERT LAMPEY
HANES	MR. & MRS. LOWELL	ROBERT LAMPEY
MILLER	MARILYN & FAMILY	ROBERT LAMPEY
NATIK	STEVEN & JEANNETTE	ROBERT LAMPEY
PENNOCK	MARY	ROBERT LAMPEY
REED	MR. & MRS. R.	ROBERT LAMPEY
SUTHERLAND	PATRICIA & RICHARD	ROBERT LAMPEY
WELLES	SANDRA	ROBERT LAMPEY
ZMOZYNSKI	THOMAS & JANA	ROBERT LAMPEY

Then and Now

MALCOLM "TED" BLOMQUIST

1945

1969

LEONARD & GENE GOLDEN

1946

1996

MORTON ABRAMS

1944

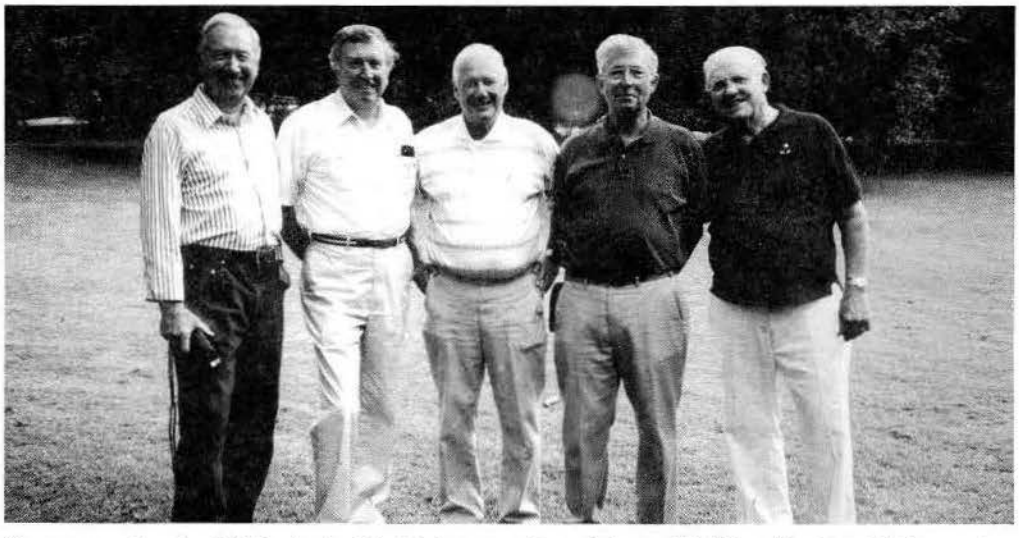
1996

JAMES & HELEN BRUEN

1945

1996

Mort Fiedler's crew in 1944. Front L. to R.: Levitte, Fielder, & Griffin. Rear L. to R.: Peterson, Donaldson, Horton, Eiswert Bower & Smith.



Crew reunion in 1994 - L. to R.: Peterson, Donaldson, Fielder, Horton & Eiswert.

I DO REMEMBER!

By Pal G. Howard

I read in one of the MM's that someone would like to hear from some of the ground-pounders. I was certainly one of those!

After 20 months of working in basic training centers in the States I was eagerly looking forward to my assignment as Executive Officer of the 18th Squadron of the 34th Bomb Group at Mendlesham, England. I arrived at our base in the early spring of 1944, but I never had a chance to carry out my assigned job.

Instead, I was greeted upon my arrival by Base Adjutant, Bob Gay, who tactfully informed me that I was to become Base Mess Officer. It seemed that things weren't going too well at the mess halls. What an assignment for one who had majored in Accounting in college. To make a long story short I did, indeed, take on the job and had some measure of success, although we had to work with antiquated equipment.

Some of my memories at Mendlesham include:

Sharing Christmas dinner with 45 Canadian crews in December of 1944. They had to land at our base as theirs was closed due to weather. This was when the Battle Of The Bulge was going on and our planes were grounded also.

Our 100th Mission party. I had the pleasure of spending an hour with Broderick Crawford, the M.S. of the affair.

The constant fight over fresh eggs. Fresh eggs were only issued for the flight crews, but a lot of ground-pounders sneaked in when they could.

A moonshine still found in the shower building above the boiler room, located conveniently close to the mess halls which, I'm sure, provided the essentials for distilling. Being from the mountains of Kentucky, I had no trouble identifying the still complete with copper worm.

I do remember a lot more of my 17 months with the 34th but, for the sake of getting too boring, will stop here.

****

AH, MEMORIES!

By Herb Mermelstein

A couple of years ago I wrote a story about the communications section of the 391st Sqdn. and also about the Crysell family, who were very friendly with our section. It so happens that I received a letter from Doreen Scruby from Mendlesham who informed me that she was the Crysell daughter that I wrote about. We have exchanged several letters. Did you know that she is one of the ladies that take care of our Memorial on the site of the base?

John Funk, Don Wick, John Hurley, Dale Ganger & Cosmo Papalio in London.

An interesting story: About a year ago I was at my men's club meeting and one of our members was with the 37th Infantry and he was bragging about their association and reunions and so forth, so I started telling him about ours. Another member heard me mention 8th Air Force and he asked me what bomb group I was in and where in England. He almost fell off of his seat when I told him the 34th and, for a night out, we would go to Ipswich. He was with the 353rd Fighter Group stationed in Raydon. He believes his group gave our group escort. Do you remember the tea house in the middle of town? They also served fish and chips. In fact, our trucks that took us to town would stop there and leave us off. Well, he married a girl who worked in the tea room and brought her home with him. A long story, but, I thought, what a coincidence!

In the June, 1996 issue the article concerning the early history of the 34th Bomb Group Assn., written by William Cheek, was very enlightening. Let's go back to the St. Louis reunion. I happened to be visiting my daughter in St. Louis and, in the local paper, the notice of the reunion was mentioned. My wife and I registered for the banquet and sat with members of the 34th. It was there that I mentioned about the "Flying Pinocchio" and my ride to Holland to drop off food and that is where I met Bill Cheek. I sent photos of the flight crew and the B-17 to him. The following year in Washington D.C. I happened to be there for a meeting of my veteran's group, Jewish War Veterans of the U.S.A., and I noticed in the local paper about the reunion of the 8th A.F. After my meeting I went to the hotel and met some of the fellows

Continued on page 15

MEMORIES

Continued from page 14

of the 34th. Incidentally, I was the teletype operator, not the squadron clerk, and, when I didn't have to be on duty, the 6 p.m. to Midnight shift, I, along with Tiny, Medical Section of the 391st Sqdn., ran the 391st Pub, located in the day room.

I have since received a letter from Bill Cheek with a blown-up picture of his bomber just before take-off to Holland, with the crew in front of the bomber.

****

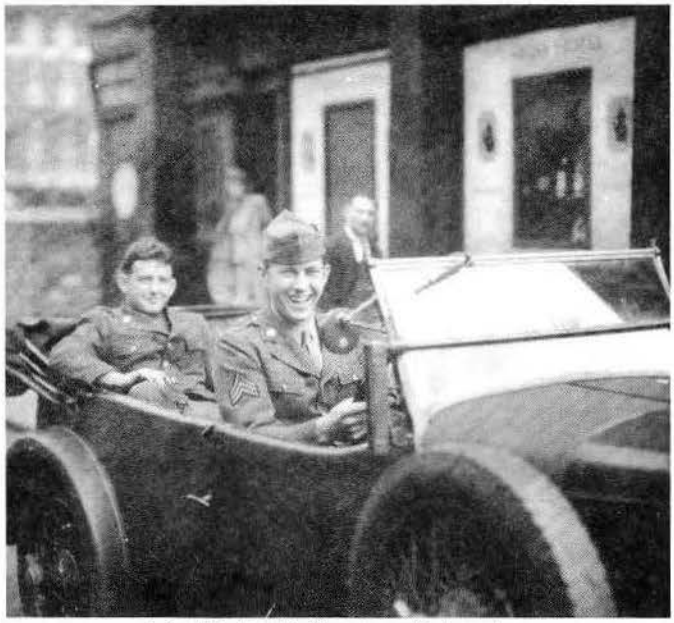
MY HERO!!

By Bob Simpson

Col. (Jumping Joe) Eaton was my favorite upper-brass, a West-Pointer without the career ego. He was a dedicated human being, devoted to "his" boys and organization. I worked (temporary duty) at the Group Operations on two or three occasions. He sent me out, for instance, to report on my observations of a couple of B-24 crashes. At one point he had a request from a Group about to go overseas to help find a Group Operations Officer and asked if I'd be interested. He knew I was/am no career character and wholeheartedly approved of my decision to stay where I was rather than go out with a group of which I knew nothing. Better to stick with the devil you know.

I believe he was instrumental in having the 34th go operational by direct intercession with Hap Arnold. He was proud as hell of "his" gang, particularly after we were going operational and really applied our training skills and experience to turning out a real star group.

One picture I have vividly whenever I think of him. When some particularly annoying order came down from El Paso (Hdq. II AAF) and was announced over the squawk boxes in Squadron Operations, he might signal for silence, turn on and listen in (understandingly and sympathetically) to the "Oh-My-God" comments. It was never to try sandbagging an insubordinate-sounding victim. It was just a "Right-On" nod and a smile.



John Hurley & Sassman in London.

John Hurley with two of the Red Lion's waitresses near London's Picadilly Circus.

My real personal memory: First, I had no use for the fruit-salad ribbons on my blouse. When Carl Nichols said he was putting me in for an Air Medal for 5 milk runs, I told him to forget it. When he showed me the actual orders, already cut, the die was cast. I pulled a 1942 order out of my foot locker, awarding an Air Medal from the South Pacific in September, 1942. "O.K. wise guy. Get me this and an oak-leaf cluster if you gotta do your duty". I never put ribbons or combat (or even good-behavior) strips on my blouse.

One evening, entering the Club, I met Eaton coming out. We exchanged salutes. He looked down at my blouse--only pilot wings. He said, "Where are your ribbons, Simpson?" "I'm wearing everything I think I've earned, sir" I replied. "Don't you know that ribbons are part of your uniform?" "Yessir", I replied. "Next time I see you I want to see those ribbons on your blouse" "Yessir".

A few evenings later the scene was reprised. I met Eaton at the Club door and saluted. He returned the Salute, pointedly looked down at my blouse, ribbonless, smiled wryly and went his way without comment. A few days later he was dead.

I put ribbons on for my parents to see when I went home and had an Eisenhower-type jacket made. I think fondly of Joe Eaton every time I see a picture from that brief homecoming. There is a monument in my heart for my personal hero: Col. Joe Eaton!

Continued on page 16

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ

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34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
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THE UNSUNG "MECHS"

By Lee Fleming Reese
borrowed from 8AFHS Georgia Chapter newsletter

There are garlands for flyers in Europe,
For aces and victors in war,
And for Lindbergh, who flew the Atlantic,
Touched down onto France's west shore;
For Byrd who flew over the North Pole,
For Corrigan's strange "wrong way" trek,
But where are the towering markers
To the faithful and capable mechs?
For a plane is as good as its weak spot.
Each Pilot is risking his neck
If the plane isn't properly cared for
By the faithful and capable mechs.

****

HOW TO KNOW YOU'RE GROWING OLDER

Everything hurts and what doesn't hurt doesn't work.
The gleam in your eyes is from the sun hitting your bifocals.
You feel like the morning after and you haven't been anywhere.
Your little black book contains only names ending in M.D.
You get winded playing chess.
Your children begin to look middle-aged.
You join a health club and don't go.
You begin to outlive enthusiasm.
You decide to procrastinate but then never get around to it.
Your mind makes contracts your body can't meet.
A dripping faucet causes an uncontrollable bladder urge.

Here's a puzzler for you!

What part of a woman's anatomy is called her "YET"? There was a story in the paper the other day about a woman being accidentally shot in a hold-up. The doctor treating her said, "The bullet is in her yet."

Remember the old song, "I wonder who's kissing her now?" (Is it possible that her now is located near her yet?)

****

Our B-24's crossing the coastline.

VOLUME XXII NUMBER 3 September, 1997

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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REUNION

See You In OMAHA, NEBRASKA September 26th - 29th

OBSERVATIONS

For some reason the mail for this issue has been very sparse. Thankfully I have a file of "Memories" stories which I can use to fill the issue. After almost 13 years as editor, this is the first time I've had this problem. Oh well, I guess everybody has a first time for many experiences.

Here we are preparing our September issue of MM while we are thinking about our reunion at Omaha. Hopefully, Rose and I will be there. There have been problems with my health and I hope nothing will come up to make us cancel our trip. I have been losing weight without trying. In two months I have gone from 160 lbs. to 140 lbs. at the last weigh-in. I have no appetite, am never hungry, and I eat only because it's mealtime and that's not a lot. So far the doctors have not been able to explain it. I hope that when they do it will not interfere with our trip.

Please remember that our December issue goes to press on Oct. 24th and all material for that issue must reach me no later than that date. REMEMBER - OCTOBER 24TH, 1997 IS THE FINAL DATE FOR DECEMBER ISSUE ITEMS.

That's enough for this issue. Rose and I wish you and yours "GOOD HEALTH AND GOOD FORTUNE". And we're looking forward to seeing you all at Omaha in September.

Eli Baldea, Editor

THE BRIDGE BUILDER

An old man, traveling a lone highway,
Came at the evening cold and gray,
To a chasm deep and wide.
The old man crossed in the twilight dim,
For the sullen stream held no fears for him,
But he turned when he reached the other side
And builded an bridge to span the tide.

"Old man!" cried a fellow pilgrim near,
"You are wasting your strength with building here,
Your journey will end with the ending day
And you never again will pass this way.
You have crossed the chasm deep and wide,
Why build you a bridge at eventide?"

And the builder raised his old gray head,
"Good friend, on the path I have come," he said,
"There followeth after me today
A youth whose feet will pass this way.
This stream which has been as naught to me,
To that fair-haried boy may a pitfall be;
He too, must cross in the twilight dim,
Good friend, I am building this bridge for him."

PRESIDENT'S MESSAGE

REUNION TIME IS HERE! We are looking forward to a large turnout for Omaha, Nebraska. It is a good central location and was headquarters for Strategic Air Command until it was eliminated as a separate command and the mission incorporated into other commands. I had the pleasure of touring their underground Command Post back in the 1970's. It was amazing the number of monitor screens they were using to follow events around the world. It is unfortunate that their museum is under construction and moving during the time of our conference. It would have been interesting for all, but the Reunion Committee has outlined a good program for us as is shown in the June issue of Mendlesham Memories. We were much saddened by the sudden death of Gerald Pine, Reunion Committee chairman on Apr. 15, 1997. He worked very hard to smooth out the many problems that arise during the conferences. I wrote to his wife, Wanda, expressing our sorrow at his death. We hope she will attend future conferences with us. I know we will all miss her excellent personality and happy smile at the Registration Desk.

By the time you read this Bula and I will have celebrated our 55th Wedding Anniversary on Aug. 16, 1997. I don't know how she has put up with me for that many years, but I am thankful. We have eight grandchildren and 5 great-grandchildren, with more on the way. It sure makes me feel my age.

We hope to see all of you in Omaha, Nebraska on the 26th to the 29th of September, 1997.

Ray Palmer, President

Senior Citizens
Are the biggest
Carriers of Aids!

hearing aids
seeing aids
chewing aids
band aids
Rolaids
walking aids
medicaids
govt. aids

FROM THE TREASURER'S COMPUTER

I just counted 75 days until we gather for a reunion, but it will only be 15 or 20 by the time you read this! I hope YOU ALL have your reservations in and are anxious to again meet with the old gang.

These past few months have been exciting to me as your Unit Contact, Treasurer and Corresponding Secretary. Not that the normal correspondence isn't exciting but there have been contacts from outside the 34th BGA that are interesting. I had a letter from a Polish aviation writer, Michael Mucha, inquiring about the two 34th aircraft that were landed in Poland. I contacted almost all the living crew members who landed in Poland, plus the daughter of one, and set up correspondence between the aviation writer and our crew members. The daughter, Dr. Joan Edelstein, is tentatively planning on meeting Mr. Mucha when she travels abroad this year. And, just this week, I've been corresponding with a Kevin Welch of England, who wanted to know more about the one aircraft we lost on June 6, 1944 when it crashed near Corfe Castle after running out of gas. Right now, June 12th, we are still trying to figure out if Tommy Thumper, Tommy Thumper II, and Misery Agent were the same aircraft. Several years ago Kevin was given the task of investigating the crash sites in England and he is still working on the data that was reported at the time of the crashes. A recent publication, "HEAVY BOMBERS OF THE MIGHTY EIGHTH," provides the correlation of aircraft names and serial numbers, not only for the 34th B.G. but other B.G.'s in the 8th Air Force.

And, this week, I received a copy of Walt Sturdivan's new book, "THE RED-TAILED DEVILS FROM MENDLESHAM." Walt has gathered some first-hand (eye-witness) accounts that hadn't been published and it is well worth the modest cost to read of the events involving the loss of our aircraft. Walt has promised to have some copies available at the reunion for those who want a copy.

Most of the inquiries about the 34th B.G. come through regular mail and I answer in the same manner. My letterhead now includes my e-mail address and often I receive an immediate answer by e-mail. For those of you who are not involved with computers and the Internet -- E-mail is in reference to ELECTRONIC MAIL, which is sent electronically through computer hook-ups. In three or four days I have had correspondence with Kevin Welch (in England) which, under normal air mail circumstances, would have taken at least three or four weeks to accomplish.

The same thing works in the U.S. as well. I now have 16 E-Mail addresses of 34th B.G. members and can get a message out to them PRONTO! I've been allowed to eaves-drop on E-Mail between O.A. Israelson and Walter Bowers and I have learned a lot. O.A. and Walter were both involved in the military prior to Pearl Harbor and both were in the 34th B.G. at the onset of the 34th B.G.! I'm sure there are also others who were in at the start but I had no way of knowing such until I started eaves-dropping! For those who haven't sent me an E-Mail address I ask that you do so soon. And I'm asking Eli to include E-Mail addresses (for those I now have) in a special listing on our UP-DATE pages with the change of addresses, new founds, etc.

That's about IT for now. Sure hope to see you all in Omaha soon!

Harold Province, Treasurer

I also have received some E-Mail addresses which I want to pass on to you as follows: If you want the street addresses you will get them with the new roster which is included in this issue.

Paul & Beryl Anderson, Everett WA,
71001.1763@CompuServe.com
Lance Anderson, Grand Prairie TX,
dotcom@mail.airmail.net
Paul Bourquin, Pleasantville NY, pabbo@computer.net
Walter R. Bower, Melbourne FL, wbower@midcoast.com
Bill & Margo Burnell, Kirkland WA, wburnell@sprynet.com
Leo Danielian, Palm City FL, D0430@aol.com
Ambers & Jean Hanson, Auburn AL,
Jhanson837@aol.com
Jim Hinchee, Salem VA, Taylor202@aol.com
A O Israelsen, Minneapolis MN, ALISRA@aol.com
Jim Martin, Santa Ana TX, jfmartin@web-access.net
Hal Province, Carriere MS, provih@datastar.net
Don Shee, Downers Grove IL, gunrb17@juno.com
James C. Smith, Cape Coral FL, Chippy@water.net
Horst Wilhelm, Germany, Dr.Horst.Wilhelm@-online.de

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426
Also, please send self-addressed, stamped envelope for return mail.

ROSE'S CORNER

"There are five more days before we go to press and the only column I don't have is Rose's" Eli said, glancing sideways at me as I got into the car. "Well I've been thinking about it and that must count for something" I replied. He said "No!"

Well, I'm in the process of doing just that. Still thinking! Since I have to be pushed a little, I got to wondering as to what holiday is coming up. The main one arrives in December, the same as your next Mendlesham Memories. Wonderful! Christmas has always been my favorite and I'll never forget the joy of Christmas morning when we were young. Our tree was never brought home and decorated before my sister and I were asleep. Toys were removed from their packaging and set around the tree. I wish that I had a few of the dolls which Santa had brought for us! They could have been sold for a pretty penny today, especially the Shirley Temple dolls which I adored.

Even though we were girls my dad set up a train to chug its way around the tree. I still have two of the cars. I wonder if any of the beautiful glass ornaments are still being used as part of decorating the tree. The last one I owned was shattered on a Christmas morning by our son, Michael. He took a bite out of this shiney, yummy looking, red bulb and scared the whole family. I managed to wash out of his mouth all of the bits of glass and, thank God, he was all right after that Christmas morning.

We want to wish you all the best when it comes to your health and ability to spend the holidays together with your families! This is so very precious as time flies by too fast!

To finish my column I want to share two of my recipes which can be used for Thanksgiving or Christmas. The first, Taffy Apple, one is very good. Just don't forget to buy sticks to insert into each apple. Allow a couple of grandchildren to help. Have fun!

TAFFY APPLES

1 - 14 oz. can Eagle brand sweetened milk
2 cups brown sugar
1/2 cup margarine
3/4 cup white corn syrup
pinch of salt
25 small apples or about 12 big ones

Bring first five ingredients to boil. Cook 5 to 8 minutes, stirring constantly. Dip apples on a stick into mixture. Roll in nuts, if desired. Let cool on waxed paper.

REUNION COMMITTEE REPORT

34TH BOMB GROUP REUNION NEWS

Our 1997 reunion in Omaha is rapidly approaching, and the hotel cut-off date for registration is August 29, 1997. The hotel has had a name change and is now known as the "Double Tree". Rates will remain as shown on the registration forms.

Tours to Boystown and the Omaha Zoo System which includes the Rain Forest and the Aquarium will be very enjoyable. There will be no box lunches on this tour as we will stop at a food court. Lunch will be on your own.

We will provide the opportunity for you to meet old friends and to make new friends. We will be looking for you at the "DOUBLE TREE" in Omaha. John Doronsky has been warming up his accordian and will be in good form in the "Hospitality Room." Everyone will have a great time!

Harold Rutka & Robert H. Wright

****

REUNION COMMITTEE REPORT

The 23rd Annual Reunion - Eighth Air Force

Members of the 34th Bomb Group who will be in the Minneapolis-Bloomington, Minnesota area during the period of September 9th to September 14th are invited to come to the Eighth Air Force reunion at the Radisson Hotel South.

If you haven't attended an 8th AF reunion, there will not be another one in this area for the next 15 to 20 years, and by that time not too many of us will be attending reunions.

I will be looking forward to visiting with all of you at one or both of the reunions.

Harold C. Rutka
Eighth Air Force Historical Society
Reunion Chairman

****

The Fanny May Fudge is very special. It uses three different kinds of chocolate and turns out very good. Marshmallow keeps the candy nice and moist. When you cut this fudge into squares, place each into a candy-size paper cup and keep them in an air-tight cookie tin. YUMMY!

FANNY MAY FUDGE

4 cups sugar	13 oz. chocolate chips
1 cup milk	2 oz. unsweetened chocolate
25 large marshmallows	1 cup nuts
1 cup butter	1 teaspoon vanilla

13 oz. milk chocolate candy bar (broken)

Mix sugar, milk, butter and vanilla. Bring to full boil for 2 minutes. Turn off heat. Add marshmallows. Stir until melted. Add chocolate, one kind at a time. Stir until melted. Nuts may be added at this time. Pour into a well-greased pan. Let cool before cutting.

May God bless you and grant you many happy holidays!!

Love, Rose

RAYMOND S. BROWN - San Antonio, TX

I am sad to report the death of my friend and former comrade-in-arms. Jean Paul Bouliane. He was our navigator on the crew of "Shadrack", of which I was the pilot. We have maintained contact for a number of years and met several times.

Jean was a special person in the Air Force, in private life, the business world and in his church. After WWII he remained in the Reserves. He pursued a most successful career in accounting and real estate, with a break for service during the Korean War. He retired from the Reserves with the rank of Lt. Col.

****

OLIVER BOLDUC - Chaplin, CT.

I give you and the staff an awful lot of credit. My wife and I read MM and go thru the stack every so often. I believe I have all of them from the inception of MM. I've allowed others to read thru them and, hopefully, they have returned them all to me. They really are a pride and joy to me, as well as others that have never even been in the service. They hold volumes of history, believe me.

****

MENDLESHAM MEMORIES

Mendlesham Memories is published four times a year by the 34th Bomb Group Association, Inc. March, June, September and December.

Editor:
Eli Baldea
2576 Brookwood Drive
Crown Point, IN 46307

Editorials and stories are welcome and should be sent to the address above with new addresses, changes, and deletions.

L.T. HENDRICKSON - Victor, Montana

I really enjoy being an associate member and receiving the great periodical. It has been a super source for research on my World War II project. All of you keep up the good work.

I hope to make another one of the reunions and possibly a trip to England with the group. I am especially interested in the prospect of the meeting being in Boise, Idaho.

****

BILL BOARMAN - Greensboro, N.C.

I believe you guys are doing a commendable job and I, for one, am extremely grateful to all of you that put the quarterly publication together.

****

MRS. MARY HAGNER - Williamsville, N.Y.

Thanks for having me as an associate member. My son, who is 12 years old, enjoys wearing his late grandfather's, my father, Edmund J. Tymizyszyn, 34th Bomb Group jacket a lot. I try to let all my children know of the sacrifices their grandfathers and all of you soldiers made to help keep this country free for them. I think it's important they realize how lucky they are because of what you all did in World War II.

****

SHIRLEY FRIEDMAN - Del Ray Beach, FL.

It is my sad duty to inform you that my husband, Andrew Friedman passed away on Dec. 19, 1996. I would have notified you sooner but I didn't have a copy of "Mendlesham Memories" and I did not have an address.

Andrew told his family many stories about his war years. I thank God he survived and lived a beautiful life for 72 1/2 years.

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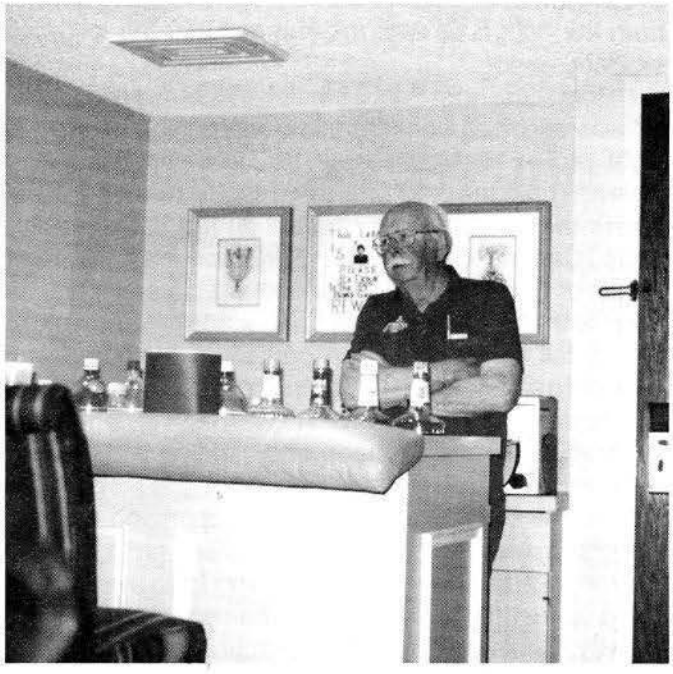
Continued on page 6



Our Official Bartender We'll Surely Miss Him.

NOTES FROM OUR FRIENDS

Continued from page 5

ROBIN RICHENSHAUSER - Montecito, CA

I'm sad to report that my father, Bob Simpson passed away on January 11, earlier this year. He died of bone cancer that had come from his prostate cancer. Fortunately, his final illness wasn't too prolonged.

****

E.FRANKLIN DUKES JR. - Charlottesville, VA.

I very much enjoy Mendlesham Memories. It is a well done and interesting publication. We all owe you more than we can express for the many, many hours that you spend to make it so. I would like to make a suggestion, though. Since not all of us have been receiving it since it started, I think it might be worthwhile to go back to the early issues and reprint one item in each new issue.

****

DEXTER JORDAN - Huntersville, NC.

Winter and Spring have come and gone. Both were unpredictable in the Carolinas. Now Beulah and I are looking forward to Omaha and seeing everyone. Again we want to say thanks to all who work so hard in planning our reunions.

Now it is my sad duty to report the death of another 34th member, William O. Hatley, on June 18th. I talked to Ina (Mrs. Hatley) earlier today and she said his eyesight was bad so that he could not see to read or watch TV. He also had a real bad back plus other problems.

****

SCOTT RICHARDSON - Norman, OK.

Hello! I'm sending you greetings from the Sooner State. I am writing you to ask for help in locating anyone from the 34th B.G. who might remember the following incident.

Sometime from Feb. 20 to July 7, 1944, a crippled B-17 was escorted from Germany to England by a small flight of P-51B Mustangs. The flight remained at a distance from the B-17 until they reached the North Sea, where they closed up formation on the damaged fortress. Captain Clarence E. Anderson was the flight leader of these 357th Fighter Group Mustangs, and he tells me that the fortress was badly shot up from the nose to the tail with one of the propellers feathered and severed damage to the tail gunner's position. The pilot of the bomber nursed the B-17 to England where he proceeded to make an emergency landing at the first air base in sight.

As the B-17 lined up for final approach Captain Anderson realized the crippled bomber's radio must be out for he could see B-17s returning from the mission lining up for final approach from the opposite end of the runway. Realizing those on the ground had not spotted the crippled B-17, Captain Anderson raced out in front of it and buzzed the length of the air field just above the runway. He then pulled up on a collision course of the lead B-17 and buzzed it as close as possible to get thepilot's attention. Anderson then made a quick 180 degree turn, raced out in front of the B-17 he had just buzzed and flew back toward the crippled bomber with his wings waggling. This action caught the attention of the ground personnel who waved off the B-17s approaching from the opposite direction, allowing the crippled B-17 to belly land.

It is my hope that someone from your organization remembers this event. I would like to know the identity of this B-17 crew and if any of its members are still alive today. Captain Anderson, now a retired Air Force Colonel, is a friend of mine and would also like to know how the crew faired that day. If anybody has any information on this B-17's crew, what bomb group it flew with, etc. we would love to hear from them. Those interested in helping can either write me at 4113 W. Main, Apt. E, Norman, OK. 73072 or call me at (405) 360-6518.

****

DIRK GOMBERT - Boise, Id.

In your recent letter you suggested I might send in before and after pictures of myself for publication in the MM. I look forward to each issue of pics of the others and feel real good about your request.

Incidently, Dorothy and I were married on March 1, 1946, which it is easy to tell is 51 years ago.

****

DOROTHY (JOSEPH) LINDIA - Hernando, FL.

I know I should have written sooner but it still brings tears to my eyes when I have to let people know that my beloved husband, Joe Lindia, passed away on September 22, 1995.

We were married for 50 years.

Joe flew with the 7th Sqdn. and was bombardier on the crew of the "Hit and Run" in 1944 for 33 missions. We attended a few of the reunions and he enjoyed reminiscing with some of the men who attended. He also enjoyed keeping up with the news in Mendlesham Memories. So, with great sadness I ask that you add his name to your TAPS list and wish to send all the best wishes in the world to you and the rest of the 34th's members. May God bless you all for many years to come.

****

Continued on page 7

DEADLINE

Any material or items to be inserted in the December issue of Mendlesham Memories should reach me on or before October 24, 1997. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

NOTES FROM OUR FRIENDS

Continued from page 6

GEORGE RITCHIE - Swansboro, NC.

Son Tom is second in command at Mt. Home AFB in Idaho of the B1B Squadron which carries the number "34th Bomb Sqdn. of the 8th Air Force." He has mentioned that if and when our reunion committee plans to visit the base he could rollout the "Red Carpet" for us. He told me to inform the committee to ask for him when they go there to set plans or have the girls of the Boise Chamber look him up. He will make himself available to them. He pins on Lt. Col. in either July or August.

I do think we could profit by using Tom to get us a "super gala time" on base. I know he'd pull out all the stops. Sort of the original 34th meets the present 34th.

****

AUDREY MEADOWCROFT - Dorset, England

I have just heard from Hal Province that, at the request of my very good friend, Jack Share, and with the agreement of your committee, I have been made an Associate Member of the 34th Bomb Group Association. It is a totally unexpected honor and one for which I wish to hastily place on record my grateful thanks.

How come I am considered for this? Well, from 1940 until 1946 I was a member of the Web Foot Brigade of the Royal Air Force. Who were the Webfoots? It is said that half of the RAF didn't know and the other half weren't interested, but in fact, they were the Sailors in the RAF, officially known as the Marine Craft Section, who from 1918 to 1986, when it was disbanded, manned the boats of all sizes that serviced the Float Planes and Flying Boats before and during WWII.

Additionally, from the 1930's they crewed the High Speed Launches which were brought into service to form the Air-Sea Rescue Service in which I was privieged to serve as a First Coxswain, in 32/33 Mobile Air Sea Rescue units which were set up as mobile units especially to cover the D-Day landings and in which I took place on that day. As events moved on we, as a mobile unit, moved up the coast until we found a permanent home in the German E-Boat pens in Ostend on a particularly nasty, weatherwise, day, to patrol off the entrance to the Scheldt to cover (RAF speak!) the Yanks who were having another party over Germany!

It was rather late that day that I came into contact with the 34th Bomb Group whose B-17, Dinah Mite, had decided to put down in the sea about a mile off Dunkirk, which was still in German hands. We introduced ourselves to the crew, who were in a couple of rubber dinghys, and offered them a lift back to Ostend which they accepted. This is how I became associated with the 34th. As a result of a letter I wrote to Jack Share's mother to tell her he was alive and well, Jack started to look for me and, 50 years later, he found me. It is a wonderful and very true story of an RAF crew reunited with their American friends after a very successful RAF mission. I have been physically reunited with Jack Share and George Mehling, the pilot, and it was a wonderful and very emotional experience, and I am sure that you will understand me when I say in all sincerity that I accept this honor in behalf of all members of the crew of RAF High Speed Rescue Launch 2579, on that day. God bless you all.

****

RAYMOND D. (JIM) HINCHEE - Salem, VA.

As usual the MM was a pleasure to read. We will not be at the reunion this time. Margaret is having some problems again. She gets one thing fixed and another gets her. '95 Cancer of the throat, fixed, '96 gall bladder attack, fixed, '97 hip replacement, fixed. Now we find out on July 3rd that she has acute leukemia. Keep us in your prayers and, if the Good Lord is willing, we will try our best to at the next reunion. Thanks again for the excellent MM. Sure hope your problems are a lot better.

****

ROBERT H. WRIGHT - South Bend, IN.

Registrations for the reunion are coming in very slowly thus far. We have 40 so far (men & wives). I suppose all hell will break loose next month.

Just a note to tell you that our 50th wedding anniversary will be coming up on Oct. 11, 1997. We were married on Oct. 11, 1947 in South Bend.

We hope everybody will take care and we're looking forward to seeing you all in Omaha.

Oliver Bolduc's Crew in WWII Not All Have Ben Identified. Lt. Blum was Co-Pilot.

NEWS FROM HERE AND THERE

From a Mr. Fryar Calhoun of Berkely, CA we have the following:

Because your readers are interested in Eight Air Force history, I'd like to call your attention to a new air memoir that has just been released: THE COLD BLUE SKY: A B-17 Gunner in World War II. The author, Jack Novey, was with the 96th Bomb Group in 1943. The book makes very good reading and I think your newsletter readers would be interested in it. It has to do with an young American volunteer and his nine crewmates who fight for their lives in the deadly air war against German.

The book is a 6"x9" hardback (clothbound) with dust jacket. To order write to: Howell Press, 1147 River Road, Suite 2, Charlottesville, VA. 22901 or phone toll-free at (800) 868-4512. The price is $24.95 plus $5 shipping and handling.

****

From Jack Clarkson we have the following:

Here at the 8th Museum I took advantage of the Ga. blue granite stone - a 24"x24" size. This stone of our crew is now placed on the memorial garden's wall, the only 34th plaque installed as yet but we want some more so let's tell our boys about it.

I can bring you up to speed on the museum. From opening day, 5-13-96, until 11-1-96 we have had 40,000 visitors. On Feb. 9, 1997 the city of Savannah had open house for all museums. There are approximately 50 varying size museums located here. Savannah is a very historic city dating back to 1731.

On Museum Sunday the 8th Museum had 5,639 counted visitors plus what was not counted - we figure over 6,000 visitors (not all local, either). We were overwhelmed!! We had over $500 in donations in baskets placed strategically around the museum.

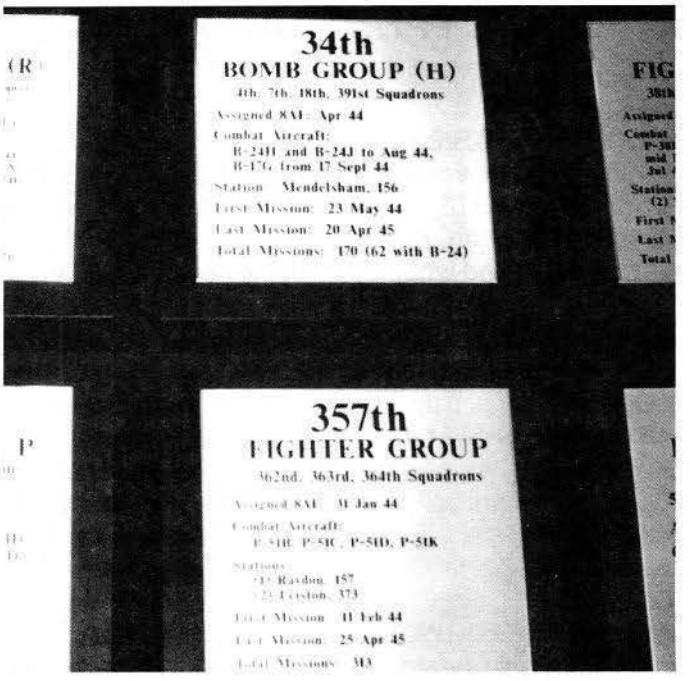
Dorothy and I are looking forward to Omaha in September.

****

From John & Ethel Leath of Desert Hot Springs, CA. we have the following:

The Palm Springs Air Museum is now a reality and they are looking for new members to the Palm Springs Air Force. They have special events such as fly-overs and aviation celebrities on Memorial Day, Veterans Day, Armed Forces Day, VE Day, VJ Day, and more.

Anyone interested can write to: Palm Springs Air Museum, 754 North Gene Autry Trail, Palm Springs, CA. 92262-9777.



34th B.G. Plaque at Museum.

Memorial Wall at 8th A.F. Heritage Museum.

From CAVU Publishers we have the following:

We have published a new History book "Eyes Of The Eighth", which is the story of the 7th Photo Reconnaissance Group that flew out of Mount Farm Air Base near Oxford, England. It has a "Foreword" by Roger A. Freeman and should be of interest to any ex-8th Air Force people. The price is $49 plus $5 shipping & handling (total $54). If interested, write to: CAVU Publishers L.L.C., 16810 Boswell Blvd., Sun City, AZ. 85351. Or you may phone: (602) 972-3991.

****

1997 SCHOLARSHIP APPLICANTS

The number of Applications for Scholarships is down a little this year from numbers we have received in the past. It is ONLY the NUMBER that is down for a quick look at the grades and activities of the applicants reveals that they are just as high in past years. And there are several applicants who even mention that they have aspirations of a Master's Degree and some for a PHD degree. WOW! We certainly have some far-sighted students in the 34th BG family! (I seem to recall that I was almost ready to graduate before I even thought about going to grad school - Hal)

We're sorry that the scholarship committee won't be able to announce the winners in the Sept. issue of MM. The closing date for the scholarship and Eli's deadline for articles for the Sept. issue just doesn't give us sufficient time to do our job. The following are students from whom applications have been received as of July 10, 1997, the due date.

Julie E. Beckett, Arlington, TX., sponsor Raymond Lucas, Austin, TX.

Jenny E. Capps, Casper, WY., sponsor Glen D. Barr, Newcastle, NY.

Megan Cassell, Mt. Olive, NC., sponsor Geo. Jorgenson, Putnam Stat, NY.

Jason Crawford, Lansing, MI., sponsor Harry Crawford, Leesburg, FL.

Carl S. Dyson, Great Mills, MD., sponsor Lloyd E. Wilson, Leonardtown, MD.

Shelagh R. Flack, S.W. Harbor, ME., sponsor James P. Bruen, Lynn, MA.

Kara Gancarz, Broadalbin, NY., sponsor Richard Peters, Johnstown, NY.

Kimberly E. Hoag, Greenville, MS., sponsor David C. Hoag, Spokane, WA.

Patrick J. Hoban, Louisville, KY., sponsor Robert G. Hoban, Chanassen, MI.

Rebecca R. Hope, Trabuco Cayn, CA., sponsor Joseph Marks, Salt Lake City, UT.

David T. Hunter, N. Syracuse, NY., Thomas G. Hunter, N. Syracuse, NY.

Raymond P. Janes, Slidell, LA., sponsor John R. Janes, Slidell, LA.

Tanzy Mae Love, Hayward, CA., sponsor Jefferson R. Hawkins, Lawrenceville, GA.

Michelle E. Prouty, Gig Harbor, WA., sponsor William T. Burrell, Kirkland, WA.

Katherine E. Reid, Boyce, VA., sponsor Barton L. Boehmler, Hampton, IA.

Lona L. Sanders, Auburn, AL., sponsor Ambers Hanson, Auburn, AL.

Brenda Share, Spring, TX., sponsor Jack Share, The Woodlands, TX.

Jane Slade-Dashiell, Anna Maria, FL., sponsor James Slade, Seymour, IN.

Kimberly S. Stiver, Struthers, OH., sponsor David S. Stiver, Austintown, OH.

WHAT A LIST OF GREAT STUDENTS!! You Grandfathers, etc. should be real proud!! GOOD LUCK TO ALL!!

Our new scholarship winners for this year are:
First Place - $1,000.00
Raymond B. Janes of Slidell, LA
Second Place - $500.00
Jenny E. Capps of Casper, WY
We hope to have their photographs for the December issue of Mendlesham Memories.

SPECIAL

We have recently been informed that a friend of ours in England has just passed away. Maldwyn Williams of Mendlesham who, with several others, created the Memorial Book for the 34th Bomb Group which is in the Church at Mendlesham. He was a good friend and we want to express our sincerest condolences to all of his friends and relatives in England.

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival

CHANGES OF ADDRESS

(As of July 12, 1997)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZPCD
ALLEGRA	ALFRED	391	645 Barberry St. #64	Santa Maria,	CA.	93454
ALVES	ROBERT	FRP.	5267 SAPENCER ROAD	CLEVELAND,	OH.	44124
AMES	VERNON C.	7	50 Raintree Island, Apt. #9	Tonawanda,	NY.	14150
BAUCUS	JEAN	7	528 Power Street	Helena,	MT.	59601
BERGLUND	FRED. V.	7	40052 Tomahawk Dr.	Wahkon,	MN.	56386
BUXTON	JAY A.	7	728 Klumac Rd., Apt. 135-c	Salisbury,	NC.	28114
DAY	GEORGE W.	4	4 Worden Lane	Saratoga Springs,	NY.	12886
HOFF	HENRY G.	391	21972 453rd Avenue	Arlington,	SD.	57212
HUDELSON	MAXINE		1006 North Haines Ave.	Rapid City,	SD.	57701
KELLY	JOHN M.	18	12703 115th St., Ct. SE.	Payallup,	WA.	98374
LEWIS	KENNETH		1065 Sandstone Pass	Flint,	MI.	48532
LOGAN	EDWARD A.	7	2206 W. CACTUS WREN DRIVE	PHOENIX,	AZ.	85021
LOISELLE	JAMES A.	18	131 Monroe St., Apt.321	Anoka,	MN.	55303
PEEDE	FLOYD A. JR.	18	441 Red Sail Way	Satellite Beach,	FL.	32937
SALEK	LaVERN	4	114 Park Avenue	Muscatine,	IA.	52761
SCHINDLER	ERNESTINE	7	1926 East Forest Lane	Colbert,.	WA.	99005
SLUTZKER	LOUIS	391	98 Pennsylvania Ave.	Binghampton,	NY.	13901
STARR	JOHN A.	391	444 Burroughs Drive	Amherst,	NY.	14226
STURROCK	JAMES D.	391	P.O.Box 1300	Tryson,	NC.	28782
TOMPKINS	FRANK M.	4	645 Beersheba Road	Columbus,	MS.	39702
YATES	GRAEM	4	10142 Glenmore Avenue	Bradenton,	FL.	34202

NEWLY FOUND

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD.
BROWN	HARRY J.		1214 Dickens Avenue	Williamstown,	sc.	29697
FRICK	JOHN	18A	100 Riverbend Drive	West Columbia,	SC.	29169
HORGENSON	GEORGE H.	18	RR#1, Box 53A	Putnam Station,	NY.	12861
KRANTZ	LARRY T.	18	7814 Eldridge Drive	Houston,	TX.	77041
MEADOWCROFT,	AUBREY	RAF	35 Howe Ln (Erclei)	Verwood,Dorset	Eng.	BH31 6JE

NOTE:

Please Note:
John Frick is the nephew of William Frick of Kiley's crew, KIA on Oct. 10, 1944
Aubrey Meadowcroft was on the RAF Air-Sea Rescue boat which picked up the Dynamite crew after ditching.

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.	DIED
BOULIANE	JEAN PAUL	7		San Miguel De Allende	Mex.	45920	
CHEZEM	KENNETH A.	18					
COLLINS	DONALD E.	391	6110 Poppleton Ave.	Omaha,	NE.	68106	1996-09-11
FRIEDMAN	ANDREW						1996-12-19
HATLEY	WILLIAM O.	18	3109 COMMONWEALTH AVE.	CHARLOTTE,	NC.	28205	1997-06-18
LINDIA	JOSEPH F.	7	101 W. BRITAIN STREET	HERNANDO,	FL.	34442	1995-09-22
NERRIE	JAMES T.	18					
SIMPSON	ROBERT M.	7-18	40 Hammond Drive	Montecito,	CA.	93108	1997-01-11
SYVERSON	MARVIN A.	4	P. O. BOX 98	WANAMINGO,	MN.	55983	07-18-97

NEW LIFE MEMBERS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.
CRABTREE	FRANK	18	Box 1259	Ada,	OK.	74821
RAMIREZ	JULIAN M.	391	510 PAYSON ATREET	SAN DIMAS,	CA.	91773
RESCHKE	WILLIAM	18	302 Highland Avenue	East Syracuse,	NY.	13057
THOMPSON	J. W. "SOAPY"	7	7249 Hiway 139	Paragould,	AR.	72450

1997 FIFTY YEAR ANNIVERSARIES - CONGRATULATIONS!!

LAST NAME	FIRST NAMES	ADDRESS	CITY	STATE	ZPCD.	MARRIED
BABCOCK	L.W."BUD" & LUCILLE	7718 Washington St.	Kansas City,	MO.	64114	1947-01-11
BRAVEMAN	MILTON & ELAINE	1507 Linglestown Rd.	Harrisburg,	PA.	17110	1947-01-07
DEES	ROBERT & EDITH	5014 Vua El Sereno	Torrence,	CA.	90505	1947-12-27
JUNE	RAYMOND & VIVIAN	2624 Kensington Rd.	Lawrence,	KS.	66046	1947-10-10
LEE	WALLACE & WILMA	23724 7TH PL. WEST	BOTHELL,	WA.	98021	1947-09-24
WRIGHT	ROBERT & ESTHER	411 PARKOVASH AVENUE	SOUTH BEND,	IN.	46617	1947-10-11

ANNIVERSARIES OF MORE THAN FIFTY YEARS!!

MARRIED	LAST NAME	FIRST NAMES	ADDRESS	CITY	STATE	ZIPCODE
1942-08-16	PALMER	RAY & BULA	337 SO. BROOKSIDE	WICHITA,	KS.	67218
1943-07-10	HOBAN	ROBERT & DONNA	7293 Pontiac Circle	Chanhassen,	MN.	55317
1944-10-14	ARANGO	GASTON & ANN ELLEN				
1946-03-01	GOMBERT	DIRK & DOROTHY	278 E. FAIRBROOK DR.	BOISE,	ID.	83706

DONATIONS TO THE RAY SUMMA SCHOLARSHIP FUND

LAST NAME	FIRST NAME	IN MEMORY OF
BURNELL	BILL & MARGO	Gerald Pine
BYER	JANET S.	Robert Lampey
CAMPBELL	JENNIE C.	Robert Lampey
CHEEK	WILLIAM	Gerald Pine
CHEEK	WILLIAM	Grady Deatheridge
FURON	CORPORATION	Robert Lampey
KUELPMAN	DAVE	Robert Lampey
LAMPEY	BETTY LOU	Cleo & Freddie Baughman
OBUHANICH	MICHAEL & BETSY	Robert Lampey
RUTKA	HAROLD & GEN.	Robert Lampey

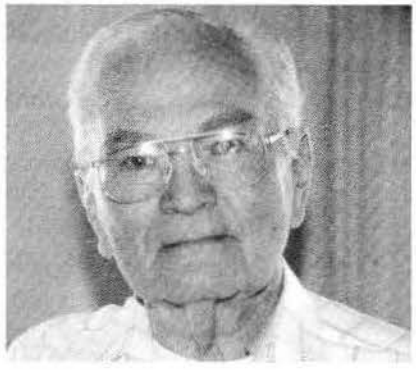
DON FILLMAN

1944

1997

WALTER STURDIVAN

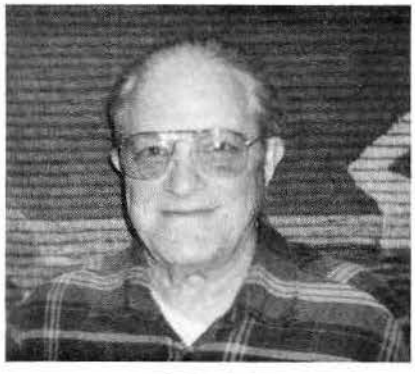
1945



1997

OLIVER BOLDUC

1942



1997

Then and Now

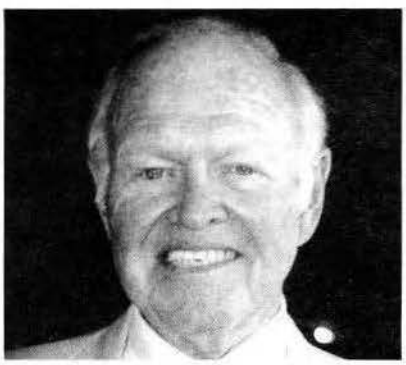
FRANCES BUJALSKI

1944

1996

WALTER FELKER

1944



1997

GEORGE RICHIE

1943

1997

This story was told to me almost 40 years ago by a gentleman I used to work with. He was from the small town of Appomattax and said the story had been passed down to him by his family, who had lived and farmed there for generations.

It's supposed to have really happened but as far as I can figure - it has never been written down before.

Appomattox, Virginia is just a small farming community located in about the center of the state - some 18 miles east of Lynchburg.

Near here in the summer of 1865 - shortly after the end of the Civil War - a group of former slaves had built a church on land givin them by their previous owner.

And, strangely enough, when it was completed the first service to be held in it was a funeral.

The deceased was a well known member of the county's large Negro population known to everyone as Big John.

Big John was aptly named as he was a giant of a man, standing some 6 feet 9 inches in height and weighing nearly 300 pounds.

However, when a casket was constructed for him, they under estimated his size and built it several inches too short. They had to literally stuff his body into it and closing the lid was quite a job.

When the funeral service was held it took five men to place the coffin on two saw-horses in front of the pulpit. A large crowd was on hand and the preacher gave a long discourse on the virtues of the departed.

It was a fiery and emotional serman, punctuated throughout with numerous resounding "Amens," and "Hallelujahas!"

As its conclusion, the preacher - his arms raised toward the heavens - called out, in a loud, ringing voice,

"Oh Lord," he demanded, "Come down 'mongst us!"

"Come down 'mongst us," he repeated, "Come right trew de roof, I'll pay fer de shingles!"

"Don't send yo son Jesus," he pleaded, "We ain't got no time fer chilluns!"

Then after a short pause to catch his breath, he asked that the casket be opened so the congregation could get one last look at the remains. And, when the lid was removed, the body of Big John, suddenly released from its cramped position within the coffin - slowly rose to a sitting position!

An unexpected hush fell over the gathering, and, for what seemed an eternity, all was quiet - not a sound could be heard!

All eyes were on the figure in the casket, sitting stiffly in an upright position!

Then - as if on a signal - the entire congragation let out a roar and turned and bolted for the single door at the rear of the church.

The doorway, however, was much too small to accomodate such an abrupt surge of bodies and was instantly blocked.

Meanwhile, the preacher, who suddenly found himself at the rear of the crowd, was frantically trying to climb over the backs of some of his flock in an effort to escape from the church.

You could hear his voice over all the others as he roared out in disgust -

"Damn, a church with only one door!"

****

THE MILITARY SPOUSE

When the Good Lord was creating the military spouse, He was into his sixth day of overtime. An angel appeared and said, "You're having a lot of trouble with this one? What's wrong with the standard model? The Lord replied, "Have you seen the regulations? It has to be completely independent, but be sponsored to get on base, have the qualities of both mother and father during deployments, be a perfect hostess to 4 or 40, handle emergencies without military orders, cope with the flu and moves around the world: have a kiss that cures anything from a child's torn valentine to a spouse's weary day; have the patience of a saint when waiting for the unit to return stateside; and have six pairs of hands." The Lord replied, "Don't worry, we'll make other military spouses to help. Besides, it's not the hands that are causing the problems, it's the heart. It must swell with pride, sustain the ache of separations, beat on soundly when it is to tired to do so, and be large enough to say, "I love you, regardless." "Lord," said the angle gently,"go to bed. You can finish that tomorrow." "I can't" said the Lord, "I'm close to creating something unique. Already, I have one who can heal itself when sick, feed unexpected guests who are stuck in the area due to bad weather, and wave good-bye to it's spouse from the pier or runway and understands it's important to the country that the spouse must leave." The angel circled the model of the military spouse very slowly. "It's too soft," she sighted. "But tough," cried the Lord excitedly. "You cannot imagine what this being can do or endure." "Can it think?" asked the angel. "Can it think!" exclaimed the Lord. "Why it can convert 1400 hours to 2:00 p.m.." Finally the angel bent over and ran her finger across the cheek. "There's a leak," she pronounced. "I told you, you were tryng to put to much into this model." "It's not a leak," said the Lord. It's a tear." "What's it for?" asked the angel. "It's for joy, Sadness, pain, loneliness, and pride." replies the Lord. "You're a genious," complimented the angel. The Lord looked somber, and finally replied, "I didn't put it there."

THE TEN BLIP CRISIS

by Charles D. Conway

Usually I write only when I have to, but I would like to share what I think is an important example of the G.I. ingenuity that took place back in 1945 at the 34th Bomb Group base in Mendlesham.

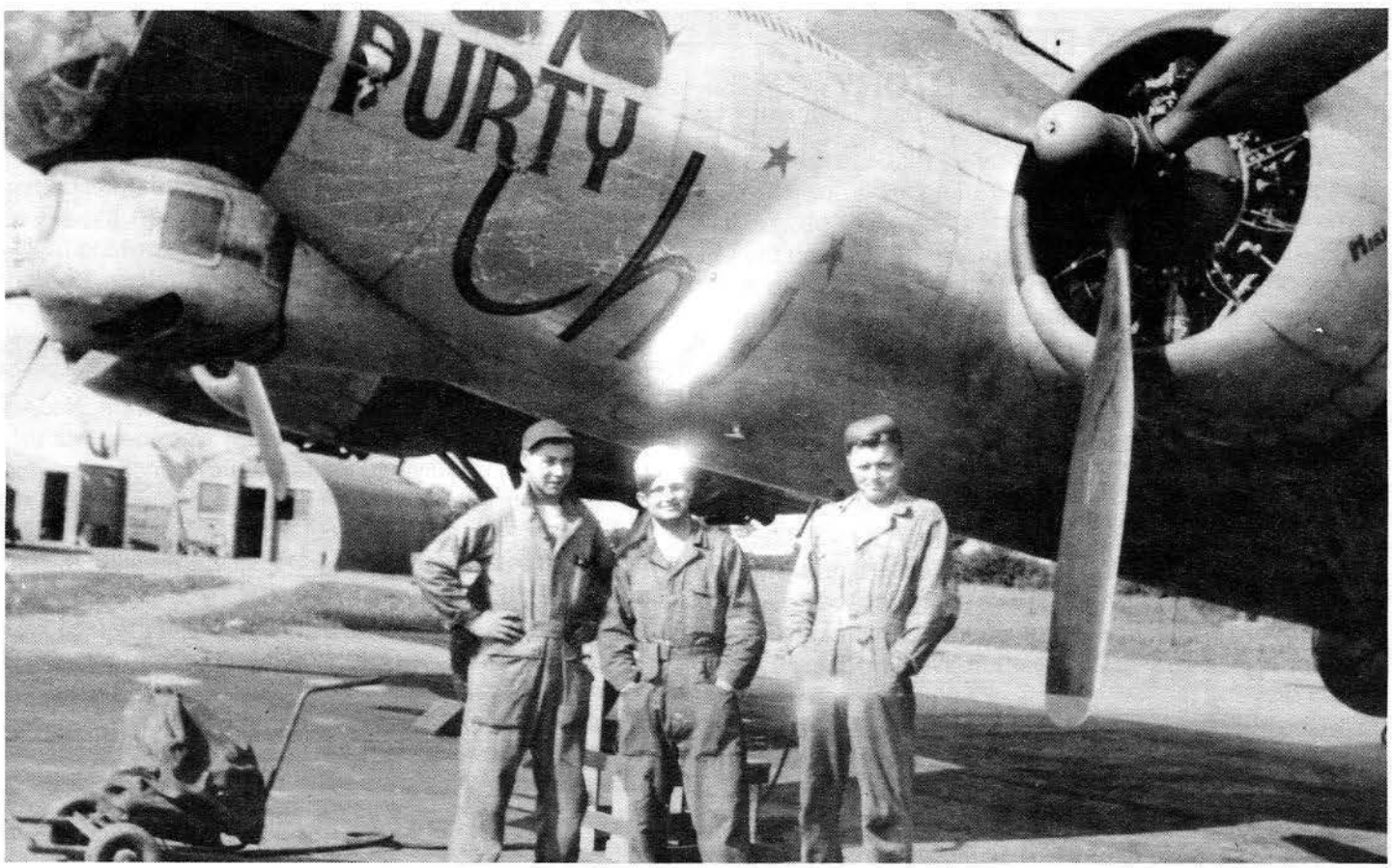
From October, 1944 until the airlift home in June, 1945 (my first time in the air) I served as a radar mechanic on the radar bomb sight called "Mickey". The bombardiers who operated these sets may remember a small cathode tube about two inches in diameter that displayed ten (10) vertical blips. The circuit that controlled these blips was extremely temperamental and it was difficult to get the ten blips to display properly. We spent a lot of time changing vacuum tubes in this circuit and realigning the blips during our nightly pre-flight tests. However, there was never any guarantee that the circuit would not fail during a mission and it frequently did. When this circuit failed the entire system was considered not functioning properly and could not be used for the bomb runs.

Due to the many times that this circuit malfunctioned in flight, our shop chief, Tech. Sgt. Willard Holm, decided to search for a solution to the ten blip crisis, and he found one. Willard's home at that time was Ho-Ho-Kus New Jersey, and in civilian life he had been an electrician. The solution turned out to be simple. By changing one component in the circuit he reduced the ten blips to five (5) blips and, as a result, the circuit was easier to tune and was significantly more stable.

After this change was tested and approved we modified all the 34th Bomb Group sets to the five blip mode. I believe that 8th Air Force Headquarters was notified of this modification and that it may have been passed on to other groups in the 8th.

I do not know if Willard is still with us, but he served as a shining example to at least one young man. Thank you, Willard.

Continued on page 16



Ed Bouty, Mike Sass, ??

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Address Correction Requested

HDQ
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VALOR TO VICTORY

34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
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MEMORIES

Continued from page 15

A TIME TO REMEMBER
PONCHO - A TRUE STORY

by Howard R. Fox

While stationed at Davis-Monthan Air Corp Base in Tucson, AZ. "Poncho" became a member of the 18th Bomb Squadron in the 34th Bomb Group in the spring of 1942. As a young pup he was found wandering on the streets of Nogales, Mexico. He came up to me with a wagging tail and that's all it took. To save any confusion at the border check point we hid him in a blanket on the back floor of Sgt. Al Wanzie's car.

After returning to the base all went well and he soon made PFC. One day he started yelping and running in circles. P.F.C. Poncho had discovered a "desert ant hill" and got stung on his "tea pot."

His first troop train ride from Tucson to Geiger Field, WA. went without incident and he was promoted to Corporal. A hand-written notice was posted on the Sqdn. bulletin board indicating his promotion and it was considered "official." However, it was short-lived. Poncho was caught drinking foot bath solution. Again a notice went up on the bulletin board reducing him back to P.F.C. for "actions unbecoming a Corporal". He got over his illness in a couple of days and his Air Corp buddies always made sure that he had fresh water available at all times.

In October of 1942 Poncho had his first truck convoy ride from Geiger Field to Ephrata Air Base in Washington, also without incident. Because of the extreme cold and snowy weather at Ephrata it was then, and only then, that he was allowed to sleep on any bed of his choosing amongst his many army buddies. I wonder if Capt. McQuestion knew!

His second troop train ride in December of 1942 again went without incident going from Ephrata to Glasgow Air Base in Montana. He was re-assigned to the 96th Bomb Sqdn., 2nd Air Group and was again promoted to Corporal.

Poncho became a good buddy to Cpl. James Brown who was in charge of the boiler room on the base. Poncho, like the rest of us, didn't venture out too much because of the severe cold Montana weather. He had the warmest place on the base.

In March of 1943 he had his third troop train ride. It was a long one from Glasgow, Montana to the East Coast and the Port of Embarkation at Bayonne, NJ. As we prepared for our trip overseas it was then that the Orderly Room finally had the last word. Poncho was not to be allowed to go with me. The decision was sad but as it should be. After all, we had a big job to do. Poncho had been with us for over a year and the Orderly Room never once objected about anything.

A special thanks to 1st Sgt. Conway of the 18th and 1st Sgt. Reidy of the 96th who helped make this story possible and for allowing Poncho to become a member of the Army Air Corps. As I write this story it is hard for me to recall or even visualize how he survived his many ordeals such as his necessary "mother nature" calls or even leaving a dog's well known trade mark on a tree. There is no question in my mind that his many army buddies deserve all the credit. I have often wondered why my duffel bag was the only one checked as I boarded L.S.T. 258 heading for North Africa!! Is it possible that the old sly Fox couldn't be trusted???

****

VOLUME XXII NUMBER 4 December, 1997

MENDLESHAM MEMORIES

34TH BOMB GROUP H

OFFICERS

President: Allen O. Israelsen ..... (612) 822-9234
1st Vice Pres.: John Doronsky ..... (216) 942-4109
2nd Vice Pres.: Norman Mayer ..... (714) 842-1521
Recording Secr.: John Feda ..... (507) 532-5334
Treasurer & Corresponding
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Archivist: Wallace Brauks ..... (314) 849-3166
Past President: Raymond Palmer ..... (316) 686-1228
Editor: Eli Baldea ..... (219) 988-4607
Paul Shull (P.X.) ..... (816) 356-4630

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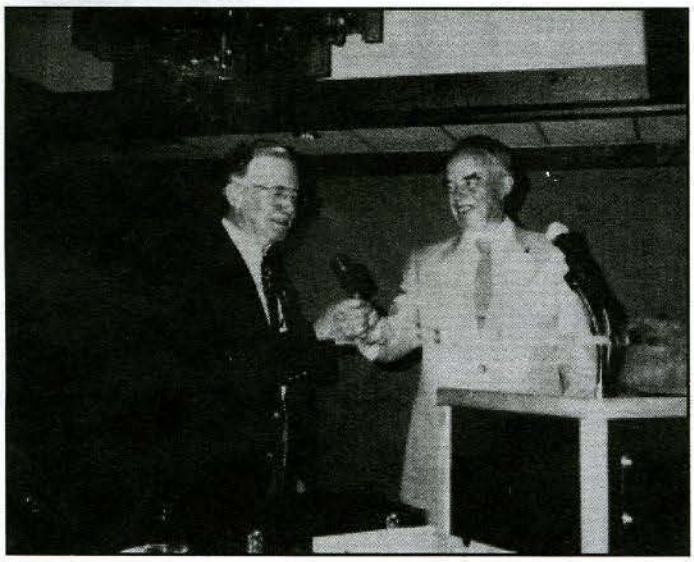
Kenneth Paxton (00) ..... (316) 685-4376
James Stuthers (00) ..... (813) 493-3768
James Martin (Chaplain) ..... (915) 348-3086
Robert Wright (Reunion Comm.) ..... (219) 232-4287
Harold Rutka (Reunion Comm.) ..... (218) 724-1667
Bruce Sothern (Reunion Comm.) ..... (612) 789-2225

PASSING OF THE GAVEL



Here we show the photograph of Past President, Raymond Palmer, passing the gavel to New President Allen O. Israelsen.

OBSERVATIONS

Here we are, in the middle of September, as I begin writting this column, for the December issue of Mendlesham Memories, and we are contemplating our visit with all our friends in Omaha in a couple of weeks.

We are looking forward to this reunion as it may be my last as editor of the newsletter. As I have mentioned before, little by little my memory ability is slipping away from me. When Rose and I are driving to a destination which we haven't visited in some time I have to sit and think of how to get there. Eventually it comes to me but, before we leave, I ask Rose to confirm that it is the correct route. It may not sound very serious but, believe me, having been a World War II navigator, it bothers me. Hopefully it won't get much worse.

That's all I'll write at this time. I will complete my column after we have returned from the reunion. Hopefully I'll have a lot of good stuff to write about.

****

Yesterday, Sept. 29th, we returned home from the reunion at Omaha. As is normal, we old people arrived home very tired and glad to be back. I guess it's getting to the point where traveling may soon have to be added to our controlled activities.

Although our reservation was made with the Red Lion Hotel, we found when we got there that it is now a Double Tree Hotel, which evidently took over after we made our reservation. I must say that it is a grand hotel and the room was nice. However, after arriving in Omaha we learned that all businesses there are short-handed and that made service in all areas very slow. The wage rate is much higher than here at home but there just are not enough people available to fill the jobs.

In any case, it was nice to see most of our old friends and spend some time with them. We were disappointed that some we had expected to see there did not show up. My ex-pilot, Walt McAllister, is one we looked forward to seeing again but his wife, Ruby, was not feeling well so they didn't attend. We were happy to meet again with Gen. Bill Creer and his wife. Bill made a short speech at the Sunday night banquet and received a standing ovation from the crowd.

We also enjoyed seeing and talking with Wanda

Continued on page 2

OBSERVATIONS

Continued from page 1

Pine, Gerald's wife. As you might know, Gerry passed away recently and he had been one of our reunion committee and, I might say, did an outstanding job as their leader. Now Bob Wright and Harold Rutka will get another member of the group to fill in as the third member. They may already have one but, at this time, I have no idea who it might be.

This issue, as usual for December, includes many photographs sent to us by attendees at the reunion. We cannot include all which we have received but we try to show those which we think are most interesting to our general membership. I do want to thank all of you who have sent in articles for the newsletter and I do promise to return all photographs sent in.

Also in this issue we have included the minutes of both the board meeting and the general meeting so you will know what is going on with our bomb group, whether you are able to attend or not. I believe it is important for all our members to be kept current on the activities of our group.

I also wish to thank those of you who expressed concern about my health as a result of my mentioning my weight loss in a previous issue. Let me say that the problem is no more. I have stopped losing weight and, in fact, have gained a few pounds. I believe my problem was a bit of depression after I looked at myself in a mirror and wondered what an old man like me is still doing on this earth. That passed when I decided that, with Mendlesham Memories and other activities, I still have some values here. Again, thank you all for being so concerned.

Our March issue will go to press on January 23, 1998. Any material for that issue must have reached me by that date. We try to hold the deadline dates as late as possible but, with the amount of time for typesetting, proof reading, correcting and printing, it takes about five weeks to get out an issue. This means that, at the earliest, the March issue might be in the mail by late February. Please remember - "DEADLINE DATE IS JANUARY 23, 1998!"

Beyond that, both Rose and I want to wish all of you, regardless of religion, the happiest and healthiest holiday season ever. May the GOOD LORD be with you in all your endeavors and bestow upon you and yours all of the good things. Beyond that what else is there?

Thank you all who have written me with encouragement on my efforts. I do try to do a good job. At times I do find it hard to sit at my computer to complete something I have started but, with Rose's urging, I do go on and do the best I can. Thanks again!

"HAPPY HOLIDAYS!'

Eli Baldea
Editor

PAST PRESIDENT'S MESSAGE

We had a great reunion in Omaha, NE., even though the Red Lion Hotel had become the Double Tree Inn, which caused some confusion. It was a beautiful hotel and we were well taken care of. Of course, a lot of the credit for that goes to our great Reunion Committee and their wives. They worked especially hard to get extra tables set up to reduce splitting couples. This is a tough problem we probably will never completely resolve.

We were honored to have General Bill Creer and his wife, Vivienne, with us this year. He spoke to us regarding some of the events that occurred at Mendlesham and asked for all to bow our heads in a moment of silence for our fallen comrades. Vivienne told me that when WWII started they were in Panama and all the men were ordered to fly out immediately, leaving a group of frightened and crying women to fend for themselves. They came back to the States in a freighter with many German submarines in the area. Maybe she will write us an article for the Mendlesham Memories on other experiences as a military wife.

It has been a privilege and an honor to have served as your seventeenth President. It doesn't seem possible it has been that many years. We have met many old and new friends at these reunions and always look forward to them. In the position of President you really come to appreciate the excellent and dedicated people who work on the committees and boards. Without them giving of their time and skills our Association would cease to exist. Bula and I look forward to seeing you all in Boise, ID. in 1998.

Ray Palmer

PRESIDENT'S MESSAGE

Our 14th reunion (since the 34th B.G. Assoc. began holding its own reunions at Nashville in 1984) was held in Omaha the last weekend of September. Thanks to the hard working reunion committee members and wives, Harold & Genevieve Rutka, Robert & Esther Wright, with assistance by Wanda Pine. It was another very successful affair. It was an opportunity to get together again with friends from World War II and, for many of us, friends from reunions past. Thanks to Hal Province's continuous searches there were many first-timers there again this year. We were glad to see you and hope you can continue to come to future reunions. About 250 attended this year. The weather was great, the Doubletree Hotel

Continued on page 3

Don't Forget To Send Your Dues

Mail $10.00 To: Harold Province
111 Province Lane
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

PRESIDENT'S MESSAGE

Continued from page 2

took good care of us, and we had interesting trips to Boys Town and the Omaha Zoo. The annual fall festival "River Fest" was underway on the weekend we were there adding color of many bands and floats to the streets of downtown Omaha.

An announcement was made at the General Meeting of the project underway at the Turner Publishing Co. to publish a 34th B.G. (H) Volume II Book. Eli Baldea has teamed up with the company in preparing material for this second book - a companion to the first column published in 1988. It will contain over 120 stories collected by Eli over the years. Turner Publishing Co. has mailed a flyer to each of you inviting you to send in a biography, or revised biography, and to order a copy of the book if you wish. It doesn't cost anything to send in a biography (up to 150 words) but the charge for the book will be $49.95. I urge you all to consider sending in your biography. The more biographies the better in adding to the story of the 34th Bomb Group.

Jack Clarkson informed me in early October that the 34th Bomb Group display case is now installed at the 8th A.F. Heritage Museum at Savannah, GA. The theme for the display is "The Story of the 34th Bomb Group". To complete the display he needs a write-up of a major event for the 34th, a story on the B-24, a story on the B-17 and 8"x10" photos. Jack's telephone number is (912) 352-7367. Material for the display should be addressed: The Mighty Eighth Air Force Heritage Museum, P.O. Box 1992, Savannah, GA. 31402, Attn: Mary Beth Barnard.

The holiday season is just around the corner. Agnes and I wish you all happy holidays and a good 1998. We look forward to seeing you all at the 15th reunion in Boise, Idaho, September 10th to the 13th.

Al Israelsen,
President

FROM THE TREASURER'S COMPUTER

Here goes an article which you won't read for about two months. I feel I speak for most of those who attended the Omaha Reunion when I say it was another great reunion. The hotel was nice, we had a very good Hospitality Room, and the tour was considerably better than the one at Raleigh (so I was told). There were several first-timers with whom we became acquainted and we are looking forward to seeing them and all of our old friends at Boise, Idaho next year. So start planning for the Boise Reunion!

The Mighty 8th Heritage Museum has started a data base of 8th AF Veterans and they are looking for your input. There are over 1,000,000 men and women who served in the 8th AF in the last 55 years and the Museum wants to put your record in the data base for future generations to study. The following is a condensed form of the information they are adding to the data base:

Veteran's name .....
Position (MOS/AFSC) ..... Rank .....
Grp/Sqd..... SerNo.....
DO Birth..... Place of B.....
Name of Base..... AAF No.....
DO Death..... Place of burial .....
Scores Record Source
Fighters & Gunners..... (Self or Doc).....
Awards.....
Experiences.....
.....

Please return completed form to:
8AFHM Archives, PO Box 1992
Savannah, GA 31402-1992

Feel free to expand the form as needed for your particular case. For our members who are Associate members (widows, sons, daughters, relatives, etc.): if you will fill in whatever data you have, I may be able to add some data from our records (serial number, rank, squadron, etc.). Send whatever data you have to me and I will add any missing data as are available from our records.

Jack Clarkson reported that the 34th was second in line for a display case at the museum (see minutes of the meeting). He recently called and said that the case was delivered and the staff at the museum is starting to work on the display!

The publisher of our 1986 book "34th Bomb Group (H) 1941-1945" is preparing to issue a follow-up volume. Some of you may have already received a brochure describing the proposed volume. Here is your chance to include your biography and pictures (then & now) in case you missed the first volume!

Eli needs room for pictures of the reunion so I'll halt. Jan and I send our best wishes for the approaching Holidays and wish the best for you and yours in 1998. May God abundantly bless!

REUNION COMMITTEE REPORT

The reunion committee thanks everyone who attended the Omaha reunion. Our attendance was down from the Raleigh-Durham, NC. reunion. First timers, every timers and every now and then timers expressed their interest in continuing reunions on our own as these reunions are like a family get-together.

Our next reunion will be at the Double Tree Hotel in Boise, Idaho. We would like all of you who attended the 1996 reunion and expressed an interest in Boise to mark your calendars for 10 to 13 September, 1998. This site

Continued on page 4

REUNION COMMITTEE REPORT

Continued from page 3

was selected by those attending the 1996 annual meeting and the reunion committee worked out the details at Boise.

We will be looking for you all in Boise on the 10th of September, 1998. Our best wishes to all. Thanks again to all who attended the Omaha reunion.

Harold C. Rutka
Bruce Sothern
Robert Wright

RETURN TO MENDLESHAM, ENGLAND IN 1998

The 34th Bombardment Group (H) has authorized a return trip to Mendlesham, England in 1998. The dates are June 4, 5, 6 and 7 - (Departure date June 3, 1998). We will be at the Holiday Inn in Cambridge or a similar hotel at another city, depending on how many attendees the 35th Bomb Group has. The 1996 trip had a number of attendees from other groups that traveled with us. There is the possibility that we could travel with another group. We will visit Mendlesham, the American Cemetery, the Duxford Museum and an air show on June 7th. We will visit RAF Hendon and then three nights at the Copthorn Tera Hotel in London. Price includes all taxes, tips, transfers and van, travel by deluxe motorcoach, all breakfasts and four dinners.

Tamarac Travel will handle our reservations. There will be no mailings to individuals. Contact Tamarac at 1-800-228-9690 or Harold Rutka at (218) 724-1667.

Harold C. Rutka
England Coordinator

(Note: Reservation forms are included in the back of this issue.)

34TH BOMB GROUP ASSOC. COMMITTEES

(For the year Oct., 1997 to Sept., 1998)

NOMINATING COMMITTEE
Bruce Sothern, Chairman
James F. Martin, Member
Walter L. McAllister, Member

AUDIT COMMITTEE
Norman Mayer, Chairman
Verbal Holcomb, Member
Wayne Howarter, Member

ANNUAL REUNION COMMITTEE
Harold Rutka, Chairman
Bruce Sothern, Member
Robert Wright, Member

SCHOLARSHIP COMMITTEE
Harold Province, Chairman
John (Jack) Farley, Member
Robert E. Vaughn, Member
Ambers Hanson, Member

****

SCHOLARSHIPS

FIRST PLACE WINNER
RAYMOND B. JANES
GRANDSON OF JOHN R. JANES

From Raymond Janes - I am sending you the pictures of myself and my grandmother, Mrs. Gloria Janes. My name is Blake Janes and I am the grandson of John R. Janes, Sr. Thank you!

SECOND PLACE WINNER
JENNY CAPPS
(Note: Will the grandparents of Jenny please contact Eli Baldea.)

From Jenny Capps - I am pleased to accept your generous scholarship award. It will definitely help me further my education and it has given my grandfather pride as well. I thank you for believing in the potential of my generation to make an impact in the future. Education is the key to creating a brighter world of tolerance and respect, where ignorance will disappear forever. Thank you for recognizing my vision.

Minutes of the Board of Directors Meeting Held Sept. 29, 1997

The meeting of the Board of Directors of the 34th Bomb Group was called to order by President Palmer at 10 a.m. on Sept. 26, 1997. The Pledge of Allegiance was led by Pres. Palmer, Chaplain James Martin gave the invocation.

Pres. Palmer asked for a roll call. Those present were: Pres. Raymond Palmer, 1st Vice Pres. Allen Israelsen, 2nd Vice Pres. John Doronsky, Rec. Secr. John Feda, Treasurer and Corr. Secr. Harold Province, Archivist Wallace Brauks, Past Pres. Ambers Hanson, Editor Eli Baldea, Directors Harold Rutka, Claude Conklin, Dale Finley, Norman Mayer, Carl Freysinger and Jack Farley, the Reunion Committee of Harold Rutka and Bob Wright, Chaplain James Martin and James Anderson represented Paul Schull for the PX Committee.

A motion was made by Harold Rutka and seconded by Claude Conklin to accept the minutes of the 1996 board meeting as printed in the December 1996 issue of Mendlesham Memories. Motion carried.

Pres. Palmer called for the PX Financial Report. The report for the 34th Bomb Group Assn. PX as of August 31, 1997, prepared by Paul Shull was given by James Anderson as follows:

Beginning checkbook balance - Sept. 1, 1996		$112.99
Beginning cash balance - Sept. 1, 1996		96.26
Income - merchandise sold at Raleigh	$3,381.00	
PX sales by mail	1,367.00	
Total sales for year		$4,748.00
Expenses - paid to 34th BG Treasurer	$3,300.00	
PX merchandise purchased	1,303.00	
Postage	107.00	
Supplies	32.00	
Telephone	19.00	
Total paid out		$4,761.00
August 31, 1997 checkbook balance		123.21
August 31, 1997 cash balance		68.17
Total PX balance		191.38

A detailed report was submitted to the President, the Recording Secretary and to the Treasurer of the 34th BG Association.

A motion was made by Jack Farley and seconded by James Martin to approve the PX report as given. Motion carried.

President Palmer called for the TREASURER'S REPORT. Treasurer Harold Province gave the following report:

34th Bomb Group Association Treasurer's Report as of Sept. 15, 1997:

GENERAL FUND:	1996	1997	Bank
In England	$394.74	$380.29	Lloyds
Checking Account	583.90	497.56	Hancock
Money Market Accounts	1,456.26	1,087.01	Hancock
CD's	1,703.48	2,733.05	Edw. Jones
LM Savings		1,116.36	Hancock
Sub-total	$4,138.38	$5,814.27	
LIFE MEMBERSHIP FUND:			
Savings	$3,510.73		
CD	19,748.93	$24,619.66	Edw. Jones
Sub-total	$23,259.66	$24,619.66	
SCHOLARSHIP FUND	$5,358.38	$6,978.98	Edw. Jones
MEMORIAL FUND	$1,055.89	$1,055.89	Edw. Jones
GRAND TOTALS	$33,812.31	$38,468.80	

As CD's became due during the year they were reinvested where the interest rate was the best.

As of Sept. 12, 1997 the outstanding liabilities were:

Star Printing - printing of the Sept. Mendlesham Memories	$3,118.00
The Hermann Werks - PX materials	251.55

Report respectfully submitted by Harold Province, Treasurer

Continued On Page 6

MINUTES OF THE BOARD OF DIRECTORS MEETING HELD SEPT. 26, 1997

Continued from page 5

A motion was made by Harold Rutka and seconded by John Doronsky to accept the Treasurer's report as presented. Motion carried.

Pres. Palmer announced that the auditing committee of John Doronsky, Verbal Holcomb and Wayne Howarter would meet with Treasurer Province before the general meeting on Sunday to give the general membership an audited treasurer's report.

Eli Baldea asked, "What happens to the funds when we all pass away?" Jack Farley answered by reading the article in our constitution which provides for that eventually.

Pres. Palmer asked for the report of the REUNION COMMITTEE. Harold Rutka has been appointed the chairman for this next year. Gerald Pine passed away this past year so his replacement will be appointed by the President at our general meeting. This person will join Harold Rutka and Bob Wright on the Committee. Harold Rutka explained the agenda for this 1997 reunion. A discussion was held on rates for this reunion. A motion was made by John Doronsky and seconded by Claude Conklin to approve the report as given. The motion carried.

Pres. Palmer called on Harold Province for the SCHOLARSHIP report. There were nineteen applicants this year. The committee of Hal Province, Bob Vaughn and Hilton Vincens used telephone calls to select the winners. The $1,000 winner was Raymond Janes of Slidell, LA. The $500 winner was Jenny Capps of Casper, WY. A motion was made by Hal Province and seconded by Allen Israelsen to approve the report as given. Motion carried.

A discussion followed on how members of the 34th get to know about our reunions. It was reported that all individuals on our group's master list (paid and unpaid members) do get the June issue of Mendlesham Memories which includes the registration materials for our reunions. Last summer Harold Province sent notices of our reunion to the Omaha area newspapers.

Jack Farley reported on his efforts to trace back the by-laws to our original charter. When the 34th B.G. Association was organized in Texas in 1980 individuals kept their own records. The original charter and by-laws have been found. The 34th BG Association was incorporated under the laws of Texas on March 5, 1980. The re-write of the by-laws by Jack Farley in 1990 does not contain any conflicts with the original. A motion was made by Harold Rutka and seconded by Bruce Sothern to thank Jack Farley for his efforts and to accept the updated charter and by-laws as authentic. The motion carried.

President Palmer asked for a report from Eli Baldea, editor of Mendlesham Memories. Eli agreed to continue serving as editor as long as he is able and the members keep sending him material to use. Pres. Palmer asked for a round of applause for Eli for his splendid work.

President Palmer had prepared a book for board members to outline their duties. He also included a set of by-laws of the Association.

President Palmer asked for suggestions for the care of the last-man bottle of brandy which came into existence in 1992. A motion was made by Al Israelsen and seconded by Bruce Sothern to place the bottle in the 34th B.G. display at the A.F. Museum in Savannah. Motion was carried.

Jack Clarkson reported on the activity at the 8th A.F. Museum in Savannah. Fourteen bomb groups have their own display cabinets. The 34th B.G. is second on the waiting list. Individual crew plaques can be purchased and displayed. A wall of valor is available for individual names. He suggested that the 34th B.G. plan a reunion in Savannah in the near future.

Harold Rutka announced that our next reunion is scheduled for Boise, Idaho. The Doubletree Hotel will be the reunion site. He also reported that, if enough interest was expressed, another trip to England could be arranged in 1998. He offered to coordinate it if enough interest is shown.

A motion was made by Jack Farley and seconded by Claude Conklin that we check out a 1998 trip to England by soliciting all members by mail. The motion carried.

A further discussion of future reunion sites took place. Harold Rutka informed us that the penalty for breaking the contract with Des Moines for 1999 would be about $19,000.

President Palmer adjourned the meeting at 11:35 a.m.

Report by Recording Secretary John Feda

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPT. 28, 1997

The annual meeting of the 34th Bomb Group Association was called to order by President Raymond Palmer at 9:00 a.m. The Pledge of Allegiance was led by Pres. Palmer. Chaplain James Martin gave the invocation.

A motion was made by Harold Rutka and seconded by Bruce Sothern to dispense with the reading of the minutes and accept the minutes of the 1996 meeting as printed in the December, 1996 issue of Mendlesham Memories. The motion was carried.

Continued on page 7

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPT. 28, 1997

Continued from page 6

TREASURER'S REPORT: By Treasurer Harold Province
The 34th Bomb Group Association Treasurer's report as of September 15, 1997:

GENERAL FUND	1996	1997	BANK
In England	$394.74	$380.29	LLOYDS
Checking Account	583.90	497.56	Hancock
Money Market Accounts	1,456.26	1,087.01	Hancock
CD's	1,703.48	2,733.05	Edw. Jones
LM Savings		1,116.36	Hancock
Sub-total	$4,138.38	$5,814.27	
LIFE MEMBERSHIP FUND			
Savings	$3,510.73		
CD	19,748.93	24,619.66	Edw. Jones
Sub Total	$23,259.66	$24,619.66	
SCHOLARSHIP FUND	$5,358.38	$6,978.98	Edw. Jones
MEMORIAL FUND	$1,055.89	$1,055.89	Edw. Jones
GRAND TOTAL	$33,812.31	$28,468.80	

As CD's became due during the year they were reinvested where the interest rate was the best.

As of Sept. 12, 1997 the outstanding liabilities were:

Star Printing, for the printing of Mendlesham Memories	$3118.00
The Hermann Werks for PX materials	251.55

Report respectfully submitted by Harold Province, Treasurer

A motion was made by Harold Rutka and seconded by Bob Wright to accept the Treasurer's Report. The motion was carried.

SCHOLARSHIP REPORT: by Harold Province

There were nineteen applicants. The first place winner of $1,000.00 was Raymond B. Janes of Slidell, LA. The second place winner of $500.00 was Jenny E. Capps of Casper, WY. A motion was made by Harold Rutka and seconded by James Martin to accept the report on the scholarships. The motion carried.

REUNION COMMITTEE REPORT: by Bob Wright & Harold Rutka.

Bob Wright reported 224 in attendance with 126 "no-shows" who had reserved spaces. There is $16,665.89 in the reunion fund. However, the current bills are still to be paid. Harold Rutka reported that the next reunion will be Sept. 10-13, 1998, at the Boise Riverside Hotel in Boise, Idaho. The farewell breakfast will be the only event scheduled on Sunday, Sept. 13.

If enough interest is shown a trip to England will be scheduled by Tamarac Travel and coordinated by Harold Rutka for June of 1998. A motion was made by John Doronsky and seconded by Jack Farley to accept the Reunion Committee's report. The motion was carried.

NOMINATION COMMITTEE REPORT: by Bruce Sothern and James Martin.

The slate of officers placed in nomination were:

President - Allen Israelsen	Past President - Raymond Palmer
1st Vice President - John Doronsky	Editor - Eli Baldea
2nd Vice President - Norman Mayer	Chaplain - James Martin
Record. Secr. - John Feda	Board (1998) - Edward Lonergan
Treas/Corr. Secr. - Harold Province	Board (2000) - Kenneth Paxton
Archivist - Wallace Brauks	Board (2000) - James Stuthers

President Palmer called for any nominations from the floor. None were offered. A motion was made by Harold Rutka and seconded by Jack Farley to accept the slate of nominees and instruct the secretary to cast a unanimous ballot for the slate presented. The motion was carried.

Continued on page 8

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPT. 28, 1997

Continued from page 7

Editor Eli Baldea requested that all pictures from the banquet be sent out to him no later than Oct. 24, 1997.

President Palmer asked that all first-time attendees stand and be welcomed and recognized.

Mark Thompson of Turner Publishing explained their plans to publish an updated history of the 34th Bomb Group. It will contain the mission stories that have appeared in Mendlesham Memories. It will also include a resume of the past reunions. If you have not submitted your biography please do so in 150 words or less. The publication date will be late summer of 1998. The cost of the book will be $49.95.

President Palmer reported that he would send the last-man bottle to Savannah with Jack Clarkson for display in the 8th A.F. Museum.

Jack Clarkson reported on the activity at the 8th A.F. Museum in Savannah. 5,000 members have used the Museum for their respective reunions. One million names are in the archives at Savannah that can be used to locate KIA individuals. Display cases for bomb groups cost about $17,500 each. Crew Plaques cost about $750.00. The membership of the 8th AFHS is currently about 17,000.

A motion was made by Hal Province and seconded by John Doronsky to have the Reunion Committee consider Atlanta, GA. for some future date. The motion passed.

General William Creer was introduced and spoke briefly about the role of the 34th in the gruesome war. He promised additional comments at the banquet.

President Palmer adjourned the meeting at 10:40 a.m.

Reported by Recording Secretary John Feda

'Twas The Night Before Christmas

'Twas the night before Christmas and all through the group
The big wheels and wing were grinding out poop.
The bombers were parked on their hardstands with care
Waiting for ammunition soon to be there.
The fliers were nestled all snug in their beds
While visions of milk runs danced in their heads.
When out of the darkness there came quite a knock.
We cursed the O.D. and looked at the clock
Briefing will be in two hours he said,
And if you're late you'll wish you were dead.
Time marches on and the minutes fly by
So, it's out of our beds to get ready to fly.
We rushed to the mess hall as quick as a flash
And ate powdered eggs with hideous hash.
Then a long bumpy ride to the group briefing room
Where the big wigs preside and dish out our doom.
The target is told and the first six rows faint
For 'lo and behold - Berlin it ain't.
The brains had slipped up - oh my poor arching back,
We're bombing a place that throws up no flak.
So, it's back to the truck and off to the line.
The road is now smooth and the weather is fine.
The crew is at stations - and the checklist is run.
The engines run smooth as we give her the gun,
Then suddenly the pilot wails in despair,
Look at the tower, they just shot a flare.
We dash to the window with a heart full of dread.
The pilot is right - and the darn thing is red.
So, it's back to the sack and we sweat out our fate,
For there's a practice formation at a quarter past eight.

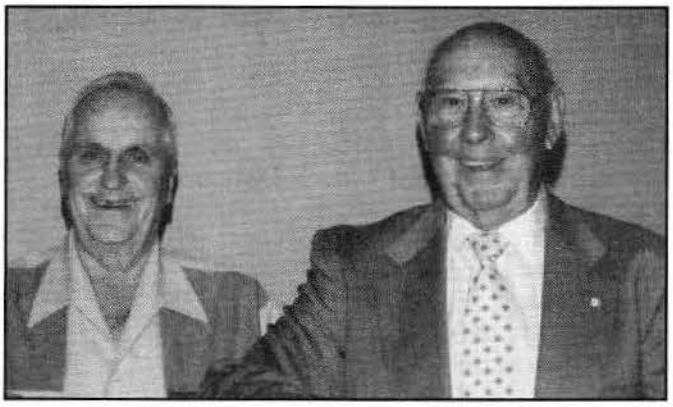
(Author is unknown)

PS - the Christmas Day 1944 mission was scrubbed and several 486th BG members left to spend the day with the families of their English friends.

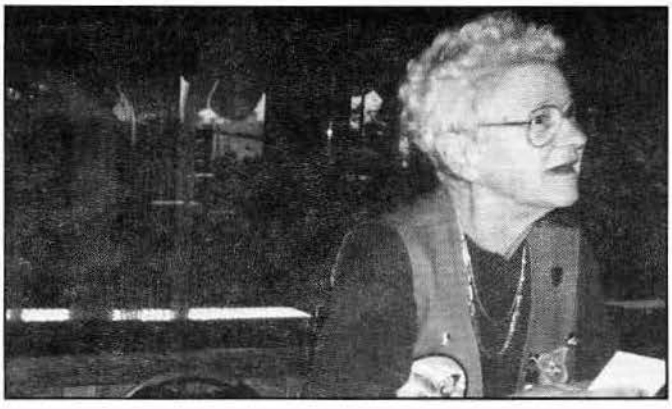
REUNION ATTENDEES

Donald F. Allen
Maury & Lois Anderson
Paul & Beryl Anderson
Charles F. Attridge
Bud & Lucille Babcock
Eli & Rose Baldea
Roy & Mildred Ballantyne
Charles & Roberta Barclay
Thomas & Madeline Belleau
Don & Barbara Benscoter
Leonard & Helen Bess
John & Marge Bloczynski
Lloyd & Bobbie Boreen
Wallace & Doris Brauks
Bill Browne (with guest Bette Rickbeil)
Merlin & Patricia Bruning
Ben & Mary Buckley
Francis Bujalski
Bill & Margo Burnell
Ralph & Marge Bush
Jack & Dorothy Clarkson
James A. Clemins
Junius & Virginia Cobb (with guest Betty Graves)
Steve, Donnelle & Darlene Collins
Claude & Genevieve Conklin
Harry Crawford
William E. & Vivienne Creer
Fr. Douglas E. Culver
Louis & Vincent DeSantis
Lawton & Joan Dooley
John Doronsky (with guest Bev. Stearns)
John & Bernadette Farley
Dick & Kitt Fay
John & Betty Mae Feda
Herman & Nancy Fieber
Donald & Betty Fillman
Dale & Margie Finley
Carrol & Sylvia Forister
Dale & Esther Frank
Carl & Imogene Freysinger
Claude & Audrey Gibbs
John & Helen Green
Willis Griffis
Frank R. Griffith
Bryant & Myrtis Grimes
Tony & Joan Habiger
Robert E. Ham
Joy B. Hanrihan
Ambers & Jean Hanson
Glenn & Vera Henry
Robert & Marion Hess
Pop & Lula Mae Hetherington
Verbal & Betty Holcomb
Wayne & LaVerne Howater
Harry & Betty Hunter
Lloyd & Marla Inman
Al & Agnes Israelsen
Mike & Margie Jacobbauski
Eugene & Helen James
Alf Johanson
Dexter & Beulah Jordan
Ed & B. Lonergan
Ralph Lundeen
James & Bettie Martin
Norman Mayer (with guest Marci Campbell)
William E. McDannold
Melron & Betty McSpadden
Paul & Twyler Meeder
Richard Merrell
George & Faye Miller
Fred & Ginny Muente
Donald & Eleanor Navarre
Robert & Spouse Nendel
John & Margaret Northrup
Raymond & Bula Palmer
Russell & Vera Paulnock
Ken & Kathleen Paxton
Wanda Pine (with guests Dennis Pine & Joan Koller)
Arnold & Georgia Prillaman
Harold & Jan Province
Russell & Martha Reed
Floyd & Miriam Richmond (with guest Thelma Warfield)
Conrad & Patricia Ricker
Sid Rockmuller (with guest Hannah Schub)
Cleveland & Henrietta Romero
Everett & Margo Rose
Herbert & Dorothy Roy
Harold & Genevieve Rutka
Vern & Juanita Santas
Frederick & Clara Schoch
Robert & Jennie Schroeder (with guest Ronda Rannstrom)
Jack & Marian Share
Don & Bonnie Shee
Paul & Pauline Shull
Robert & Betty Simpson
Ronald & Martha Simpson
Frank & Alda Sivret
J.C. Smith
Bruce & Muggs Sothern
Carl & Peg Stemen
David & Ethel Stiver
Richard & Eileen Stouffer
D.L. & Evelyn Stufflebeam
Walter & Lois Sturdivan
James & Kathryn Stuthers
Henry & Audrey Tobiason
William & Phyllis Van Buskirk
Frederick & Blanche Voss
John M. Vronz
Oral Walker
Fred & Rachel Waltz
Harold & Evelyn Williams
Sam & Peggy Wolstencroft
Joseph & Marilyn Wong
Robert & Esther Wright
Tom & Louise Wright
Charles Yockey
Benjamin & Edith Zeldes

THE WORKERS

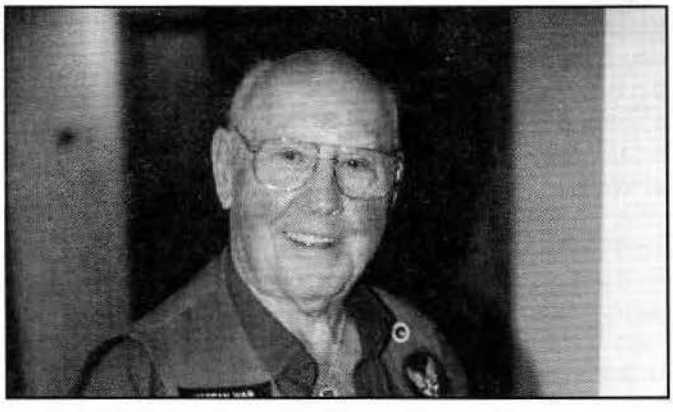


Harold Rutka & Bob Wright (Bartenders & Reunion Comm.)



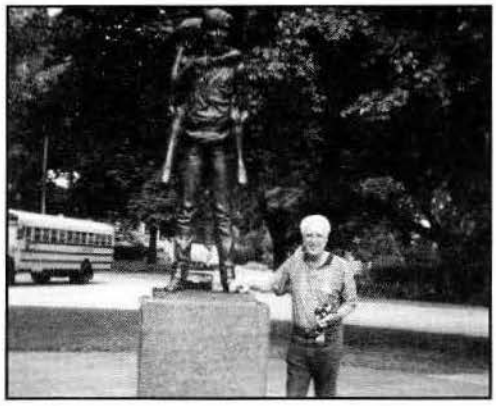
Wanda Pine at the reception desk.

Esther Wright at the reception desk.



Bob Wright selling raffle tickets, (as usual).

THE "TOUR"



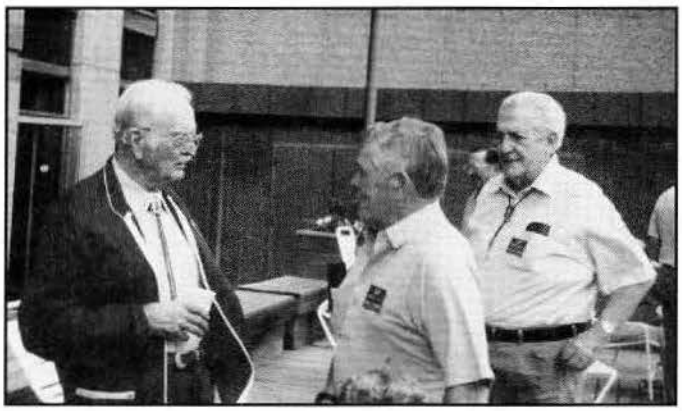
Norm Mayer

Saturday Parade

Plaque at Boys Town

Part of our group on one of the tour buses.

"LEISURE TIME"



L. to R.: Bill Creer, Carl Stemen, Walley Brauks.

Leisure time on the balcony.

Vivienne & Bill Creer

Marci Campbell, Wanda Pine & Genevieve Rutka.

L. to R.: Rose Baldea, Virginia Cobb,
Norm Mayer & Betty Graves

Genevieve Rutka with Tony & Joan Habiger and
Bobby Boreen in the hospitality room.

Eli Baldea & Marian Share

Norman Mayer, Marci Campbell, Harry Crawford,
Willis Griffis and Joy Hanrihan

"GALA BANQUET"

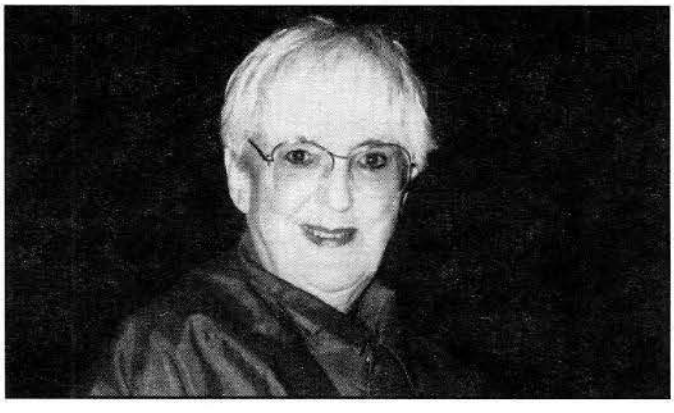
Pres. Al Israelsen Addressing the group at the banquet.

Jan & Harold Province, Jim & Bettie Martin & Wallace Brauks

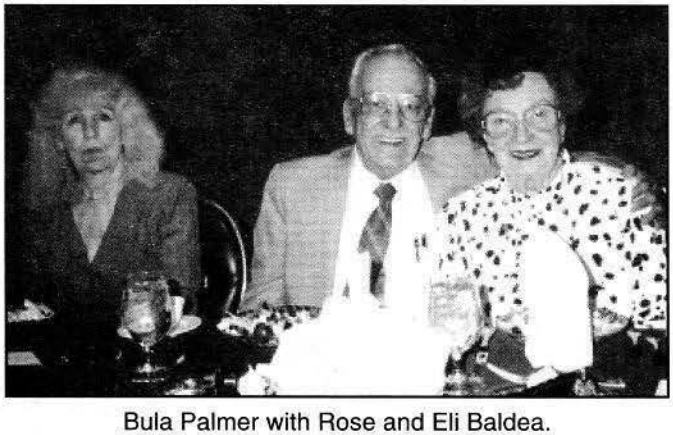
Al & Agnes Israelsen

Mel & Betty McSpadden & Charles Attridge

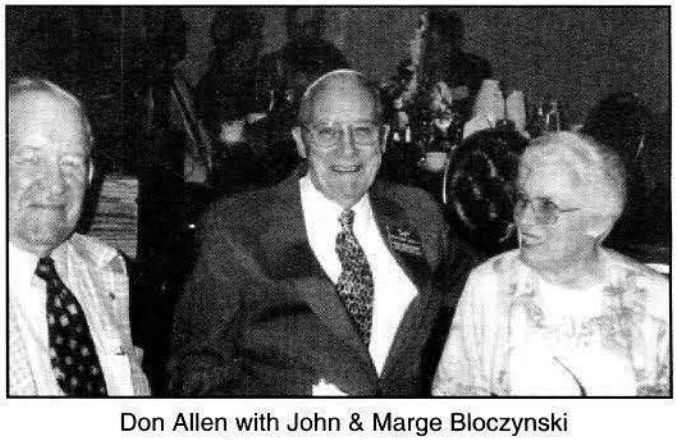
Jack & Bernie Farley



Doris Brauks



Bula Palmer with Rose and Eli Baldea.



Don Allen with John & Marge Bloczynski

"GALA BANQUET"

Bill Browne & Bette Rickbell

Jack & Dorothy Clarkson

Francis Bujalski

Marilou & Robert Hess with Bev Stearns & John Doronsky

Claude Conklin & Genevieve Conklin

Joan & Ed Dooley with Don Allen

Junius Cobb, Willis Griffis, Harry Crawford & Marci Campbell

Betty Feda & John Feda

"GALA BANQUET"

Sylvia & Carrol Forister

Glenn & Vera Henry

Nancy Fieber & Herman Fieber

Tony & Joan Habiger

Imogene Freysinger & Carl Freysinger

William McDonald - Bryant & Myrtis Grimes

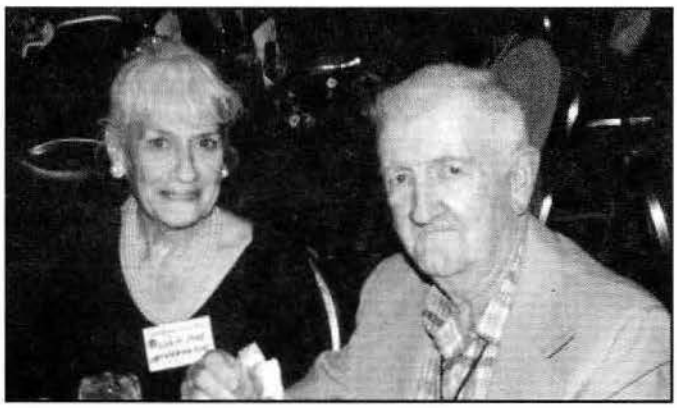
Dale & Esther Frank

Beryl Anderson, Dolly and John Green

"GALA BANQUET"

Jean & Ambers Hanson with Betty & Verbal Holcomb

Dexter & Beulah Jordan, J.C. Smith & Twyla &Paul Meeder



Bill & Lula Mae Hetherington

Betty Graves with Ralph (Pappy) Lundeen

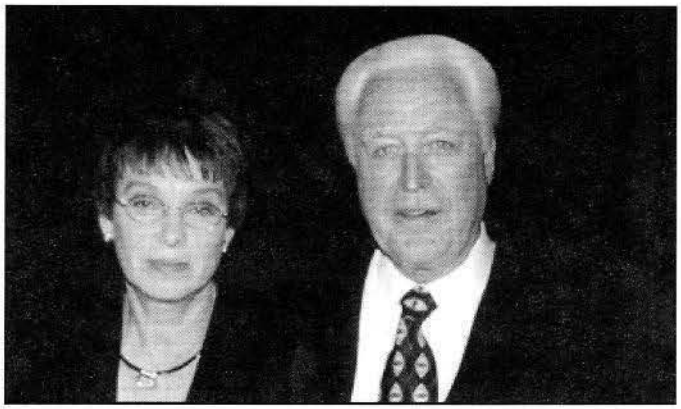
Donald & Barbara Benscoter with Lois & Maury Anderson

Fred & Ginny Muente with Birgit & Ed Lonergan

Dorothy & Bob Nendel

Lois Sturdivan with Melvon & Betty McSpadden

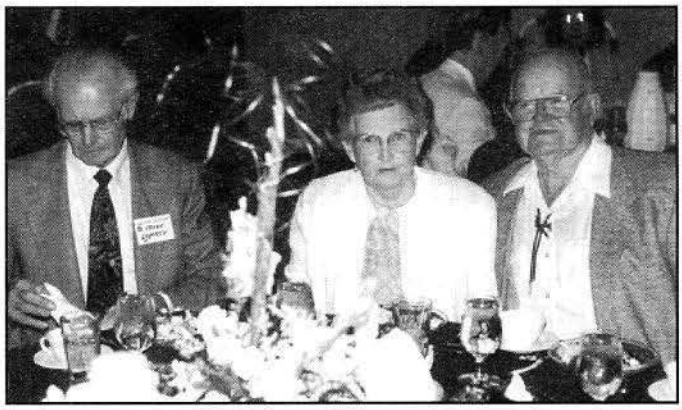
"GALA BANQUET"



Marci Campbell & Norm Mayer

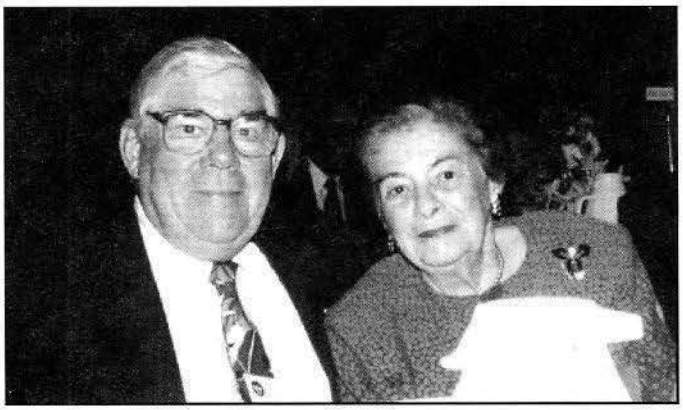
Harold & Gen Rutka

John & Margaret Northrup



Frank Griffith with Miriam & Floyd Richmond

Wanda Pine



Herb & Dotty Roy

Dennis & Joan Pine

Cleveland & Henrietta Romero

"GALA BANQUET"

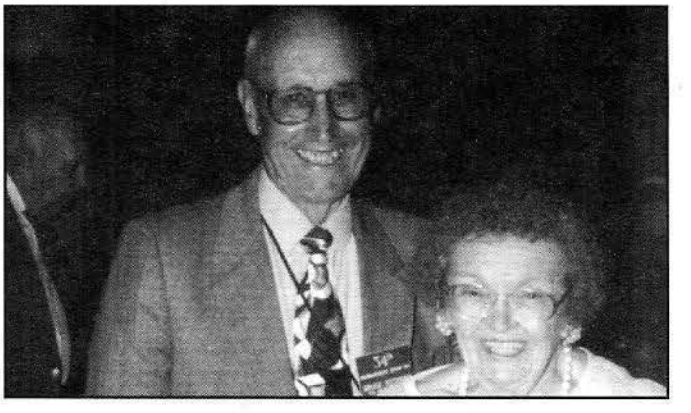
Martha & Russell Reed

Miriam & Jack Share

Pauline & Paul Shull

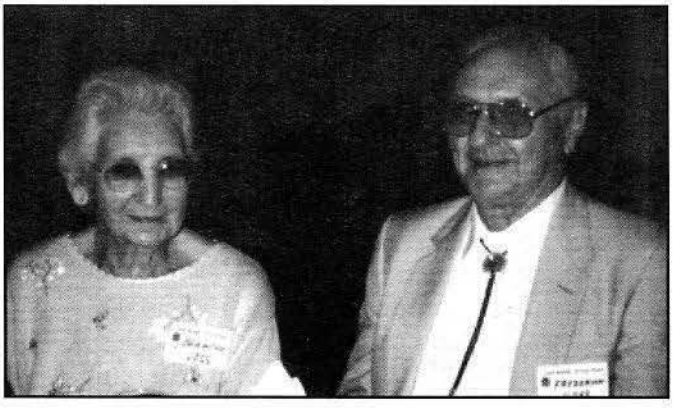
Don & Bonnie Shee

Lois & Walter Sturdivan



Bruce & Muggs Sothern

Carl & Peg Stemen



Blanche Voss & Fred Voss

"GALA BANQUET"

Bill & Agnes Van Buskirk with Roberta & Charles Barclay

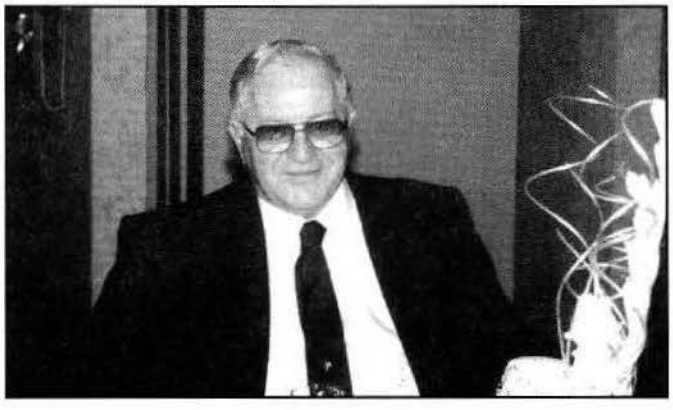
Ben & Edith Zeldes

Robert & Esther Wright

Dorothy & Bob Neville

Harold & Evelyn Williams

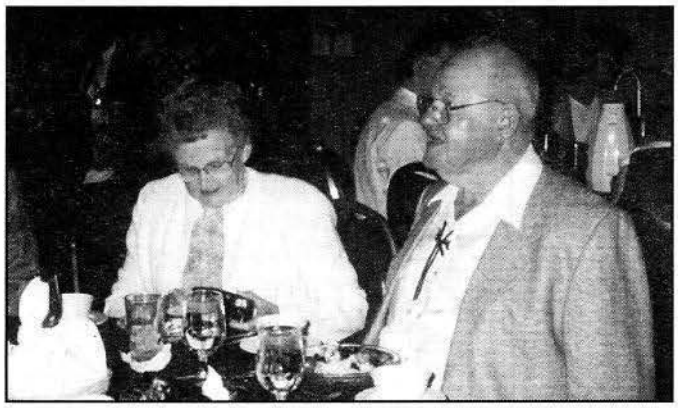
Ethel & Dave Stiver



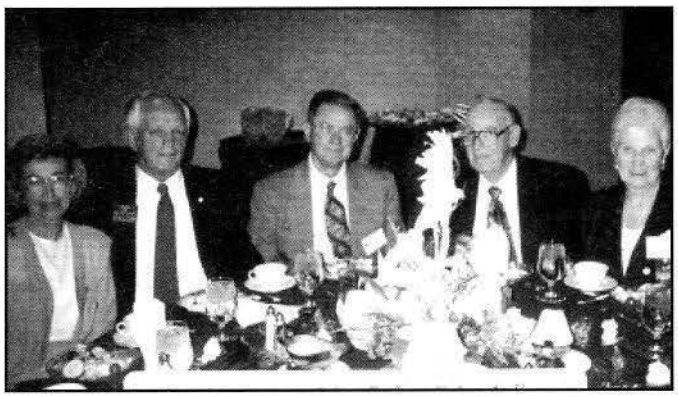
Bob Yockey

Ge. Bill Creer, Vivienne Creer, Ray Palmer

"GALA BANQUET"



Miriam & Bennett Richmond



Betty Mae Feda, John Feda, Robert Ham, "First Timers" Don & Eleanor Navarre

Margie & Dale Finleuy with Frank Griffith

Phyllis Van Buskirk, Martha Reed, Roberta Barclay, Betty Simpson, Agnes Israelsen

Evelyn & Donald Stufflebeam

Ralph Lundeen (Pappy), Betty Graves & Jenny & Junius Cobb

Clara & Fred Schoch

Bernie & Jack Farley, Marilyn & Joe Wong, Paul & Beryl Anderson, Dolly & John Green, Pauline & Paul Shull

ROSE'S CORNER

To all our friends, Greetings!

This should reach you before Christmas and I hope that you are more prepared for the holiday than we are! It has been a very strange year here on the southern-most tip of Lake Michigan. Our trees, which are usually absolutely gorgeous, seem to be holding on to their green leaves, allowing a few red and some gold to show through. Last year we were the showcase of most regions in Indiana.

September has come and gone and we must thank the Reunion Committee for doing the best they could with what Omaha had to offer. We must admit that the Double Tree Hotel is a very impressive place and a very accommodating one. I wonder what foreign guests thought when opening their closet door and saw the iron and ironing board there. We had very good service with room cleaning but must complain about trying to get into our room with a card. This card had to fit into a slot and pushed down. Voila! Door is supposed to open. No! You must think there and figure out whether the card had to be turned over or upside down. This took about three minutes at which time the young Vietnamese worker walked over and showed us how to open the door. The same thing happened again and again. Give me a KEY!

We had a very pleasant tour around the Boys Town Village. The surprise was the very lovely location for the appropriate buildings built there. It all began with the Catholic priest, Father Flanagan. We were impressed by every convenience there, the fire department, medical department, schools and dwellings where each child must do his or her job of housekeeping. School is attended until they reach high school age at which time the child goes back home, hopefully happy and normal. We were told that 40% of the population are girls! Now, why is it called Boys Town? I don't know.

The best thing I want to say is, if you can use any other form of transportation than a school bus, do so! In meandering around Boys Town we had to get in and out of the bus about six different times and I must say that between the first and second steps, going into the bus was almost like trying to pull up into your B-24 or B-17. Get the picture? We were huffing and puffing and didn't dream that we could do it again at the next stop. Well, we did it and, you know what? It got easier with every stop we made, but we were all wishing our next stop would be our hotel! Exercise is good for us, we've been told, but not getting in and out of a school bus! Let's hope that Boise doesn't have school buses for us next year!

Dear Friends; May the gifts of this season be peace in your world, a song in your heart and the ones that you love by your side. May God grant you and yours many years!

Love,
Rose and Eli.

EDMOND A. BOUTY - Spalding, MI.

Mike Sass is supposed to come hunting with me next month. We have five deer seasons this year. We can get five deer but only one can be a buck. There is a deer problem in the Farm area.

****

ARTHUR W. BUSSE - Anaheim, CA.

I had a telephone call today from George Day, my original B-17 aircraft commander. I was the navigator. George is, unfortunately, not in good health. He has the big "C". The family moved him back from Florida, which he loved, to his old New York area for better medical treatment. Friends and well-wishers can call George or Margaret Day at (518) 587-1777. They live at 4 Warden Lane, Saratoga Springs, N.Y. 12866.

Joe Hanchar was our original co-pilot and I noted in one issue that he has passed on. God bless he and his family.

So far I'm in good health. Had a heart valve replaced in December but that is healed as it should be. No other problems, knock on wood. Sorry we can't make Omaha this year. Say hello to all and best wishes.

****

JIM BRUEN - Lynn, MA.

Last April, on our way to Florida, Helen, her sister Dorothy and husband, Raymond Trimble, and I stopped to see the Mighty 8th Air Force Heritage Museum which is located outside of Savannah, GA. We found it to be well worth the stop. The simulated bombing mission was so realistic with its audio and visual effects, it was like living it all over again. The section about P.O.W.'s brought tears to our eyes. The planes were fantastic!!

****

Continued on page 21

NOTES FROM OUR FRIENDS

Continued from page 20

JOHN M. SEARS - Diamond Head, MS.

Reedy Sears was my older brother. The information concerning his death that the family received was much as you indicated. It does appear that he was killed by German civilians after he landed. Of course we will never know for certain. He was buried near where he landed but they made an error in spelling his name and that complicated the identification process after the war. His body was returned in 1948 and buried near the family home (Williamson County, Franklin, Tenn.)

I've been retired from the navy for several years now and enjoy a game of golf at every opportunity. A couple of years back I met several of Reedy's high school classmates at a golf tournament. These men have enjoyed full lives, career, family, recreation, etc. It gave me a new appreciation for the sacrifices so many, like Reedy, have made.

****

KENNETH L. JENNESS - Morgan, VT.

You found me. I am the Kenneth L. Jenness who enlisted in the Army Air Corps. on July 9, 1941 and was assigned to the 34th Bomb Group. I stayed with it for at least a year and went to Spokane, WA. with it. Then we started building bomb groups by splitting it in two. Then those two, after three months, split and we had four and, finally, some completed their training and went to Europe.

I'm now sort of retired, living on Lake Seymour, Morgan, VT. in the area we call the North East Kingdom. We located in the northeast part of Vermont near Newport. After retiring we traveled to Thailand, Burma, India, Nepal, Kenya and most of Europe. We've also seen most of the United States and spent two summers in Alaska.

****

IAN HAWKINS - Bacton, Stowmarket, England

Many thanks for the newsletter. They were delivered to us at Mendlesham. Enclosed are copies of articles you might desire for future issues of "MM".

We're all attempting to gather our thoughts after the Princess Diana tragedy. She was undoubtedly driven to her untimely death by the media (which is self-regulating and which, in turn, is exactly the same as putting Dracula in charge of the "blood-bank").

Ed. Note: The articles mentioned are miscellaneous bits which will be used as fillers in future issues.

****

WALTER A SHORE JR. - Jacotepec, Jalisco, Mexico

Just received the Sept. issue of "MM" and was so very sorry to hear of your quick weight loss. Do hope that, by this time, the doctors have been able to find the cause and that you are well on the recovery road.

We appreciate the good work you have done for the 34th for so many years and look forward to each issue. Do hope that you will be able to continue the good work.

I'm not doing too well with my angina so can really appreciate your health problem and know how it may worry Rose. Do take care. We are thinking of you both

****

ETHEL (JOHN) LEATH - Desert Hot Springs, CA.

We couldn't plan on a trip to Omaha this year. When we were ready to make plans John was in the hospital. They did the left side of his neck. It was 75% blocked. We didn't know how it would go and the doctor explained what could happen with carotid arteries. He was a good doctor and easy to talk to. John is doing well. This month he is to have ultra sound on both sides of his neck and they are keeping a close watch on him.

Also I have osteoporosis with one bone in my back broken or four crushed vertebras. The doctor couldn't help me so with all the prayers I'm getting better. God is healing me - even the doctor agreed. We both are O.K. now, so I will close. Just thought you should know what was wrong since we didn't make it to the reunion.

****

PAUL & PAULINE SHULL - Raytown, MO.

Thanks to all of you who stopped by to shop or visit with us in the PX Room at Omaha. It was a great time and made all our efforts and work worthwhile. It was interesting to hear the many stories of members who use the 34th logo items and hear the response and interest it generates from the public.

Our reunion committee had again done another great job. It's heatwarming to meet again each year, and those no longer with us we do miss. Also we missed many who were sick or could not be with us for one reason or another. We look forward to next year.

And, last but not least, HEARTFELT THANKS to Paul and Beryl Anderson who worked so hard alongside us to help us set up, sell, inventory and "pack-up.-to Dale and Margie Findley for all that setting up and arranging merchandise - and to Lucille Babcock for all the counting of pens and patches, etc. We could never have done the job without you!

And - thanks again to each of you for shopping at the PX. Remember - all profits go to support the 34th Bomb Group Association.

****

MAJ. GEN. WILLIAM E. CREER - Las Vegas, Nev.

This is an attempt to express our appreciation and thanks for the outstanding services you fine folks have made to the benefit of the 34th membership over all

Continued on page 22

DEADLINE

Any material or items to be inserted in the March issue of Mendlesham Memories should reach me on or before January 23, 1998. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

NEWS FROM HERE AND THERE

Continued from page 21

these many years. Without ya'll we never would have acquired the camaraderie and esprit I observed at the reunion.

Our trip home was reasonable unevenful. All seats on the plane were occupied. Our short connection time at that large Denver airport (30 minutes) was a hustle for folks in this age bracket.

Vivienne joins me sending our very best wishes to all of you. Carry on smartly.

****

HANNAH SUMMA - Anderson, IN.

Where has this year gone? Time really flies when you get older. Anyway, it sounded like the reunion was a success.

Jan and Hal Province stopped by for lunch and we had a nice visit, but I know they were anxious to get back home.

Everybody have a blessed Christmas and health and happiness in the New Year. I miss you all.

****

CARL STEMEN - Bremen, OH.

We're back home again from another fine reunion. Peg has the clothes all washed and put away. I have mowed the lawn and put the outside furniture away for another year.

****

JACK SHARE - The Woodlands, TX.

Another great union has come to an end. It was good to see old friends again in Omaha. We missed those who couldn't attend for whatever reason. We're looking forward to Boise. It should be a good one.

We want to thank all of the dedicated people involved in the organization, especially our hard working editor and the reunion committee.

****

JIM MARTIN - Santa Anna, TX.

We thought it was a good meeting in Omaha. While we were at the head table Dexter Jordan used my camera and I am enclosing a picture of our past and new presidents.

****

WILLIAM ORTON - Cascade, ID.

As usual, the Mendlesham Memories was a pleasure to read and I want to thank you for doing such a fine job.

I sure had some dumb luck happen to me which caused me to miss the Omaha reunion. I took the wife down to Boise to visit a doctor on the 22nd of September and, while waiting for her in the exam room, I got very dizzy and lost my equilibrium and couldn't walk out of the place. The nurse rushed me to the Emergency Room in a wheel chair, and they started taking tests. And the doctors have been taking tests every since and, so far, haven't pinned down the cause, but I feel good today.

I ended up having to cancel my flight to Omaha, the hotel reservations and all. I heard from Robert Wright and he said I really missed a good reunion. I am looking forward to next year at Boise.

****

HENRY TOBIASON - Remer, MN.

Just a short note to say that we really enjoyed the Omaha reunion. Since we missed the one last year it made this one even better. Our hats go off to the Reunion Committee - they do a great job. There may be a few glitches now and then but we always feel that it is nothing to get excited about.

****

JOHN BLOCZNSKI - Marshfield, WI.

Again a big thank you for all the good people who made the Omaha Reunion such a big success. We enjoyed it very much. It was so nice to see all our old friends again. The sad note this year was the people who are no longer with us or able to attend the reunion. We should all thank the Good Lord that so many of us can still be there. Until next year God bless you all and we are looking forward to seeing you all there.

****

JOHN DORONSKY - Willoughby, OH.

It was great seeing you and all my other comrades once again. The bus tour was very interesting also. The banquet dinner and speakers were well prepared and organized.

We're looking forward to seeing everyone in Boise.

****

LLOYD INMAN - Kelso, WA.

Thanks for all your work for us old 34th Bomb Group members. I'm sure the "Mendlesham Memories" is the main thing that keeps this group of people together.

****

DALE & ETHEL STIVER - Youngstown, OH.

We enjoyed the reunion and hope to be able to attend many in the future.

****

WALTER STURDIVAN - Stockton, CA.

Another wonderful reunion at Omaha. A great big "thank you" to our reunion committee for a fine group effort the 34th is famous for. We missed Gerald Pine and it didn't seem right without him but it was good to see Wanda there along with Dennis and Joan Pine. What a pleasure it was to meet them and make them welcome to Gerald's great 34th Bomb Group reunion. We hope they can make it to Boise next year.

Please express our thanks to whoever printed our new roster. Without a doubt there is a lot of work involved and they are to be commended. It is not a thankless endeavor. The membership appreciates it very much.

I wish to thank Paul and Pauline Shull for the tremendous help in the P.X. where I was able to sell several of my book, "THE RED-TAILED DEVILS FROM MENDLESHAM". I still have the book available for those interested. Just write me and send $10.00. I will send it, postpaid. My other book, "SHAKE HANDS WITH A SOLDIER" is also available for $15.00, postpaid.

Continued on page 23

NEWS FROM HERE AND THERE

Continued from page 22

PAUL ANDERSON - Everett, WA.

I thought it was a good reunion. Too bad the attendance wasn't a little higher. The hotel rooms were nice, and the staff seemed eager to please. The room for the PX was nice and large, but maybe a little out of the normal traffic flow.

After the farewell breakfast on Monday, Beryl and I rented a car and drove to Ames, Iowa to visit my brother and friends. Later we went to Ottumwa to visit my sister, Beryl's cousins and other friends. Then we returned the car to Omaha and caught a plane home. We had a nice trip visiting our old stamping grounds. Beryl and I both graduated from Ottumwa high many years ago. We hope to see you all next year.

****

DON STUFFLEBEAM - Lewistown, IL.

My wife and I did enjoy the Omaha reunion. Our crew tail gunner (F.B. Richmond) was there. I didn't get a chance to talk to you but I want to express my appreciation for the fine job you have done as editor.

****

MAURICE ANDERSON - Plymouth, MN.

We certainly enjoyed our time at the reunion in Omaha and are looking forward to 1998 in Boise.

****

VERN AMES - Tonawanda, NY.

Thanks to the crew at the Omaha reunion Millie received a great get-well card signed by so many friends. She is taking it easy and coming along since coming home from the hospital. We missed being with you this year and are looking forward to Boise next year.

****

JOHN R. WOOTEN - Adelanto, CA.

Lenora and I look forward to the arrival of Mendlesham Memories. We can not lay them down until we have read them from cover to cover. All you people do a wonderful job with your work. We wish to thank all of you for a job well done.

****

ELAINE BRAVEMAN - Harrisburg, PA.

For those who do not already know, my beloved husband, Milton Braveman, passed away on Sept. 20th at age 73.

Ever since our first reunion in England in 1985, Milt was hooked on the bomb group. We made such wonderful friends. My family is especially grateful to Scott Schuetz, the son of late Bob Schuetz, who was the engineer on Milt's crew. Bob had spent much time speaking to Scott about his war experience. Scott and his lovely wife, Deb, visited us frequently. He was so knowledgeable, it seemed as though he was a crew-member. Milt loved speaking with him. My family was especially touched when Scott and Deb visited after Milt's funeral.

Our son, three daughters, our sons-in-law and I were at Milt's bedside when he took his last breath. He died as he had lived, with great dignity.

****

WILLIAM N. (PETE) GRAY - Virginia Beach, VA.

I am enclosing something I though might interest you. It's a bill for a 9 day stay in a local hospital back in mid-September. (the bill was $26,112.65) Fortunately I have enough insurance to cover it. Also, this is just the hospital's bill, the others (doctors, etc.) are yet to come.

On the 3rd night I was awakened at about 2:00 a.m. and very abruptly given some oxygen. I was sleeping very deeply and couldn't figure what was going on. They had a piece of apparatus wired to my chest that monitored my heart and it had registered a drop in the heartbeat from about 75 per minute to about 36 a minute. Sometime during the following day it returned to normal but the same thing happened the following night. And so, after a few tests by some specialists, they concluded that a "pace-maker" was in order.

So they installed one and I came home 2 days later. I had to wait several weeks before I could take a shower but, otherwise, things are back to normal now.

****

WANDA PINE - Waunakee, WI.

I hope everyone enjoyed the reunion in Omaha. I did and am so glad I went. Everyone is like family to me.

****

FRANK FORDE - Girard, OH.

Sad to inform you that Darrell W. Bulis, who was the engineer on the Byron Sheesley crew, passed away on the 15th of September. This information was reported to me by his wife, Florence. After the war he went back into the Service and retired twenty-five years later. Darrell always had a lot of stories to tell and took great pleasure in telling them. He will be sadly missed by all and we send deep regrets to Florence and his family.

****

SYLVIA (CARROLL) FORISTER - Kirkwood, MO.

Carroll and I have had rotten colds this last week - and us with lots of company arriving in a few days.

Enclosed is a copy of a clipping from England sent to me by my sister, Joyce, of Southampton. I thought it was nice and others might want to hear about it. (The clipping was about the opening by the Queen of the new American Air Museum at Duxford, near Cambridge. It was quite interesting but a little too lengthy to copy. The title is "Debt We Owe To America's Finest")

****

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival

CHANGES OF ADDRESS

(AS OF JULY 31, 1997)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIPCODE
BOURGAULT	ROBERT T.	29 PROVIDENCE AVE.	BERLIN,	NH.	03570
BUENGER	ROBERT L.	7549 RED BUD LANE	SACRAMENTO,	CA.	95828
CARLSON	EDWARD	5348 SUGAR PINE LOOP	ROSEVILLE,	CA.	95747
CLEMENS	JOHN D.	1361 MONTE TESORO DR.	COTTONWOOD,	AZ.	86326
CROWLEY	EDWARD J.	1103 IRONWOOD CT. A-195	BELLEVUE,	NE.	68005
FISHER	JOHNNY	20630 WRENCREST LANE	HOUSTON,	TX.	77073
FREIDEL	JOHN N.	1045 WALTERS ST. A-115	LAKE CHARLES,	LA.	70607
FRUIT	ALPHONSE	75 GLENDALE AVENUE	WOONSOCKET,	RI.	02895
GARDNER	MARVIN I.	103 MINEOLA CT.	AUSTIN,	TX.	78734
HIGGINS	FRED E. JR.	70 GREEN VALLEY CIR.NE.	FORT PAYNE,	AL.	35967
JOHNSON	WILLIAM R.	3139-B STONY POINT RD.	RICHMOND,	VA.	23235
KRUGER	ROBERT R.	6541 PARKWOOD DRIVE	FRANKLIN,	WI.	53132
McINTIRE	JAMES E.	2521 W. MARION AVE.1011	PUNTA GORDA,	FL.	33950
McSPADDEN	MELVIN	1800 SKYLINE WAY,A204	ANACORTES,	WA.	98221
NIATAS	STEPHEN	1401 NORTHUMBERLAND WAY	SO. BRUNSWICK,	NJ.	08852
PETERSON	RALPH	6708 CASCADE LAKE CT.	GRAND RAPIDS,	MI.46	49546
RICHARDSON	LUTHER	2727 W. FLETCHER AVE.APT.P24	TAMPA,	FL.	33618
SHEPLEY	ROBERT G.	300 BANBURY ROAD	WINSTON-SALEM	NC.	27104
STEINER	HAROLD A.	911 CHANNEL DRIVE	HONMOUTH BCH.	NJ.	07750
WOOLFORD	WILLIAM J.	17681 SE EMERALD DR.	MILWAUKEE,	OR.	97267

NEWLY FOUND

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCODE
BIRKO	EDWARD J.	A	3895 DARBYSHIRE DR.	HILLIARD,	OH.	43026
DOLD	CHARLES	7	24341 SARGEANT RD.	RAMONA,	CA.	92065
NELSON	KEITH R.		SEE TAPS LIST			

TAPS

(As of 7-31-97)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIPCODE	DIED
BISKEY	JOHN	2200 GLASS ROAD	VIVKSBURG,	MS.	39180	??-??-97
BRAUN	FREDERICK C.	P. O. BOX 79	OAKDALE,	PA.	15071	?????
BRAVEMAN	MILTON	1507 LINGLESTOWN ROAD	HARRISBURG	PA.	17110	09-20-97
BULIS	DARRELL W.	108 ORCHARD DRIVE	EARLY,	TX.	76802	09-15-97
KENNEY	WILLIAM J.	105-00 SHOREFRONT PKY.	ROCKAWAY BEACH,	NY.	11694	??????
NELSON	KEITH R.	645 LARCHWOOD	MIDVALE,	UT.	840437	25-25-96
PETERS	RICHARD J.	P. O. BOX 242	JOHNSTOWN,	NY.	12095	09-14-97
WELLs	DAVID S.	1117 CHRISTY STREET	BOSSIER CITY,	LA.	71111	04-30-97

DONATIONS TO THE RAY SUMMA SCHOLARSHIP FUND

DONORS	IN MEMORIUM	DONORS	IN MEMORIUM
Bernie & Jack Farley	Gerry Pine	Joanne Weiss	Bob Lampey
Robert & Esther Wright	Gerry Pine	Kristen Beck	Bob Lampey
Bernie & Jack Farley	Ray Summa	LInda Boyer	Bob Lampey
Marilyn & Joseph Wong	Ray Summa	Mary Hoffman	Bob Lampey
Becky Bowling	Bob Lampey	Matt Kavanagh	Bob Lampey
Carey Van Beneden	Bob Lampey	Mike Michalski	Bob Lampey
Cheri Neidhardt	Bob Lampey	Nancy Melenick	Bob Lampey
Chris Wiersch	Bob Lampey	Paula Schafer	Bob Lampey
Cindy Gross	Bob Lampey	Ronda Simmons	Bob Lampey
Dora McKimmy	Bob Lampey	Terie Adams	Bob Lampey
Doreen Nevulis	Bob Lampey	Tom McDonnell	Bob Lampey
Wendy Ruffner	Bob Lampey	MR & Donna Mattmuler	Bob Lampey
LeRoy & Lois McCandless	Bob Lampey		

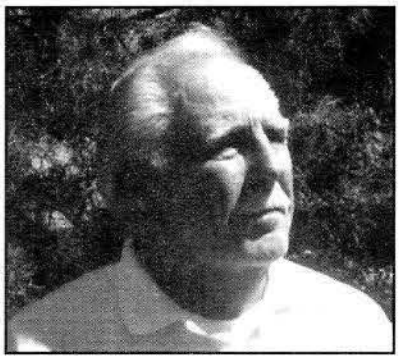
NEW LIFE MEMBERS

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCODE
CULVER	DOUGLASS	391	1804 N.PROSPECT A1004	MILWAUKEE,	WI.	53202
PARSONS	HARRISON	391	405 FOREST HILLS DR.	SHELBY,	IA.	28150

Then and Now

DIRK GOMBERT

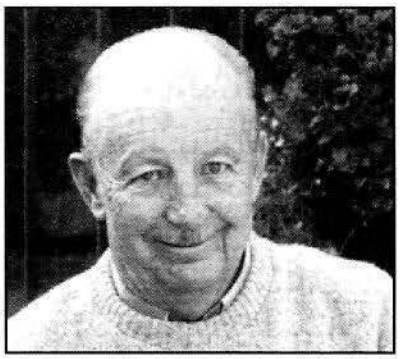
1944



1997

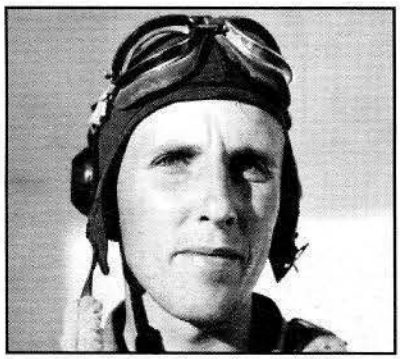
DENTON ARMSTRONG

1945

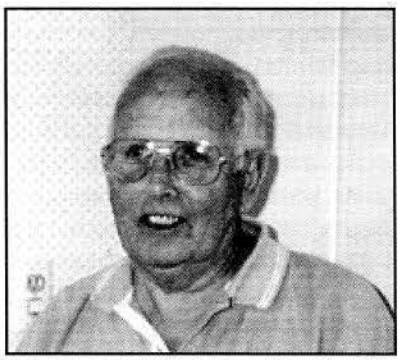


1996

LLOYD BOREEN



1944



1997

NEWS FROM HERE AND THERE

From Ken Hunphreys we have the following:

I have received a letter from England as follows:

Your name was passed on to me by one of my colleagues. He informs me that you will be able to put us in touch with the 34th B.G. Assn. in the United States. We are keen to track down photographs of the Middy and to record recollections of people who used the line.

We want memories of former USAF airmen who used the Middy. Any help in locating photographs would be appreciated. We have been able to build up an extensive collection of photographs ranging from official railway company views, those of enthusiasts and snapshots of railway employees from family albums. A wartime scene would be a valuable addition to the collection.

Anyone with the information or photographs we would like to have may send them to:

Mid-Suffolk Light Railway Company
62 Orford Street
Ipswich, England IP1 3PE

From Ken we have the following:

I met recently with the members of the subject railroad museum and said that I would contact the 34th B.G. Assn. in pursuit of some photos. Please include a request in your next available issue. I'm sorry I can't make it to the reunion this year.

****

From the Mighty Eighth Air Force Heritage Museum we have the following:

Four members of a World War II Eighth Air Force B-17 bomber crew (none from the 34th) have been awarded Distinguished Flying Crosses for their heroic actions during a combat mission over Nazi Germany more than 52 years ago. They were Robert M. Wertz of Alexandria,LA., Melvin A. Durst of Woodland, CA., Edward J. Giering of Clinton, CT. and Kenneth Jensen of Poulsbo, WA.

****

Also we have:

Since the Mighty Eighth Air Force Heritage Museum opened in May, 1996, artifacts, exhibits and shows have been added at a steady pace. That pace has quickened in the past three months.

"It's amazing what's been added since we were here just three months ago", said Jim and Jay Oberman of Normal, IL. Robert Brown, a Vietnam veteran from Sumter, SC. echoed the Oberman's feelings. "This theater was not even built when I was here in November, 1996", said Brown, referring to the new Mighty Eighth Theater. "There were only two or three unit exhibit cases in the Honoring The Eighth Gallery and now there are 14 individual unit exhibit cases".

Also from them we have:

Our Eighth Air Force Heritage Museum is constantly improving and expanding its exhibits in response to your input and suggestions. The museum staff and Board of Directors recognize that future improvements will never end. More than 350,000 individuals served in the Eighth Air Force during World War II. Our losses of more than 26,000 airmen killed in action and more than 28,000 POW's were larger than any other unit of the war. The help of our remaining English veterans and friends is now required to preserve what we have created and make possible further development of the museum and our out-reach educational programs. Following are the ways you can help perpetuate our national treasures and preserve our heritage.

1. Become a Mighty Eighth Air Force Heritage Museum member
2. Give to the endowment program
3. Consider and implement a tax-free giving program - Your museum staff can offer aid and advice on how to do this.
4. Contribute your memorabilia
5. Establish your own memorial at the Heritage Memorial Garden.
6. Come and visit your Heritage Museum.

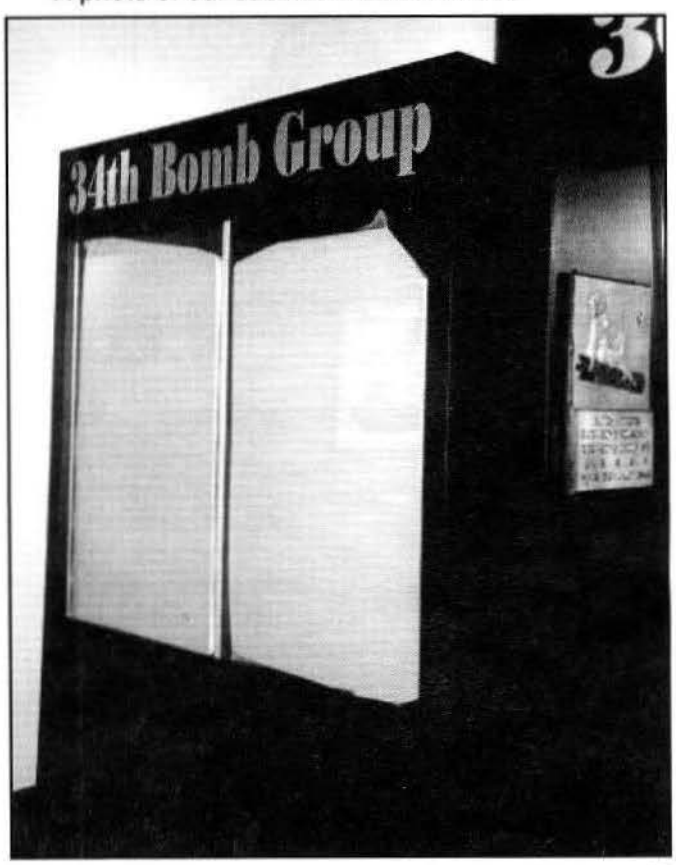
****

From Jack Clarkson we have the following:

Our display cabinet is finally installed (while I was in Omaha). Nothing is displayed as yet due to lack of input. The museum curator says the 34th cabinet will be displayed as follows:

1. We need the theme (the story of the 34th).
2. Any exceptional event
3. 8"x10" photos
4. We do not need jackets, clothing, jewelry, etc.

A photo of our cabinet is shown below.



Continued on page 27

NEWS FROM HERE AND THERE

Continued from page 26

Also we have received a copy of the following letter from Ian Hawkins in England:

Dear Mr. Hawkins;

I understand that you are the unit contact for the 34th Bomb Group and may be able to assist me in tracing my father. He was stationed near Stowmarket, probably at Mendlesham according to my uncle, and would have been there during early 1944 onwards (I was born March 24, 1945). His name is Ellis Peters and we believe he was a PRIVATE FIRST CLASS or some class of NCO, but no more than in the USAAF. My mother was a Stowmarket girl named Doreen Allard.

If anyone in your group knew him or his fate I would be very pleased to hear from them. My name is John Brooks (formerly Allard) and my address is 27 Lawrence Grove, Henleaze, Bristol England, BS9 4EL.

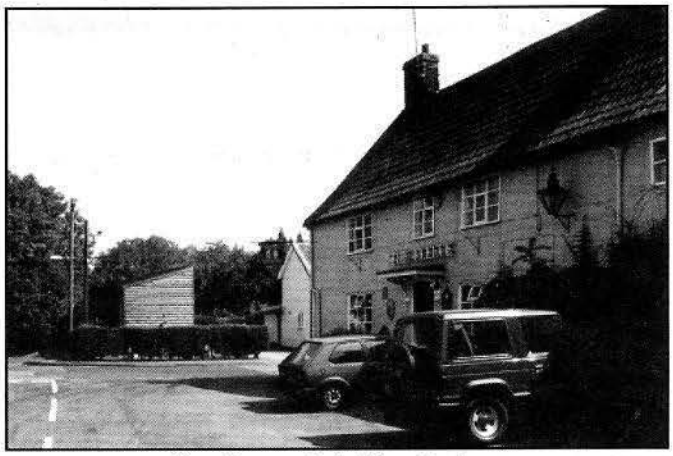
****

SPECIALS

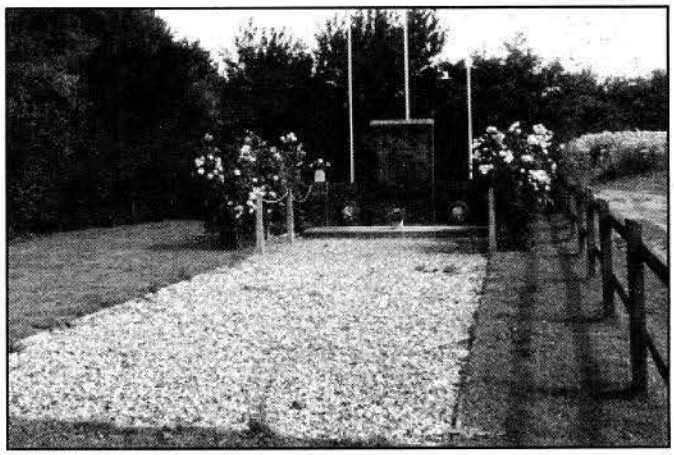
From Malcolm "Ted" Blomquist we have an interesting letter and photographs as follows:

I am enclosing some photographs that may be of interest to the 34th B.G. membership. But first let me tell you the story behind them. In November of 1995 my wife, June, and I were fortunate to be able to take a cruise to the Panama Canal. On our first day out we were assigned to a table which included two young business people and a man and wife from Birmingham, England. After an evening of conversation I learned that John Troman was a young boy of about 6 or 7 years of age at the time of the London Blitz where he was. He was, of course, evacuated to the Midlands as were many children during those dreadful days. He and his wife, Zena, were delighted to meet us and John was a buff about the 8th A.F. and the RAF. He had an in-depth knowledge of the aircraft and the men who flew them. Needless to say, it made the cruise a delightful trip for me.

After the cruise we corresponded over a year, sharing memories and retelling stories that John wanted to hear about WW2. Much to my surprise John and Zena made a motor trip to Mendlesham late in 1996 and took some splendid photographs which are enclosed. The monument site was so very well tended and looked so well taken care of by our English cousins. Also the picture of the Fleece Pub brought back many memories. John told me the walls are filled with memorabilia from our days there.



The Fleece Pub, Mendlesham



34th B.G. Memorial - Mendlesham

34th B.G. Memorial - Mendlesham

Main Street of Mendlesham, 1996

Address Correction Requested

34th Bomb. Group
Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

NON PROFIT ORG.
U.S. POSTAGE
P A I D
Crown Point, IN
Permit No. 417

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Happy Holidays

SPECIALS

FROM WANDA PINE & FAMILY TO THE 34TH BOMB GROUP:

Accept these words as our thanks and appreciation for all you have done since my husband, Gerry Pine, passed away:

It isn't easy for me to be here,
These words are difficult to say,
For my husband belongs by my side,
But he recently passed away.
A good husband, father and friend,
I miss him, as you surely do,
And these words won't begin to express
The depths of my gratitude.
I offer thanks and appreciation
To all you good women and men
For support and words of comfort -
A very special thanks to Harold and Gen.
And it's more than cards and flowers
I want to thank you all for -
It's the friendship that lasted a lifetime
And cherished since the 2nd World War.
You're known as the 34th Bomb Group -
Americans ever bound by war,
Remembering Valor to Victory
Today with one less soldier than before.
Gerry Pine would have loved to be here -
For his affinity with you was the source
Of his commitment to the 34th Bomb Group -
Grand-daddy of the 8th Army Air Force.

****

We have also received a letter from Boys Town as follows:

Dear friends;

All of us here at Boys Town are very grateful for the gift of $165.00. Thank you for spending some time with us.

The boys and girls enjoy seeing visitors touring their campus and it makes them feel good that they live in a special place that people want to visit. We hope you had enough time to see the entire village and see what a fascinating place it is. Boys Town is "home" to hundreds of abandoned, abused and neglected young people from across our nation. We are happy that you had a chance to see, firsthand, the good that has been done and continues to be done in a community that was created exclusively for children in need of a fresh start in life.

The welcome mat is always out at Boys Town, so please come back to see us again. God Bless You.

Sincerely,
Fr. Val J. Peter
Executive Director

(Note: The gift mentioned was the entrance charge of $1.00 per visitor.)

****

We also have recently received a photograph of Jan Province and Hannah Summa at Anderson, Ind. on Sept. 30, 1997 which we thought you might like to see.

VOLUME XXIII NUMBER 1 MARCH, 1998

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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Harold Rutka (Reunion Comm.) ..... (218) 724-1667
Bruce Sothern (Reunion Comm.) ..... (612) 789-2225

OBSERVATIONS

Here we are, in the New Year, and I find that I'm still your editor of the newsletter. I've made mention in previous issue that, little by little, my memory's leaving my brain. I know that is probably a normal problem for some people of our age but I thought there are some of us left who do not have the problem and might want to take over the job of editing the 34th B.G. Newsletter and they might be able to do a better job of it.

In any case, here I am again and I will try to keep it as interesting as I can for as long as I can. I am not getting as much mail as I used to so I sometimes have to come up with some information for our members in order to make the issue at least large enough to keep your interest.

In a short while Rose and I will be leaving for Florida to visit our No. 1 daughter, Lauren, and No. 2 son, Michael, for a couple of weeks to get out of this northern cold weather and winter woes. It will be nice to bask in the sunshine and warmth of Florida at this time of the year.

However, we know we must come back up north and live with the elements here. Oh, well, that's life, isn't it? Rose and I have lived in this area all our lives and have survived. Yet, now that we are in "Our Ages" it is not as easy to put up with. With my back, injured during a parachute jump in WWII, I can no longer shovel snow as I did before so I must pay someone to do it. Also, night-time driving has become a problem. Rose never could drive at night and, lately, my eyesight is not what it should be after dark so we usually don't go out after dark. If we do it's only locally to a close-by restaurant or supermarket. That's it!

In any case, we're still here and, I hope, making a difference on the lives of those we love and have known for so many years. We have met and got to know so many of you over the years that you're almost like family. We do want to thank all of you that sent in holiday greeting cards. We love you, all!

That's about all I have to say for this issue. Hopefully you still find the newsletter interesting and enjoy it. If not, you might want to look for another editor for this periodical. I will not take offense at any action to replace me. I will say that I've tried very hard to please you but, if I was not able to, you take it from there. I will not object.

The June issue, as usual, will go to all of our listed 34th B.G. people, whether they have paid their dues or not. We keep hoping that the June issue will convince some of our "Unpaid" people to become paid members to receive four (4) issues a year instead of just one. Think about it.!

We hope you will all have a pleasant springtime and, maybe, are looking forward to our reunion this fall. SEE YOU THERE??

Eli Baldea,
Editor

****

PRESIDENT'S MESSAGE

I address this message to the "Newly-Founds", to those 34th Bomb Group veterans whose names and addresses have been found and added to the records of the association. Those "Newly-Found" lists are the results primarily of the efforts by Ray Summa and Hal Province over the years. Thanks to my good friends Joe and Kay Marks I was a "Newly-found" in 1982. Joe and Kay lived in Anaheim, California at the time but, knowing how to find us from outstanding records of the Mormon Church, they located me in Fairfax, VA. That was in time for us to get in touch with my crew members and eight of us, with our wives, had a memorable get-together at the 34th B.G.'s first separate reunion in 1984 at Nashville. There was a prize for the crew with the most attendance and we won that prize - a bottle of Virginia Gentlemen Bourbon.

Being found by the 34th B.G. Assn. has added a rich chapter to our retirement years. At the annual reunions Agnes and I have had the opportunity to renew contacts with many old friends and make many new ones. The reunions have been held in interesting communities in the U.S. that we possibly would not have visited otherwise--Colorado Springs, Valley Forge, Virginia Beach, Shreveport, Little Rock, etc. Fortunately, the association has generated, and continues to generate, written and video materials covering the early years of the 34th Group and the activities of the association. The book, "34th Bombardment Group (H) 1941-1945" published by the Turner Publishing Co. in 1988 is a treasure that many of us continue to read and reread as we make more friends in the association. Copies of that book are still available from our PX manager, Paul Shull, for $37.50 plus postage. As you know, from flyers in the Dec., '97 Mendlesham memories, our editor, Eli Baldea, has assembled more than 120 stories since that book was published in 1988 and a 34th "Volume II" is being prepared for publication, also by the Turner Publishing Co., later this year. I am looking forward to getting a copy of Volume II, hoping that those of you who did not have biographies in the first book now have them in the second.

Another "treasure" that is available to us through the PX order list is the video "Start Engines...Plus 50 Years" (VCR tape, 58 min. $27.95). This video is a first class production of the 8th Air Force Historical Society. Many 8th Air Force veterans (including Paul Shull of the 34th) describe on the tape their experiences...Paul Shull describes this bailout and being taken prisoner by the Germans. Another video that featured the 34th 1989 reunion and the dedication of the 34th Memorial at Barksdale Air Force Base was available from the PX for a few years for $15.00. That video was a collection of amateur videos collected by Kivett Ivey and included footage of earlier 34th reunions at Virginia Beach and Valley Forge. It is not currently in stock at our PX but Lovett Ovey has the master copy and copies could be made available if there is a demand. Esther and Dale Frank recently sent me a copy of their video of the Omaha reunion. It, too, is a treasure.

Plans for the next reunion at Boise, Idaho (Sept. 10-13) are now shaping up and it promises to be a good one. George Ritchie and son, Tom Ritchie, had accepted our invitations to be featured father and son banquet speakers and describe their involvements in the Air Force - "Then (1944-45 in B-24's and B-17's) and Now (1998 in B-1B's)" George Ritchie was the bombardier on Walt McAllister's lead crew (Eli Baldea was the navigator) and was shot down on October 17, 1944 on a mission to Cologne. His experiences as a prisoner of war and escape are written in an article in the 34th "Volume I" (page 43) referred to above. Lt. Col. Tom Ritchie is second in command of the 34th Squadron, a B-1B squadron stationed at Mt. Home Air Force Base, Idaho (near Boise). The reunion committee, Harold Rutka, Bob Wright and Bruce Sothern are working out the plans for the reunion to possibly include a visit to the B-1B 34th Sqdn. and to other military units at Mt. Home Air Force Base. More details will be provided in the June issue of Mendlesham Memories. "Start you engines now" and make plans now for attending this reunion. And, if you have not attended a reunion before, you are especially welcome at Boise as a "First Timer".

Allen O. Israelson

FROM THE TREASURER'S COMPUTER

Tomorrow is PEARL HARBOR DAY and I'm wondering how much mention will be made of that day by the media and others. By the time you read this I hope that each of you has had a Wonderful Holiday Season and a Very Happy New Year. And with the start of 1998 we have a few changes that we want to incorporate into the way the 34th BG conducts its business. First off-you'll see a new address for me. We've moved closer to town and into a one-story home. Jan's once broken hip and my bad knee makes living in a two-story home troublesome. So, send your 1998 DUES to me at 153 NORTH HILL DR., CARRIERE, MS 39426.

With regard to MEMBERSHIP CARDS: we have

Continued on page 3

FROM THE TREASURER'S COMPUTER

Continued from page 2

asked that a self-addressed stamped envelope (SASE) be sent with your check when sending dues. Perhaps 1 in 8 or 10 will send an envelope, which was helpful to me and saved the BG the postage. If you WANT A MEMBERSHIP CARD: include a SASE with your check! Letters and membership cards WILL NOT be sent those who omit the SASE!

MENDLESHAM MEMORIES! For several years I have NAGGED you about the need to inform us of new addresses so you can receive MENDLESHAM MEMORIES at the proper address. I have told you that undelivered copies are trashed and it cost the BGA at least $2.50 for replacement copy. We are going to charge you $2.50 for the replacement copy IF YOU FAIL TO NOTIFY US OF A CHANGE IN ADDRESS IN TIME FOR THE MAILING! I know that the USPS sometimes has problems with delivery and we'll replace those where it is not your fault. We have been ordering sufficient extra copies so we could send a copy to newfounds but we are going to cut down on the number of extra copies ordered which will also save the BGA money. In each issue of MM Eli has been indicating the cut-off date for new articles for the next MM. There will also be the cut-off date for address changes. BE WARNED ABOUT THE ABOVE CHANGES!!

Turner Publishing Company is going to publish Vol. II of the 34th Bomb Group book. Many of you received notice of this thru the mail and it was discussed at reunion. Labels were printed for ALL on the roster but many have not received the brochure. The December copy of MM included a copy of the brochure so we could get better coverage.

For you ex-34th BG men who aren't 1998 members: I wrote in the June 1997 MM that I don't bill for back years. The dues of $10.00 is for the current year and you are NEVER expected to pay BACK-DUES. We'd like for those who never (or once) paid dues to join the 34th BGA and especially want you to get your biography and then-and-now photos to Turner Publishing Co. for inclusion in the new Vol. II. Remember: being a paid-up member also makes your child or grand-child eligible to participate in the Scholarship Awards. The 1998 Application is included here elsewhere.

The 34th BGA also accepts donations to the scholarship fund. Most of the cost of the fund is borne by those who attend the reunion but we want to make it possible so others may also contribute to the fund. We'll accept any amount that you wish to give. And remember, it is deductible on your income tax return!

Cheers to all, Hal

****

REUNION COMMITTEE REPORT

The reunion in Omaha is now behind us, and each year we learn another lesson. We have to check the reunion date with any proposed parades in our reunion city. Omaha has a round-up parade each year and the assembly point was the Doubletree Hotel, and the police would not let busses come to our boarding area. Late arrivals missed out on the bus ride to Boys Town, but did arrive by taxi.

The details for the Boise Reunion will be finalized in April. We have been extended an invitation to visit the 34th Squadron at Mountain Home Air Force Base. Idaho by Lt. Col. Tom Ritchie, B-1B Lancers are operating from the base. We will work this in between breakfast and dinner for our usual Friday tour of the area. All members who attended our reunion in Raleigh and viewed the video presentation by the visitor bureau ladies will find the city of Boise to be everything expected for a great reunion. There is more to see in Boise than we can program into our reunion. Our hotel will be the Doubletree Riverside, formerly the Red Lion Hotel. There will be more information in the June issue of Mendlesham Memories.

The reunion committee would like to thank all of you who have attended our reunions and helped to make them successful. We wish everyone a happy healthy New Year - you will read this in the March issue, but it is being wished to all of you in January. The members of the committee have dispersed - the Bob Wrights to Florida. The Bruce Sotherns to Texas and the Rutkas are holding down the home front in Minnesota. We have another member of the reunion committee that does not receive recognition - Eli Baldea, our editor, Mendlesham Memories, the conduit for our message to reach all of you.

The registration forms will be in the June issue of Mendlesham Memories. - look them over and send in your registration to the hotel by August 20, 1998. After the cut-off date, the unused portion of our guest room block will revert back to the hotel for general sales. Reservations after the cut-off date will be subject to availability.

See you in Boise
Harold C. Rutka, Bruce Sothern, Robert Wright
Your Reunion Committee

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
153 North Hill Dr.
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

ROSE'S CORNER

I have been putting off starting to write this column because we have had such dreary weather and we didn't go to Florida this year. This is enough to make us unhappy. If I'm not happy, I can't write! Eli stands by my desk and gives me that "Hurry up and get it done. It must be at the printer's in two days" look, so, not having too much to say, here is a recipe which I'm sure will be made by many of you wonderful airmen who read this column. This recipe must be read very carefully in order to get it right so make sure you have all the ingredients before you start - and good luck!

DECADENT CAKE

You'll need a cup of water, a cup of sugar, four large eggs, two cups of dried fruit, a teaspoon of salt, a cup of brown sugar, lemon juice, nuts, and a bottle of whiskey. Sample the whiskey to check its quality.

Take a large bowl. Check the whiskey again by pouring one level cup and drinking. Repeat. Turn on the electric mixer and beat one cup of butter in a large fluffy bowl. Add one teaspoon of sugar and beat again.

Make sure the whiskey is till oday. Cry another tup. Turn off the mixer. Beat two leggs and add to the bowl and chuck in the cup of dried fruit. Mix on the tuner. If the fired druit gets stuck in the beaterers, pry it loose with a drewscriver.

Sample the whiskey to check for tonsisticity. Next sift two of salt. Or something. Who cares? Check the whiskey. Now sift the lemon juice. Add on table. Spoon.

Grease the oven. Turn the cake tin 350 degrees. Throw the bowl out the window. Check the whiskey again and go to bed. Sweet Dreams!!

****

P.S.: Even if you decide that baking is not for you, do read it all the way through just to notice how it will brighten your day! Please let me know how successful you were if you should bake it!! Enjoy!!!

P.P.S.: May God grant all of you many, many more years.

Love, Rose

****

RETURN TO MENDLESHAM, ENGLAND IN 1998

The 34th Bombardment Group (H) will be visiting England June 3 - 11, 1998. We will operate out of Cambridge or Norwich - depending on how many of our group attend. The visit to Norwich will be appreciated by the ladies to be able to do a little shopping.

The reservation form was enclosed in the December issue of our Mendlesham Memories. If you have misplaced it, you can contact Tamarac Travel, 5853 N. University Driver, Tamarac, Florida 33321-4633. Phone number is: 1-800-228-9690. Fax number: (954) 724-8811. Genevieve and I will be waiting for you when you arrive at our Heathrow arrival gate.

Harold C. Rutka
England Coordinator

Eli Baldea - Ready to board for a mission.

MARGARET MAUNDRELL - Mendlesham, England

My next-door neighbors took me to visit Duxford and, especially, the new American Exhibition. Had a great day there with simply beautiful weather and more than impressed with this new American museum. It's very, very impressive, amazingly huge, and houses a B-1 bomber, also a super-fort, a liberator, an earlier fort, Boston and more. It's built like a bunker. From the air you would see it as a bump in the field. It is grass-covered. There must have been some factual reason, for there were two fly-pasts - a "Tornado" fighter-bomber shot up the runway, gave two wing-wags and vanished. Then 12 aircraft, an assortment of "Spitfires" and "Thunderbolts" did two circuits of the airfield with another shoot-up before coming down to land. The walkway to the new museum has glass panels depicting the respective American Squadrons, the silhouette of each type of aircraft lost during the war. It must have cost a fortune, this glass alone. This is named "Counting the Cost", truly mind-beguiling. It makes any viewer think as they would at the R.A.F. Memorial at Brookwood in Surrey.

****

RAYMOND D. HINCHEE - Salem, VA.

Just received the MM and, as usual, dropped everything else and read all the good news. You are still doing an excellent job and we will have to work on getting you a unit citation.

As you know, we could not attend the reunion because of Margaret's health. She won one bout with cancer, a gallbladder attack and a hip replacement, but the leukemia was more than she could conquer. She passed away on Dec. 4th in the hospital. She fought like a trooper and never complained. We hated to lose her but we would not want her back in the same condition. It is never easy to lose a loved on, as many of you know.

****

GLINNIS (JOHN) REILLY - Ocean City, MD.

My husband, John, passed away on Oct. 18th. He was interned at Arlington National Cemetery on Nov. 17th.

We missed the Huntsville reunion because John broke a hip. We finally attended the Raleigh reunion where we met a lot of nice friends. We had hoped to meet members of his original crew of which he thought highly. The crew members of "The Ten Of Hearts" were pilot William Hart, George Schipani, Harold Steiner, Rikett Stanbach, Tom Cannoch, James Mixon, Jack Danhauer, Maxwell Hall and Walter C. Roe. He flew with three other crews, "Belle of The Brawl", pilot Russell Paulnoch, "Frivolous Sal", pilot Leon Salveson, and one other crew. He kept a diary of every mission he flew. It is quite a story of the courageous young men who flew the B-17's and B-24's in World War II. We visited the Mighty Eighth Air Force Heritage Museum at Savannah, GA. in Nov., 1996 and I hope to have his name inscribed on their memorial wall.

I have enjoyed reading the Mendlesham Memories and will gladly pay his dues to keep receiving it. Also, when the group returns to Mendlesham again, I hope I can make that trip also.

****

WALTER STURDIVAN - Stockton, CA.

Received my Mendlesham Memories today and what great coverage of the reunion at Omaha. Another great job and a commendable effort by the amateur photographers. The 34th Bomb Group always come through in great form.

In a letter from Philip Levick, who lives in England, I received a copy of an old article printed in "The Aeroplane" shortly after the 34th left England. It states that the "Group Markings on the Fortresses consisted of a red fin and red chord wise bands across the wings and the tail plane. The 4th, 7th, 18th and 391st Sqdns. may be identified by their white, yellow, red and green cowlings respectfully. Unlike other groups, the 34th does not carry a unit letter in a square on the fin, but the individual aircraft letter is carried on the rudder". I remember the square "S" Third Division marking that extended to the front half of the vertical stabilizer. Does anyone remember the other markings mentioned?

I ran across some information you might want to consider using in Mendlesham Memories. It is from a book entitled "CODE NAME DOWNFALL" by Thomas B. Allen and Norman Palmer. It says "BOMBER CREWS OVER EUROPE HAD THE HIGHEST ATTRITION RATE OF ANY BRANCH OF THE SERVICE IN WORLD WAR TWO. LOSSES AS HIGH AS 600 MEN ON A MISSION (SCHWEINFURT), 9,950 BOMBERS LOST, 49,000 MEN KILLED, 30,000 MEN CAPTURED, ONE IN EVERY FIVE MEN KILLED IN COMBAT IN WORLD WAR TWO IN ALL THEATERS WAS A BOMBER CREWMAN IN THE EUROPEAN THEATER".

****

Continued on page 6

DEADLINE

Any material or items to be inserted in the June issue of Mendlesham Memories should reach me on or before April 23, 1998. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

NOTES FROM OUR FRIENDS

Continued from page 5

JAMES STUTHERS - Venice, FL.

Kay and I have sold our home in which we have lived in for the last ten years, since my retirement. We bought an acre of ground in Nokomis, FL., some 5 to 7 miles north of us here. We should have our new home finished by the end of January, 1998 and hope to move into our new "Dream-Home" about the 5th of February. For your records, please change our address to: 1225 Oak Tree Lane, Nokomis, FL. 34275. We hope to retain our present phone number (941-493-3768).

By the way, several members of our crew, "Butler's Bums", are members of the 34th BG Assn. Phil Swords is in very bad health and in a rest home in Washington, IL. and I am in touch with his son. I've definitely verified the death of our engineer, Sante Schifani, by talking to his older brother, retired General Emanuel Schifani, several months ago. He advised that Dante died in 1984.

I am unable to confirm one way or another that our pilot, Robert H. Butler, and our co-pilot, Roy Reynolds, are living or dead. Each time I visit our local library, I search the Social Security "Deceased" files trying to learn something about these men. I'll continue until I succeed, one way or another.

****

KIVETT IVEY - LaGrange, NC.

The 34th has lost another member. Gerald Holmes went off into "The Wild Blue Yonder" on Dec. 2, 1997. He was the pilot of the "Tiger Rag" crew. I'm sure his destination was heaven. We shall miss him! Marie, we have you in our prayers.

I remember a mission in 1944. We had extensive "flak" damage, two men wounded, elevator and aileron cables severed. Gerald came over the inter-com and said, very calmly, "Don't panic, guys. I have it under control". That assurance and his skillful flying, using engine power and trim tabs, got us back to England. We bailed out, Gerald being the last man out. Even though he wasn't able to save the aircraft, he saved his crew! Over the years I have had the opportunity to know Gerald and his family even better. I'm sure that, even now, he is sitting in God's Kingdom. He was that kind of man!

****

FRANK MC CULLOUGH - Allentown. PA.

Thought I would drop a note to inform you that I still haven't received my D.F.C. after two years of writing and phoning people. Since I haven't heard from my congressmen and senator, I sent a letter to the new Air Force Chief of Staff, General Michael L. Ryan, at the Air Force headquarters at the Pentagon in Washington, D.C. That will be another person contacting Awards and Records, making the people on the other end aware of our determination to receive the D.F.C. or know the reason why not.

I am happy to report that one of our 27 members, who applied and also contacted his congressmen, received word that he is being awarded the D.F.C. His name is Robert E. Sweeney from Milwaukee, WI. He thanked me for my help and guidance in securing his medal. This is why I am not scrubbing the mission until I definitely hear something to the contrary.

****

EDWARD J. LONERGAN - Fort Myers, FL.

I just wanted you, the Board, and the Reunion Committee to know how much we enjoyed the meeting in Omaha. Also want to thank the ladies for keeping activities at the registration desk smooth. It was nice to see Wanda Pine attend. We will miss Gerry.

We now look forward to the 1998 meeting in Boise. My election to the Board was appreciated and I will cooperate to make good things for the 34th Bomb Group better.

****

ROBERT WRIGHT - South Bend, IN.

The Mantel clock I made and raffled off was won by Glen Henry of Waunakee, WI. I sold 192 tickets at $1.00 each and will donate the $192.00 to the General Fund of the 34th B.G.

****

CARROL FORISTER - Kirkwood, MO.

A bit of news for MM in case you haven't heard. Bill Fulton, 4th Sqdn. Line Chief, died on the 23rd of Sept. 1997. We told his wife, Louise, that we'd let you know. Also, Sylvia and I celebrated our golden wedding anniversary on Oct. 25th, 1997.

As usual, the reunion was super, though it gets a little sadder each year as our numbers dwindle down to a precious few. We had only 224 this year.

****

PAUL MUELLER - Rapid City, SD.

After several attempts to contact Frederick C. Braun I finally heard from someone at his address that he passed away several years ago. He was my navigator.

My wife and I are in remarkable good health and will spend the winter in Mesa, AZ.

****

LOUIS L. COHEN

I received a phone call from Sidney Rockmuller, who is trying to get the "Jive Bombers" dance band back together for one of our reunions. I think most of the group have passed away by now.

How about a reunion back east?? We now have two of the largest casinos in the country run by the Indians. They also have great hotel and convention facilities available. Other attractions are Pratt & Whitney Aircraft, Sikorsky Aircraft, New London Submarine Base and other places of interest like the air museum.

I'd also like to ask a favor. I flew on one of the "Operation Chow Hound" missions dropping food to the people of Holland. Would anyone have any information regarding the dates? There is a group known as "Opera

Continued on page 7

NOTES FROM OUR FRIENDS

Continued from page 6

tion Chow Hound Brothers" A reunion of this group is planned for the year 2000 in Holland.

****

EDGAR GEOHEGAN - Yelm, WA.

It will be two years, come January 22, 1998, since I had my Bi-Pass surgery. I play golf 4 times a week so, evidently, I am almost 100% recovered.

Hopefully Donna and I will attend the Boise reunion. These golden years are not very reliable but we will try. Pass on our very best to all.

****

DIRK GOMBERT - Boise, ID.

Over the years there have been several metions of various crew member's activities in the 34th B.G. I note that in at least one issue of the MM a crew chief was written up for having successfully completed his entire period of service in the ETO without having had any abortions. Well, I would like to see if another crew chief could get the same recognition for the same accomplishment.

I believe Bill Fager, crew chief in the 34th B.G., should receive honorable mention for having had no aborted missions in his entire duty in the ETO. Recommended by Dirk Gombert, navigator on one of the planes he maintained.

Incidentally, Bill lives in Idaho and will most likely be at the reunion.

Ed. Note: I'm sure there are many crew chiefs who can live up to the same standards. But, please, I think we can't individually honor them all. I'm sure they all know how appreciative we all were for their good service.

****

BLANCHE (JOHN R.) Young - Stratford, CT.

My beloved husband, John, passed away on November 25, 1997. He had been battling alzheimer's disease for over twenty years, then he developed asthma and, in 1994, several melanomas had to be removed.

In April, the VA Medical Center in West Haven, CT. decided they could not longer care for him there and sent him to a small convalescent home near Stratford. He had started to wander about at that time and one day got to the elevator. I found him standing at the entrance to the building six flights down. They were doing all kinds of renovations at that time so, needless to say, it was a tremendous relief to get off the elevator and see him standing there looking around. It's a surprise to me that the nursing home didn't have alarms on the outside doors. There were three or four others who "literally" flew out of the doors and had to be brought back inside.

On November 16th he was brought to Bridgeport Hospital with pneumonia. All week he was treated with oxygen, etc. until he passed away a few days after he was admitted. I miss him more than words can say. We were married 49-1/2 years in all.

In the September issue of MM, Winfield Reynolds asked about the others in Lt. Raymond's crew. I thought he and the rest of the crew members would like to see a picture taken in Mendlesham.

(Ed. Note: The photograph of the crew is shown below.)

****

Jack Raymond's Crew: Front-L. to R.: Chevalier, Hampton, Middleton, Parrott, Harris and Young. Rear-L. to R.: Raymond, Reynolds, Smith and Ruth.

NEWS FROM HERE AND THERE

From Frank Crabtree we have the following:

The B-17 Flying Fortress Association (Since 1990) is looking for new members.

Membership includes four (4) Newsletters a year which include actual stories and eyewitness accounts of WWII missions in B-17's.

If interested contact: Don Hayes, Pres., 1640 Cambridge Drive, Walla Walla, WA. 99362.

****

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

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153 North Hill Dr.
CARRIERE, MS. 39426

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CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZPCD
CROWLEY	EDWARD J.	391	8513 W. ORAIBI DRIVE	PEORIA,	AZ.	85382-8825
HACKNEY	CLARENCE D.	391	85 WALDEN POND DRIVE	NASHUA,	NH.	03060
KEECH	B.F.		MOVED - NO ADDRESS GIVEN	EDINBURGH	SCOTLAND	
KLING	JOHN G.	391	31020 TANGLEWOOD DRIVE	NOVI,	MI.	48377
MAST	WILLIAM H.	391LM	8365 SO. BONITA VISTA	LAS VEGAS,	NV.	89113
PROVINCE	HAROLD E.	391	153 NORTH HILL DRIVE	CARRIERE,	MS.	39426
RYALS	MARVIN C.	4 - 18	1688 GOLFSIDE COURT	APOPKA,	FL.	32712
SANTAS	VERNE F.	4	1415 MAIN STREET #159	DUNEDIN,	FL.	34698
SWENSON	ELBERT H.	7	10293 ARROWHEAD DRIVE	PUNTA GORDA,	FL.	33955
WARD	EDWARD L.	MM	8 WILLARD STREET #1	AMSTERDAM,	NY.	12010-3210
WILLIS	LYNN	A	3129 TUMWATER STREET	LAS VEGAS,	NV.	89121-2375

NEWLY FOUND

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD.
Braun	Jennings	7	9 Flint Way	Boynton Beach,	FL.	33462
Brundage	Chester W.		82 Elmcroft Road	Rochester,	NY.	14609
Buchanan	Robert B. Jr.	7	56 Lafayette Avenue	White Plains,	NY.	10603
Fellows	Fred L.	7	P.O.Box 403	Ashford,	AL.	36312
Line	Jack E.		5628 So. Bend Drive	Fort Wayne,	IN.	46804
McNeill	Hobart		16 Fountain Grove Circle	Napa,	CA.	94558

TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.	DIED
ASHWOOD	NORMAN A.	7T	2096 McKINLEY AVENUE	LAKEWOOD,	OH.	44107	10-??-95
ATWATER	VERNON E.	4TH	2143 AZTEC CIRCLE	COTTONWOOD,	AZ.	86326	12-06-97
BULLIS	DARRELL	7TH	108 ORCHARD DRIVE	EARLY,	TX.	76802	9-15-97
COHEA	HOWARD E.	391ST	3131 ADAMS STREET	ALBUQUERQUE,	NM.	87110	12-??-94
DAY	GEORGE W.	4TH	1010 BELMONT CIRCLE	TAVARES,	FL.	32778	10-13-97
HANKEN	ERWIN W.	7TH	BOX 803	PARKER,	SD.	57053	10-25-97
HINCHEE	MARGARET (RAYMOND)		202 TAYLOR AVENUE	SALEM,	VA.	24153	12-04-97
HOLMES	GERALD	7TH	2514 NOTTINGHAM PLACE	GRAND PRAIRIE,	TX.	75050	12-02-97
McBLAINE	ROBERT	7TH	P. O. BOX 5817	ALOHA,	OR.	97006	11-15-97
McCARTY	DONALD J.	18	7505 COUNTRY CLUB DRIVE	GOLDEN VALLEY,	MN.	55427	03-03-96
REILLY	JOHN E.		13307 PEACH TREE ROAD	OCEAN CITY,	MD.	21842	10-18-97
RUTH	RICHARD H.	18TH	P. O. BOX 559	OKOBOJI,	LA.	52355	6-21-91
STAMPON	PETER J.	7TH	9 FLORENCE ROAD	GRAY,	ME.	04039	12-??-96
WELLS	DAVID S.	18TH	1117 CHRISTY STREET	BOSSIER CITY,	LA.	71111	4-30-97
YOUNG	JOHN R.	18TH	97 DERBY PLACE	STRATFORD,	OR.	06497	11-25-97

MEMORIAL GIFTS TO SCHOLARSHIP FUND

LAST NAME	FIRST NAME	IN MEMORY OF
Buchanan	Robert Jr.	Robert Buchanan Sr.
Fandell	William H.	
Janes	Gloria	John Janes
Martin	Randall	Gerry Pine
Paxton	Ken	Gerry Pine

NEW LIFE MEMBERS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.
NICHOLS	CLARENCE L.	7	7447 FARM 9 SOUTH	WASKOM,	TX.	75692
PARSONS	HARRISON M.	391	405 FORREST HILL DRIVE	SHELBY,	NC.	28150

50TH WEDDING ANNIVERSARIES

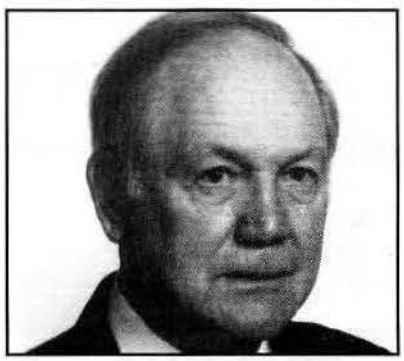
50th Wedding Anniversaries (or greater not previously reported.)

Last name	First names		Anniversary date	
450623*	PARSONS	HARRISON & MARY	405 FOREST HILL DRIVE	SELBY NC
471014	KAISER	RAYMOND & ALICE	559 FRANKLIN STREET	ALPENA MI
48....	BAUMGARDNER	DONALD & VERA	507 EUCLID	CHARLES TOWN WV
48....	CARLSON	GLEN & HERMAND	1311 WHITE PINE DR N	EAU CLAIRE WI
480109	BREITSCHWERDT	EDWARD & SARAH	3345 OCEAN GATEWAY R50	E NEW MARKET MD
480110	WADE	CECIL & LURLENE	208 WALDROP RD	FLORA MS
480114	ISRAELSEN	ALAN & AGNES	519 W 53RD STREET	MINNEAPOLIS, MI
480424	JACOBBAUSKI	MICHAEL & MARGARET	7056 KATHERINE AVE	VAN NUYS CA
480424	MAYNE	JOSEPH & HELEN	7 HITCHING POST LANE	CENTERVILLE MA
480431	METZLER	JAMES & DOROTHY	1940 EAST 4TH ST	COLBY KS
480529	BILLMAN	CHARLES & ISABELLE	19806 STARDUST BLVD	UN CITY WEST AZ
480605	ST LAWRENCE	ROBERT & BARBARA	P O BOX 289	HILLSBORO NH
480612	LANE	SAMUEL & NELDA	9314 LAWNDELL RD	RICHMOND VA
480614	BOLDUC	OLIVER & MARJORIE	65 BOLDUC LANE	HAPLIN CT
480620	MILLER	GEORGE & FAYE	1268 HARMON AVE	W SAINT PAUL MN
480622	BOYSUN	JOHN & FLORENCE	829 29TH AVENUE NE	GREAT FALLS MT
480625	CRAFT	JUNIOR & LAURA	2697 RD 525	JACKSON MO
480626	BAER	ROBERT & ROSE MARIE	253 SOUTH 25TH ST	TERRE HAUTE IN
480626	WILSON	LLOYD & ETHEL	44380 REDTAIL HAWK LN	LEONARDTOWN MD,
480703	COLE	SANFORD & MARY ANN	BOX 150	SIMSBORO LA
480710	RICKER	CONRAD & PATRICIA	5804 NW 86TH ST	OKLAHOMA CITY OK
480711	LE MASTER	FRED & HELEN	412 MAPLE ST	BIRMINGHAM AL
480801	SIMPSON	RONALD & MARTHA	BOX 174	WILLIAMSPORT IN
480814	LARSON	LOWELL & MARIAN	636 WEST 5TH ST	OXNARD CA
480821	BRUEN,	JAMES & HELEN	16 EUCLID AVE	LYNN MA
480830	CANNOCK,	TOM & BLANCHE	1117 EAST 28TH ST	SAN BERNARDINO CA
480904	KUBLY	A RAY & RUTH	1204 AMBER LANE	WATERTOWN WI
481016	NICHOLS	CLARENCE & CHRISTINE	7447 FARM 9 SOUTH	WASKOM TX
481107	VAN LIERE	WILLIAM & RUTH	1506 WEST MARIAH WAY	FORT WALTON BCH FL
481121	OTT	CARLYLE & LORETTA	12293 ANTIGUA CT	MARION IL
481124	GOETSCH	FOREST & IRMA	1734 WOODSIDE DR	THOUSAND OAKS CA
481227	PARENT	ROBERT & BARBARA	60 CLARK AVE	NORTHAMPTOM MA

Then and Now

FRANK CRABTREE

1944



1997

JACK & MARIAN SHARE

1947

1997

JOE WONG

1943

1997

SPECIAL

MISERY AGENT - 41-28838

"Misery Agent" was born of a premonition, a premonition of death. The 24-year-old bombardier of crew 20 was adamant. He would not be returning from Europe - that he would be killed. The rest of the crew laughed it off. After all, Robert Swarthout had a dry sense of humour and only he could talk of such things. But he was persistent and, soon, someone coined the phrase "Misery Agent" for him.

Crew 20 had come together at 358 Combat Crew training school at Blythe Army Air Force Base in December, 1943. By April, 1944, they had started their move overseas and the first leg of their journey was to Lincoln, Nebraska. It was here that they collected their aircraft, a B-24H-15-DT Liberator, serial no. 41-28838. This aircraft had been constructed by Douglas and was from batch 15 of a production run of 582 of this mark at Tulsa, Oklahoma. A suitable name for the plane was required and Robert Swartout had the answer - "Misery Agent". No one argued and "Misery Agent" was born.

The transit to England followed the standard routing of West Palm Beach, Florida, to Port of Spain, Trinidad, and on to Belem, Brazil. However, Bob Gross, the navigator, was determined to enjoy home comforts just one more time before they left the States. When orders came to move to Palm Beach, he managed to whisper to his wife, Cynthia, in a phone call, their next destination. Imagine his disappointment when their AGO passes were withdrawn on arrival and they were confined to base. However, when it came to the pilot, Herman Doell, he said he didn't know where his pass was. Bob knew where it was and, in no time, he was off base having borrowed it and had arranged to meet his wife. After two such trips Bob decided he was pushing his luck. After Brazil, Natal, and Senegal crew 20 arrived at Marrakech. Unfortunately all had a problem of sickness and were delayed by this for several days. Finally they could delay no longer and took-off for the final leg to England.

Oliver Bolduc & his son who is a major in the army.

Bob Gross had not fully recovered and, in flight, had an urgent need for the toilet. Liberators did not have the sophistication of an Elsan like the Halifax and Lancaster of the RAF and the only solution for Bob lay with a newspaper. Having duly performed, Bob called on the bombardier to open the bomb bay doors to effect disposal of the paper bundle only to find it had aerodynamic qualities. No sooner had he thrown it out than it flew back in.

Arrival over England became a nightmare for the navigator. All those green fields - nothing like the wide-open spaces of the desert in training. It bacame obvious that RAF Valley could not be found. Herman Doell convinced him he would not be beaten and was determined to find their destination by flying around and looking. Bob Gross convinced him and if he and the navigator didn't know where they were, how could he. Radio operator, Alvin Rainey, was told to send a Mayday and, within 15 minutes, they had a fix and were down at Valley at last. The Red Cross girl there gave the crew a cup of tea - their first taste of tea British style, tea, milk and sugar, all in!

Arrival at Mendlesham was completed for the four squadrons of the 34th Bomb Group by mid-Arpil, 1944, crew 20 being a part of the 7th Sqdn. A period of intensive training followed in preparations for operations.

The first mission for the crew came on Saturday, May 27th - the target being the Woippy aero engine works at Metz. The route to the target circled Paris and took them nearly to the Alps and afforded the crews views over Switzerland and Southern Germany from 21,500 feet. On the way Bob Gross became worried about the weather and turned to the bombardier to remark about the black clouds ahead - that there must be a hell of a rainstorm. Bob Swartout replied "That's not clouds, buddy. That's flak". Fortunately it was not accurate.

Eight hours after taking off and one load of incendiaries lighter they arrived back at base. Missions to Germany quickly followed with Lutzkendorf on the 28th and an oil refinery at Politz, near Berlin, on the 29th. The Politz mission saw the 34th's first losses in action when very accurate flak was encountered. One aircraft crashed in Holland, another in Denmark and a third in Sweden. Of those that got back, many had holes in them and a further aircraft was written off with battle damage. Three injured crewmen were helped out.

A period of bad weather followed which prevented further missions for "Misery Agent". The weather also prevented the execution of another event - D-Day. At

Continued on page 12

Address Correction Requested

HDQ

18 391 4 7

34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

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SPECIAL

Continued from page 11

last, on June 5th at 4:30 in the morning, Eisenhower was told of a brief respite in the weather and made the decision "Tomorrow we go!"

The flight crews were roused at midnight on the 6th of June. Bob Gross was allowed to go back to bed as navigators would not be required on this mission. There would be so many aircraft in the air that navigation would be achieved by following lead aircraft. The exact sequence of events for one aircraft out of the thousands that took part in operations that day has proved difficult to determine, but the 34th were amongst the earliest airborne. The missions that morning would be in 6-ship units to allow the bombing of a large number of targets. The 34th were to bomb rail-yards, bridges and road choke-points around Caen to prevent movement of reinforcements to the invasion beaches. Take-off was shortly after 2:00 A.M. and, after gaining altitude, the formation headed north to Scotland and flew a reactrack pattern around a radio beacon in the dark. This was required to allow the return of RAF aircraft from night operations and to allow smaller aircraft and tow-planes to form up over East Anglia. This process took several hours and, with a load of ten 500 lb. bombs, the allocation of 1750 U.S. gallons of fuel were being eaten into. This day would see one of the largest air armadas ever assembled and transit to the target areas around the invasion beaches was carefully planned. Aircraft from numerous holding points were brought together in a continuous stream and the final assembly point was between Leicester and London and allowed the aircraft to swing south and cross the coast near Bognor Regis. With so many aircraft in the air the instructions wree specific. Only one run at the target and a right hand traffic pattern only.

Ed. Note: This story will be continued in our next issue.

These two are Arthur F. Stancati gunner and Robert K. Swarthout navigator of the Misery Agent. Photo copied from 1946 book on the 34th B.G.

VOLUME XXIII NUMBER 2 JUNE, 1998

MENDLESHAM MEMORIES

34TH BOMB GROUP H

4 7 18 391

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REUNION '98
Boise, Idaho

See You There
September 10 - 13, 1998

OBSERVATIONS

Well, here we are again with the mid-year issue of the newsletter. I've been in this job for more than twelve (12) years and, maybe, it's time for someone else to think of taking it over. By the way, for some reason I'm receiving a lot less mail now than I used to so this issue will probably be a little smaller than previous issues.

As I've mentioned previously, my memory is slowly leaving me and it might become a problem in the future. Believe me, I might have spoken to Rose about some subject an hour ago and I've already forgotten what we talked about. Let me tell you, that's scary to me. I hate to think of what is in store for me in the future. In any case, I'm here for this issue and, hopefully, am putting out an issue which most, if not all, of you will enjoy reading. I do try very hard to do so.

An insert in this issue is for our reunion at Boise, ID. in September. If you can please try to attend. We do have a good time, seeing old friends and making new ones. Rose and I have always had an enjoyable vacation at our reunions and we believe you will also. Think about it.

By the way, in the March issue I said that Rose and I would soon be leaving for Florida to visit our son and daughter. However, due to factors beyond our control, we did not make that trip and did not get to bask in the warmth and sunshine of Florida. However, due to El Nino, our weather here had never gone as bad as usual. We had a better winter than we expected.

This issue, as usual, will go to all of our listed 34th Bomb Group personnel, whether they have paid their dues or not. We hope this issue will convince some of our "Unpaid" people to become paid members and receive four (4) issues a year instead of just one. Think about it!

That's about all I have to say for now. Rose and I wish you all a pleasant summer and, hopefully, you plan to be at our reunion in the fall. SEE YOU THERE??

Eli Baldea,
Editor

****

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
153 North Hill Dr.
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

PRESIDENT'S MESSAGE

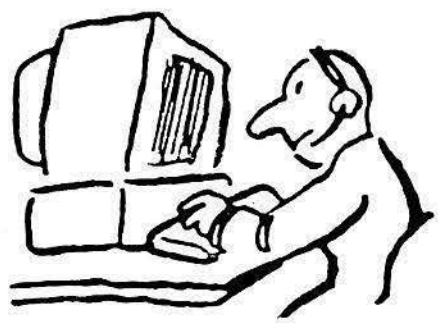
Now is the time for us to complete our individual plans to attend the annual reunion at Boise, Idaho. Harold Rutka, Bob Wright and Bruce Sothern have done their onsite work again as reported elsewhere in this issue. I realize that more and more of us each year are less physically and financially able to participate in these reunions but I encourage all of you that are especially those living in the western parts of the U.S. - to come to Boise. It will be a rewarding experience.

The article "Misery Agent - 41-28838" was started in the March issue of MM and is continued in this issue. This article is an amazing product of the "Information Age. Two Englishmen, Sean & Kevin Welsh, prepared it. Twenty years ago they found a crash crater and bits and pieces of the B-24 "Misery Agent" when they were teenagers living in southern England. Gathering information about the crash of this B-24 was tedious then. When Kevin tapped into the Internet in 1997 he found many sources and a flood of information about the airplane, the crew and the mission. This was the information that had not been available over those twenty years. He even contacted by E-mail the surviving member of the "Misery Agent" crew, Bob Gross. The Welsh brothers invited Bob Gross to England and subsequently hosted his visit to the crash site and the military cemetery at Cambridge where five of the crew are buried.

Contrast this exchange of information today with the 1944 snail paced letters back and forth from Mendlesham to our families and friends in the United States. It is a different world today!

****

FROM THE TREASURER'S COMPUTER



This is going to be a short one for a change. I don't know why, unless it was the notice on the mailing label, but quite a few of you sent in checks marked for 1998 dues even though you had already paid for 1998 dues! Maybe the message on the label "1998 dues being accepted now" was the cause for the overpayment of dues. Please heed this--if your mailing label has a **red circle on it you owe current dues! HAVE YOU GOT THAT? RED CIRCLE - OWE DUES!** And send your checks to ME!! Eli doesn't want them!!

Continued on page 3

FROM THE TREASURER'S COMPUTER

Continued from page 2

Strange how a brief note such as that is read and followed. I wish more of you would heed my pleas about letting me know when you are going to be away from your usual mailing address. We've had an unusual number of "TEMPORARILY AWAY" notices from the Postal Service for both the December and March issues. Each notice means that a copy of Mendlesham Memories was thrown away by the USPS. Please don't make the USPS throw your copy away!

It's too late to do so now but I hope you sent in your updated biography and pictures to Turner Publishing for Volume II of the 34th Bombardment Group book. Some of you have mentioned that there was nothing heroic about what you did and, therefore, nothing to write about. That is true for almost all of us--we were just ordinary guys doing what was asked of us and all of us wanting to get the job finished so we could be on our way home.

Don't forget that the 8th AF Heritage Museum is also asking for your personal data so they can build a file on the men who were in the 8th AF. See the December MM for details.

For those of you who have graduating seniors who are planning on going to college--did you give them an application form for the 1998 Ray Summa 34th B.G. Scholarship? There is still time to do this - applications are due by July 10, 1998.

Reservation forms for the 1998 reunion at Boise are included in this issue. We hope to have a good number at Boise so send in your hotel reservations and the group activity reservations. If you haven't been to a reunion you don't know what you are missing. Hope to see you all there!

Cheers to all,
Hal Province,
Treasurer

****

REUNION COMMITTEE REPORT

Boise extends its warm welcome to members of the 34th Bomb Group. Remember this site was selected by our 34th Bomb Group members at the Raleigh, No. Carolina reunion. Boise started in the early 1840's when the Oregon Trail came right through what later became Boise. The city really began in 1862 when gold was discovered nearby and an army fort was established. With newfound security the community began to grow.

The DOUBLE TREE HOTEL is promising that our rooms will be "Grouped Together" for easy access to our meals and the "Hospitality Room". Please note: "THE CUT-OFF DATE FOR THESE ROOMS AND THE RATES WILL BE - AUGUST 20TH - ROOMS AND RATES ARE GUARANTEED THREE DAYS BEFORE AND THREE DAYS AFTER OUR REUNION. ROOMS RENTED AFTER AUGUST 20TH WILL BE SUBJECT TO AVAILABILITY" (Our hotel will be the Doubletree Riverside.)

The "Fly-in members" will have complimentary transportation to and from the airport. The telephone to the hotel is located at the "INFORMATION CENTER" near the "Luggage Carousel" Dial #26 for transportation.

The tour to MOUNTAIN HOME AFB will be on Friday September 11th - Lt. Col. Tom Ritchie has assisted in the arrangements. The busses will depart at 09:00 AM. We will have a static display, lunch, briefing on the base mission, memorial service in the base chapel and a windshield tour of the base - returning at 04:00 PM.

The tour will enable you to see what you have had a hand in building. The Army Air Force's wartime achievements of dominance of the "enemy" skies and paralyzing their economy did not win the war by itself but did make possible victory over the axis powers. We demonstrated what could be achieved and, in doing so, each of us contributed to the formation of the UNITED STATES AIR FORCE.

There will be a "Two Hour City Tour" available for Saturday afternoon on the "Boise Tour Train" which will include a brief stop at the NATURE CENTER.

The weather in September has an average temperature of 76 degrees and a low of 47 degrees with an average of three rain days.

We hope to see you all at the "14TH 34TH BOMB GROUP REUNION" at the DOUBLETREE RIVERSIDE HOTEL.

Harold C. Rutka, Bruce Sothern, Robert Wright
Your Reunion Committee

****

RETURN TO MENDLESHAM, ENGLAND JUNE 3, 1998

The following members will be traveling to England on June 3rd, 1998:
Thomas & Madeline Belleau, Claude & Genevieve Conklin, Kenneth & Kathleen Paxton, Fred Rondo, Everett & Margo Rose, Herbert Roy, Jack Rude, Harold & Genevieve Rutka, Franklin & Alda Sivret and Fred and Rachel Waltz.

We will meet at HEATHROW AIRPORT and travel to Norwich, which will be our base of operations. Our group will join with the 100th Bomb Group and have some of the tour together.

Friday evening is scheduled to be our dinner with LADIES OF MENDLESHAM.

Saturday we will be at the MEMORIAL, where we

Continued on page 4

RETURN TO MENDLESHAM, ENGLAND JUNE 3, 1998

Continued from page 3

will present a wreath and visit in the Mendlesham area. Saturday evening we will be at a HANGAR DANCE in the Suffolk area. Sunday will be at the cemetery in Cambridge. The graves of the 34th members will be marked and we will place a wreath in their memory. Then we go to DUXFORD, THE BOMBER COMMAND, LONDON, and, then - return home.

Harold C. Rutka
England Reunion Coordinator

****

SPECIAL

We have the following letter from someone looking for information:

Ian Hawkins gave me your address. Can you help? I have been wondering for many years on the fate of two of your aircraft and crews shot down over France on June 22, 1944.

In R. Freeman's War Diary I read on account of one of the B-24's which fell in the target area but not a clue on the second. Does anyone know that fate of the second A/C? Did any of the two crews survive? I know you must receive dozens of inquiries like this but it would put my mind at ease if I knew the outcome.

I was 7-1/2 years old at the time and living at the north end of Paris and we saw a U.S. bomber come down. For many years I thought it was one of yours but recently I found out it was a B17-G of the 96th Bomb Group.

I would be very grateful for any information regarding your two B-24's shot down on that fateful day of June 22, 1944.

Ed. Note: Anyone with information regarding this request can write to:

Mr. Rene Psarolis
24 Craigston Avenue
Ayr, Ayrshire, KA7-3JW
Great Britain

****

From president Al Israelson we have the following:

A tribute to Phyllis Van Buskirk:

Phyllis died in Litchfield Park, Arizona in February from a brain hemorrhage. She was a native of Kentucky and the wife of Bill Buskirk, a radio operator instructor at Blythe and the radio operator of our 4th Squadron Crew No. 1 from April to November at Mendlesham. Phyllis was a long-time attendee at the 34th Bomb Group Assn. reunions beginning at Nashville in 1984. We will miss her enthusiastic manner and her contagious smile at Boise and the reunions to come.

****

ROSE'S CORNER

Dear Fellow members of the 34th B.G.:

I'm wondering how you all survived this past winter. We were pretty lucky until March when a super-storm paid us its full attention. We suffered thru the day with no power and no water. Couldn't get the car out of the garage with all of the piled-up snow leaning against the door. Couldn't go anywhere because the plows didn't have a chance to clear a path in any direction so we kept donning our layers and layers of clothing in order to keep warm. Candles were lit everywhere so as not to stumble.

Our daughter and son-in-law rescued us that evening by driving their 4 wheel drive truck thru the ruts made by other cars which had tried to drive home somehow. Stranded cars were everywhere causing an unforgettable mess for all!!

If you have read this far please continue because you will want to send the following to someone who will feel that you have brightened their day. It is taken from the "Dear Abby" column of our local newspaper. Just read it carefully and I'll bet that you will do it again because it's a lot to absorb in one reading and written in a very clever manner!

The author is unknown. If we knew who it was I'm sure that we all would send a big thank-you for coming up with something new for seniors. Here it is:

OLD FOLKS ARE WORTH A FORTUNE

Old folks are worth a fortune: with silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet and gas in their stomachs. I have become a lot more social with the passing of their years; some might even call me a frivolous old gal. I'm seeing five gentlemen every day.

As soon as I wake, Will Power helps me get out of bed. Then I go to see John. Then Charley Horse comes along and, when he is here, he takes a lot of my time and attention. When he leaves Arthur Ritis shows up and stays the rest of the day. (He doesn't like to stay in one place very long so he takes me from joint to joint.) After such a busy day I'm really tired and glad to go to bed with Ben Gay. What a life!

P.S. the preacher came to call the other day. He said that at my age I should be thinking about the hereafter. I told him I do - all the time. No matter where I am - in the parlor, upstairs in the kitchen or down in the basement - I ask myself, "Now, what am I here after?"

Stay well and may God grant you many more years!

Love you all,
Rose and Eli

****

CHARLES E. DAVIS - Niles, OH.

This is in response to Louis Cohen's request for information regarding the food drops in Holland.

This first of six drops was May 1, 1945 to Rotterdam. The second was May 2 to Utrecht. The third was on May 3 to Vigelezang. This info was taken from my flight log.

We also had two passengers with our crew. One was Chaplain Eller and the other was an 8th AF photographer who sent me a set of pictures of our crew.

****

IAN HAWKINS - England

Thanks you very much for the extra newsletters - very interesting as always. They have been distributed to the older people in Mendlesham, etc. I've sent a copy to the Percy Kindred Library and Research Centre at the 34th B.G. Memorial Museum at Framlingham.

I also received about 50 posters concerning the "Forties Night Dance" at RAF Molesworth on June 6th. I sent some of the posters with the newsletter and the rest I sent to the museum for handouts to visitors.

****

LONNIE CROOK - Shreveport, LA.

Thanks for doing such a good job with MM. I understand your reference to fluctuations of memory. It seems to go with same-year models.

Hopefully we will see you in Boise. We haven't attended a reunion since Barksdale and look forward to seeing you guys again.

Incidentally, our painting of the two B-17's is still hanging in the 8th AF Museum at Barksdale. It looks good there.

****

WILLIAM KAUFMAN - New Willmington, PA.

Just a note to thank you for the super job you have done with MM over the past many years. You have given up a lot of your retirement time to bring a lot of pleasure to all of the rest of us.

Another winter has slipped by, very mild and very little snow in our area. I only used my snow blower three times and a broom would have done just as well on two of these times.

The Good Lord willing, I'm looking forward to some trout fishing and lots of golf this summer. Eileen and I have been blessed with good health over the years. A few stumbling blocks along the way but nothing we couldn't spring back from, thank the Good Lord. I have the usual aches and pain that goes with old age, but I guess we can live with them.

We will be celebrating our 50th Wedding Anniversary on May 22nd of this year. It has been a very enjoyable 50 years.

I hope this finds you and Rose in good health and you both have an enjoyable summer.

****

MARY (ROBERT A.) CHEVALIER - Jaoquin, TX.

Robert, who is now 74 years of age, appears to be in the early stages of Alzheimer's Disease. His memory is getting slowly worse. We try to stimulate his memory, especially of his Air Corps days, so we can leave our children and grandchildren a legacy of WWII. We have been married for almost 52 years and have four children and six grandchildren.

He can no longer identify his crew members, even from photographs which we have had for over 50 years. I ordered several videos about WWII and a recent one, "Warbirds of WWII". We have been watching it today, in hopes of bringing about recollections of his personal actions. I don't believe it is going to help.

Robert served with the 34th Bomb Group, 18th Sqdn. He was a Staff Sgt. and served as left waist gunner on a B-17. He flew 29 bombing missions over Germany. We still have his bomb tags with the names and dates of each mission on them.

Some of his crew members were John R. Young, Dexter Harris, Fred E. Hampton and Rodney B. Parrott. We noticed John R. Young's name listed in the recent TAPS section. We have kept in touch with all of these crew members over the years. This past Christmas we did not receive a card from John Young. We now know why not.

Thank you for all the work your organization does to promote fond memories of these slowly dwindling, old soldiers.

****

DEADLINE

Any material or items to be inserted in the September issue of Mendlesham Memories should reach me on or before July 23, 1998. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIPCODE
Chevalier	Robert A.	R.R. 1, Box 186	Joaquin,	TX.	75954-9700

MISERY AGENT - 41-28838

(Continued)

By the time the crews of 7 Sqdn. could start their move towards the assembly area it was already light. Once in the 8th A.F. bomber stream, keeping position became a problem for the B-24's. the B-17's were being flown at an IAS of 145 and were ahead, the B-24 needed to be flown at 155 and this led to them having to snake from side to side to prevent overtaking. Below them the crew of the "Misery Agent" could see warships and landing crafts in the Channel. However, after crossing the French coast a severe undercast was encountered which obscured the ground. By this time the troops had hit the beaches and, without knowing exactly what was below them, dropping their bombs was out of the question. They left the target area at Caen and flew west to reform off the Channel Isles. No flak or fighters had been encountered over the target but on passing over Jersey light flak came up. Below the Channel was still full of shipping and this gave no opportunity to jettison the bomb load. The prospect of returning to the base with a full bomb load was extremely worrying for the crews as holding formation had used considerable amounts of fuel and the weight of 5000 lbs. of bombs would quickly deplete their remaining supply.

Others were feeling the effects of fuel shortage as well and the lead aircraft of 7 Sqdn. had already been forced to land just inside the English coast on a fighter airfield to avoid running out. Another B-24 of the 490th B.G. just made it to the coast to crash land on Chesil Beach. They managed to jettison their bombs before impact and six of the crew of "Maxwell House" survived.

On board "Misery Agent" the situation was now critical and possability of flying northeast towards the bomber bases of New Forest fuel was dwindling fast. Ahead lay the shallow waters of Poole Harbour and ditching there seemed the only option. The crew pulled the toggles on their life jackets and prepared to ditch. Suddenly the Pratt & Whitney Twin Wasp radials clattered to a stop and the aircraft dropped. Ahead lay the line of a small copse and, beyond, an open field and Poole Harbour.

As the line of trees loomed pilot Herman Doell pulled up the nose in a desparate effort to clear them. The aircraft entered a stall and, with little or no forward motion. flopped heavily into the copse. The bombs were jarred from the racks and one detonated throwing wreckage far and wide and, in that brief instant, eight lives were lost.

The Chief Constable of Dorset in his return to the Under Secretary of State at the home office for the 6th of June, 1944 reported "At 0945 hours on 6-6-44, in a copse at Fitzworth Rempstone, Corfe Castle, a Liberator, #128838, U.S. markings, No. 7 Sqdn., U.S.A. machine exploded and caught fire. Occupants all killed. Six bodies have been recovered and taken to Fitzworth House, U.S. Military Guard. U.X. Bombs amongst wreckage. N.F.S. in attendance.

At Mendlesham Bob Gross stood in line and waited. That night, surrounded by the empty beds of his crew, was a void in his life - a void that was to last 53 years. The bodies were taken to the Military Cemetery at Brookwood and, two days after D-day, Bob Gross and a driver took the staff car to attend the funeral. However both were not prepared for the sight that met them - row upon row of canvas bags and a bulldozer digging a trench. The dead of D-day had returned. Bob turned to the driver and simply said, "Let's go".

Bob joined another crew and completed his tour of duty, then returned to the States, not knowing what had happened to his crew or where they had perished. Shortly after the war the bodies were moved from Brookwood to the new American Cemetery at Cambridge. This also coincided with the repatriation of several to the States. In the early "70's two schoolboys, myself and brother, Kevin, gained a fascination for aviation and started researching the history of the air war at Dorset. We came across the police report for the 6th of June, 1944 and decided to investigate further.

A visit to the copse revealed a huge water-filled

Continued on page 8

MOVING ?????

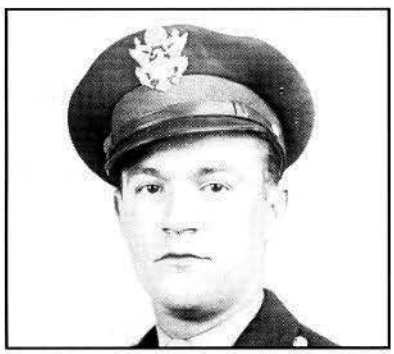
If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
153 North Hill Dr.
CARRIERE, MS. 39426

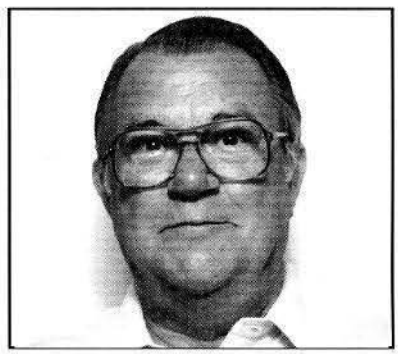
before the labels are printed to ensure the correct arrival

Then and Now

VERN AMES



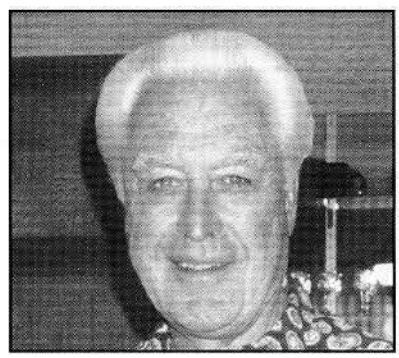
1944



1997

NORMAN MAYER

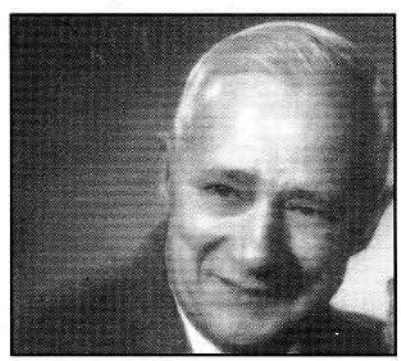
1945



1997

JOHN BLOCZINSKI

1944



1995

Address Correction Requested

HDD

18 391 4 7

34th Bomb. Group

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Crown Point, Indiana 46307
(219) 988-4607

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

MEMORIES

Continued from page 7

crater with small scraps of metal lying in the surrounding leaves. Over the following months a careful search revealed numerous artifacts - the pilot's seat buckle, a pilot tube, head phones, an engine plate, part of the control yoke and two propeller blades. After careful cleaning and preservation these parts were mounted on display boards. However, intensive research through British records failed to reveal who the crew really were, where they were buried or even how many were on board that day. The mystery was further depened by the publication of a book "The Mighty Eighth Diary, which stated 10 killed in action.

Suprisingly, the breakthrough in this story came about through the internet when, early this year, my brother, Kevin, joined the technological revolution and subscribed. Still with an interest in aviation he found the Aviation Forum web page and, with several unsolved pieces of research in mind, he posted an inquiry about a 9th Air Force pilot. Jack Vrugitz of Florida quickly replied saying that research on the 9th was difficult due to poor record keeping and that 8th A.F. records were better. So we compiled a list of American aircraft in Dorset and this led to the 34th B.G. loss. Jack gave us the E-mail address of the treasurer of the 34th B.G. Assn., Harold Province. May God abundantly bless you, Hal, for taking the time to reply to our inquiry and for putting us in touch with Bob Gross. Hal knew of Bob and that his aircraft was lost on D-Day and gave him a call.

Bob couldn't believe that someone possibly knew the answers that he had craved all these years and his reaction was immediate - "Get me on the Internet!" Fortunately his son had a spare PC which was duly installed and hooked up to the internet. The next problem was easily solved by his grandson - how to work this thing. After several false starts he finally managed to send his first message to us. "Thank God we have finally made contact."

I guess at 77 years of age if you decide that you are going to do something you go straight ahead and do it. Bob decided he wanted to meet us and within a couple of weeks had his trip to England planned and tickets bought.

And so it was that we finally came to meet him on Nov. 8th, 1997 and the questions that we had sought answers to for 20 years were finally answered. We visited the American Cemetery at Cambridge first and soon found the grave markers for 5 of the crew. The others had been taken back to America in 1947 when the U.S. Government offered repatriation of War Dead. This proved a moving occasion for us all and I suppose it was fitting that the following day we had the opportunity to join in with the Remembrance Day service in the village square and church in Kineton. Warwickshire, where my brother has a restaurant. From here we travelled down to Dorset in order to visit the crash site. We had already contacted the landowners and met them on a cold, wet Monday morning in the wood. For us 20 years had rolled away and we were once again teenagers searching for fragments of recent history. For Bob a void of 53 years started to fill. The wood had changed little - the water crater was still there - the trees showing the scars of the bomb blast still stood - and the odd fragment of metal was still visible in the leaves.

We spent all day there and, finally, the sun started to go down. We had talked and laughed and remembered and each of us felt fulfilled and, yet, reluctant to leave. Then, as it became dusk, we could stay no more and we had to leave. As we made our way out of that dark wood Bob turned to the crater and said "So long boys". For him the wondering was over and he had his chance to at last say good-bye.

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VOLUME XXIII NUMBER 3 SEPTEMBER, 1998

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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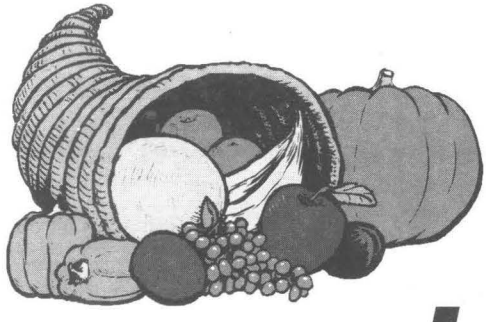

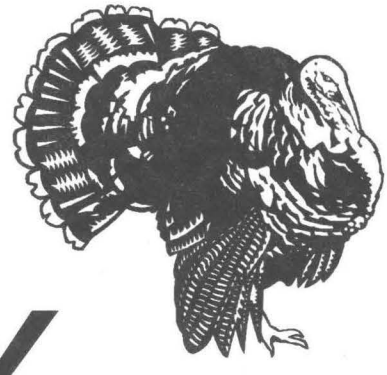

HAPPY THANKSGIVING 1998

OBSERVATIONS

Here we are, in the fall of 1998, and I still have not heard from anyone to take over the editorship of the newsletter. As I've said before, I'm having a problem with my memory and believe someone out there should take over the job of editing the 34th B.G. newsletter and I believe they might be able to do a better job of it. I am having a real problem with memory loss and it does have an effect on my efforts to do a good job. Hopefully someone will decide to take over the job and let me grow older in a more comfortable manner. I know we are all getting older but I'm sure there are some of you out there who are not having the mental problems I am having.

Please, if there's someone out there who feels they can do the job, let me know. I will give you all the help I can. I promise that! If it will help, I will have our local printer continue printing and mailing the issues as they do now. Other than the collection and orientation of the material in the newsletter they do it all. Hal Province sends in the mailing labels needed and the printers handle the rest of it. Other than getting all the information together, they do it all. Otherwise, the new editor can have it printed and handled by some printer in their local area.

I hate to beg but PLEASE, someone volunteer to take over the job. I've done it for about fourteen (14) years and I've had a lot of good comments about my efforts and I enjoyed hearing from many of you who have appreciated them.

I'm sure there are many of you out there who could very well handle the job. The newsletter only comes out four (4) times a year so you have plenty of time to gather the material needed for each issue. As I've said before, I will give you all the help I can and I am sure many of you could probably do a better job of it than I did.

Rose and I will probably not be at the Boise reunion. As we age we are having a problem with any long range traveling. I cannot drive for very long. I get a pain in my back if I'm behind the wheel for any length of time. So we do not drive very far. We both wish you all have a good reunion and that, by that time, someone will volunteer to take over the editorship so the December issue will have good coverage of what goes on there.

****

Don't Forget
To Send Your Dues

Mail $10.00 To: Harold Province
153 North Hill Dr.
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

P.S. I must say that this issue will be much smaller than most. It seems that my mail has just about fallen off as far as material for this issue of MM is concerned. I have received no material from Hal Province regarding the Treasurer's report nor from the Reunion Committee regarding their specialty. As I said before, for some reason, people just are not writing in. Hal Province has sent in the following:

In the past the 34th Bomb Group Assn. has elected five (5) people to Honorary Membership. The following are our present honorary members: Marion T. Broadhurst of White Plains, NY., Peter Wm. Gaskin of England, Fred Maundrell of England, Dorothy Nowell Peavey of Boise, Idaho, and Maldwyln Williams of England. Welcome to the 34th BG Assn.!

Eli Baldea
Editor

PRESIDENT'S MESSAGE

The year 1998 is speeding by and, with luck, most of you will receive this issue of Mendlesham Memories just before the Reunion at Boise. For those of you that can attend the reunion Harold Rutka's committee has a good program planned for us including a visit to Mt. Home Air Force Base and a memorial service at the Base Chapel. There will also be time for us to see some of Boise on our own.

Whether you are able to come to the reunion or not, you should be aware of the work of a number of members of the association that have, year after year for many, many years, worked tirelessly to fulfill the purposes of the Association. These purposes, as stated in our constitution, include perpetuating the history of the

Continued on page 3

Frank McCullough receiving his DFC from Col. Richard Moss.

PRESIDENT'S MESSAGE

Continued from page 2

34th Bomb Group (H), locating and reuniting any former members of the 34th, memorializing and perpetuating the memory of lost comrades, and publishing a newsletter for the information and pleasure of the membership.

ELI BALDEA, with a great deal of help from ROSE, has since September, 1984 (14 years!) been our editor of Mendlesham Memories. He even took on the additional tasks as President for the year 1994-1995 and served as a Director for several years. In the past few years he has also organized and edited a second 34th Bomb Group history book now in press at Turner Publishing Company. Eli, through your work as editor, continuing the work begun by Ray Summa, Gerry Pine and others you have accomplished, more than any other single person, the bringing and keeping together of the members of the 34th Bomb Group in the 1990's. Eli, we salute you for a job remarkably well done.

HAROLD PROVINCE has served since 1989 as Treasurer and since 1993 as Treasurer and Corresponding Secretary of the Association. He too has done an exceptional job for many years in keeping track of the funds, generating "Newly Founds", keeping track of the members and serving in this internet age as the "Information Guy" for the 34th. He has patiently answered hundreds of requests from England, Germany and France as well as the United Sates and Canada for information about the 34th missions in 1944 and 1945. Hal, we do appreciate all the hours that you devote to this work and the success you have achieved over the years. As one of the younger members of the Association we hope you will continue these services for many years to come.

PAUL SHULL and his wife Pauline have operated the PX for the benefit of all of us for many, many years. Their work in providing a mail-order house and an on-site store at each reunion has certainly been a service to a large percentage of the Association membership. Paul and Pauline, we thank you for all your work to date. Please keep up the good work.

HAROLD & GENEVIEVE RUTKA and BOB & ESTHER WRIGHT served with GERRY & WANDA PINE as the Reunion Committee since the mid 80's and now BRUCE SOTHERN, a long-time Nominations Committee Chairman is also helping the reunion committee. This committee has produced a string of fourteen outstanding reunions of which we are very proud.

Many other members of our Association have served in multiple capacities and have accomplished much: JIM MARTIN, WALT McALLISTER, JACK FARLEY, WALLY & DORIS BRAUKS, CLEVELAND ROMERO, SAM BAGLIO, AMBERS HANSON, VERNON AMES, VERBAL HOLCOMB, WAYNE HOWARTER, PAUL ANDERSON & JACK CLARKSON to name a few. Those of us who have enjoyed the benefits of the Association pay tribute to those, including those listed above, who have done the work to make it possible. Thanks to All!!!

Al Israelsen
President

****

FROM THE TREASURER'S COMPUTER

In a few weeks the 34th Bomb Group will again assemble for a reunion and I hope that you receive this before leaving for the 1998 reunion at Boise. The agenda prepared for the reunion looks very interesting and I know it was prepared with your comfort in mind. This is going to be short for I want to list the Scholarship applicants in this issue.

We had a bunch of MM taking the long way to their addresses judging from the calls I've received lately. I guess El Nino has slowed the mail!! And there were an unusual number of "Temporarily Away" notices from the Postal Services from the December, March and June mailings. Each notice means that a copy of Mendlesham Memories was thrown away by the USPS. Please don't make the USPS throw your copy away! Along with those notices we are also losing addresses of members because we have NO NEW ADDRESS. PLEASE - if you move, send me your new address. And, if your telephone number is changed, whether you move or not, I'd like to have the new number.

The scholarship committee is about to start their job of determining the 1998 winners. Unfortunately we won't have the names of the winners in time for this issue but will announce them at the reunion.

Jan and I hope to see a great many of you at Boise. Have a good trip! And to all, May God Richly Bless!

Cheers to All,
Hal Province,
Treasurer

****

18th Sqdn. personnel in front of B-17 in 1944 in England.

ROSE'S CORNER

All I can say at this time is that I'm especially sorry not to be at our Boise, Idaho reunion this year! We are looking forward to hearing from you, telling us all about the great time you all had. Has the weather been kind? Did those awesome airplanes put on a good showing? I'm going to miss chatting with all you girls and all of you handsome heroes who are a definite part of history and will never be forgotten!

You will be getting this issue a little late because our editor's energy was low at times and his back pain didn't allow him to push himself too much. His memory also plays games so those days cannot be counted upon. He is still able to drive but not too far.

Another news item is about Ruby McAllister and her accident. Mac called several weeks ago to tell us Ruby had tripped and broke a bone in her hip. Today I called and Mac says that she is in therapy right now but she may need surgery. Please keep her in your prayers.

We want to remind you to send pictures taken during the reunion and we promise to return them after using them in the next issue. Every issue will be getting small and pictures will be more than welcome.

My recipe for this issue is a great one and will feed a lot of grandchildren. It's called "Margie's Cowboy Cookies". When I made them I didn't use coconut because I'm always aware of the cholesterol in different foods. Be sure to start this with a large bowl. You will need it!

MARGIE'S COWBOY COOKIES
(Makes about 4 dozen cookies)

- 1-1/2 cups margarine (3 sticks) at room temperature
- 2 cups brown sugar
- 2 cups white sugar
- 4 eggs
- 2 teaspoon pure vanilla extract
- 1 cup chopped nuts
- 1 teaspoon salt
- 2 teaspoons baking soda
- 1 teaspoon baking powder
- 4 cups unbleached white flour
- 4 cups old-fashioned oats
- 2 cups Hershey's chocolate chips
- 1 cup coconut

1. With an electric mixer, whip up the margarine and sugar in a large mixing bowl until fluffy. Add the eggs, vanilla, and salt and beat well.
2. Blend the baking soda and baking powder into the flour, either directly in the measuring cup or in a large bowl, and then top this mixture into the creamed ingredients, mixing slowly. Now, grab a sturdy wooden spoon and do the rest by hand. Add your oats and stir until the dough comes together. Stir in the chocolate chips, coconut and nuts.
3. Line a cookie sheet with baking parchment (the secret to perfectly baked cookies) and scoop the dough with a 2-ounce ice cream scoop. Press the top of the cookie dough mound down oh-so-slightly. Cast your spell over the Cowboy Cookies and bake in a preheated 350-degree oven for 7 to 12 minutes until lightly golden in color with tiny cracks on top of the cookies. Enjoy!!

We're hoping to see you all at our 1999 reunion. Meanwhile, take care and stay well! May God Bless!

With love,
Rose

****

Ray Machalz of the 391st Sqdn. receiving his DFC medal in May, 1998.

DEADLINE

Any material or items to be inserted in the December issue of Mendlesham Memories should reach me on or before October 23, 1998. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

34TH BOARD OF DIRECTORS

This is to remind you that our Board of Directors meeting will begin this year on Sept. 10th at 3:00 p.m. in the Hospitality Suite at the Doubletree Motel in Boise, Idaho. The Agenda will be outlined in Article 6.6 of the Constitution.

An item of new business will be the Board's consideration of a resolution proposed by Cranford Sproul, 391st Sqdn., protesting the use of women in military combat units of the U.S. Armed Forces.

Some subjects of concern this year are the needs for members to volunteer for year-around tasks that have been carried out for years by two of our members who now want to pass on those tasks to others. Eli Baldea has warned us in several issues of Mendlesham Memories that it is time for a replacement for him as editor. He and Rose have produced four (4) issues per year of this outstanding newsletter since 1985. We need a member to take over this assignment for the future. Perhaps this is the time to reduce the frequency of the newsletter to three, two, or even one issue per year.

Also, Paul and Pauline Shull have generously donated many weeks and months of their time for the past seven years in operating our outstanding mail-order and reunion on-site PX's Paul volunteers for other committee work but asks that someone else take on the PX activity.

The Nominations Committee is searching for members to volunteer for these tasks. Any assistance any of you can give them in locating members to fill these positions will be greatly appreciated. Please contact Bruce Sothern at (612) 789-2225 or Jim Martin at (915) 348-3086.

Al Israelson,
President, 1997-1998

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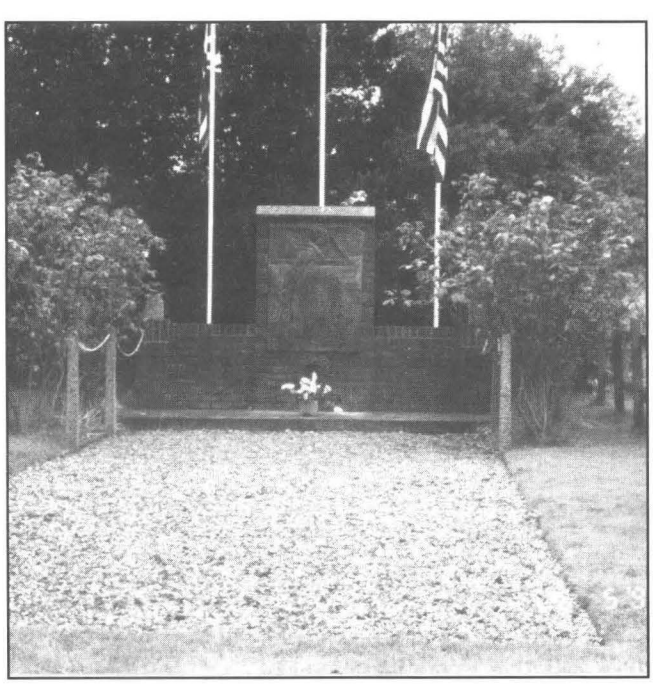


34th B.G. Mendlesham Memorial

1998 REUNION

The Boise, Idaho reunion is fast approaching and we have a great program for Friday, Sept. 11, 1998. We have a tour of Mountain Home Air Force Base. We will be able to look over one of each type of aircraft assigned to the Wing. Personnel will be on hand to answer our questions. LT. COL. TOM RITCHIE has helped to make the base tour possible.

MOUNTAIN HOME AIR FORCE BASE HOSTS THE 366TH WING, USAF'S Air Expedition Wing, ready to deploy worldwide with F-16Cs (HARM), F-15C/Ds, F-15Es, B-1Bs, and KC-135Rs. The base military personnel is about 3,997.

Our president, Al Israelsen, has an evening all planned out for our Saturday Banquet. Instead of an orchestra this year we have a "ONE-MAN MUSICAL PROGRAM" for us before and after dinner. We are sure JOHN DORONSKY will provide the music for the hospitality room.

Our rooms, meals and access to the busses will be grouped together. We will "WAIT & SEE" if we have any "BRAVE SOULS" swimming in the outside pool. We know we will meet OLD FRIENDS, and maybe meet some "FIRST TIMERS".

NEXT REUNION - 15 TO 19 SEPTEMBER, 1999, will find us in Des Moines, Iowa. This will be in about the center of the country. If you are unable to attend the 1998 Boise reunion we will be looking forward to seeing you in Des Moines, Iowa in 1999. The hotel is being completely remodeled - 52 rooms finished at this time.

Your Reunion Committee
HAROLD RUTKA
BRUCE SOTHERN
ROBERT WRIGHT

****

Group of 34th B.G. men at the reunion in England in front of the Mendlesham Memorial

SPECIAL NO. 1

From Jack Clarkson, our representative at the 8th AF Museum:

The 34th display case has been finalized and in place in the 8th AF Museum. It took a long time but we're now in with the big boys. There are about 15 display cases and all of them have their own individual displays.

Our display case in approx. 7' wide, 10' high, 3-1/2' deep and well lighted. The contents are as follows: On the left side wall is the complete well-written history of the 34th. On the back wall is a blow-up of a B-17G covering the complete wall. (It just so happens that it is my airplane, 391st Sqdn., "C" Charlie - "Duke Spook". On the right side wall is a list of all the 34th BG missions (170), dates destinations itemized and further displayed is a shadow box, several photos - an A-1 jacket and the "Last Man" bottle enshrined on a nice velvet cloth background.

For all of you that have sent in memorabilia to the museum, I would like to assure you that they are still here-stored in our archives and available for viewing upon request. You must understand all of the memorabilia received could not physically be in our display case.

So, you must all come and see "your" 8th museum and stay awhile. To fully comprehend and take in all the exhibits you have to count on at least three (3) hours of your time. We also have six (6) continuous operating theatre exhibits.

An interesting item to all 34th BG members is that the Museum has reached 100,000 visitors by the end of 1997. (They opened on May 16, 1996)

****

From Ian Hawkins, one of our most sincere readers in England, we have received the following letter he received from one of his friends.

I am in the middle of writing a book about Hollywood stars who performed at the various 8th AF bases here in the UK. This book is being written for the new American Air Museum in Britain building's second phase at Duxford. We have hit one or two problems. One of these is: did any of the following performers appear at Mendlesham between 1943 and 1945?: Bing Crosby, Bob Hope, Marlene Dietrich, Irene Manning, Dinah Shore, Spike Jones, James Cagney, Edward G. Robinson, Morton Downey, Joe Louis, The Three Girls in The Jeep USO Show, (Carole Landis, Martha Raye, and Mitzi Mayfair), Brod Crawford or any others?

What we are looking for is a loan of any photographs (which we will get copies within 3 weeks and returned), plus any dates and information.

Please help me with this. All money from this book is going back to the Museum project. Thank you!! Send information to: Mr. Chris Way, 406 Brockles Mead, Great Parndon, Harlow Essex, CM19 4QQ, England.

****

SPECIAL NO. 2

We have a letter and some photographs that Hal Province has received from Betty Lane of Tampa, FL., whose brother was in the 34th, as follows:

Thank you so much for all the information regarding Mendlesham Airfield in England. My husband and I were in East Anglia last week on our way to London from York where we visited relatives. We took the enclosed photos which we thought you might like copies of.

We found a wonderful cab driver, born and reared in Mendlesham, as soon as we got off the train in Stowmarket. His parents had lived close to the air field during WW11 and he repeated some of their wonderful war stories to us. I found it difficult to realize that all those B-17's were based on that piece of property, but I could understand the location pointing straight to Berlin---and so close to the coast.

We had hoped to visit Duxford too but were expected in London and Bath that day and could not afford the time. Maybe next time, if there is one. I could imagine all you American airmen on that little one-car train to London on your 3-day passes as we jostled along to our destination. It was very nostalgic for me as I remember so many letters from that era describing it all.

I'm glad I finally had the chance to see for myself where all that action took place all those years ago. I had been to England before but never had the time to explore the countryside. We followed your directions and had no trouble finding it. Thanks again for all your help.

****

THE GROUND CREW:

The intense pace of Eighth Air Force operations put severe demands upon the skills of the faithful ground

Continued on page 7

L. to R.: F. Carnahan, B. Haferkamp, Bill Kaufman & J. Bowen in England in 1944.

SPECIAL NO. 2

Continued from page 6

crew who not only serviced the airplanes, but identified with them and their crew. It was here that the great air-to-ground loyalties were forged. The airmen knew their lives depended upon the ground crews' effort, and the ground crews selflessly worked to do their best job possible, fully aware of their responsibilities.

The crew chief who was responsible for a particular aircraft was viewed with respect and honor. It was he who assessed problems, assigned the work, and worked with the crew to be sure all the problems were mutually understood. In the end, it was his signature on the documents that said the aircraft was ready to fly and fight.

The ground crew often worked under the worst conditions of wind and weather performing engine changes in the open at temperatures that caused their hands to stick to the metal. The work was always done under the pressure of close deadlines, for aircraft that had flown, fought and received battle damage one day might be scheduled to fly and fight the next day.

The crew chief and his men became experts in all ways to keep an aircraft flying. A crew chief would know what parts were in short supply and in frequent demand, and would manage to put spares away in his own locker - just in case. On the other hand, if the ground crew on another aircraft was having trouble, it was customary to pitch in and help to get the job done.

The rewards the ground crews received were relatively few and far between, for promotions and decorations came slower to the ground crew than to the air crews. For the most part the ground crews received their greatest compensation from their work and from the genuine appreciation the flight crew had for it.

****

AL STEINER - Basking Ridge, NJ.

Thanks for the continuing excellent 34th publication. Sorry it is getting to be such a burden. Although I am a professional in computer systems I am not qualified in newsletter publication so I cannot be of help there. I can, however, maintain and upgrade your database files on the personnel roster if you like. I work in Paradox and also spreadsheets. Let me know if this will help.

I think the current Roster should include E-Mail addresses. This would certainly make for simple communications. I could handle the inclusion to the roster. If you want to go ahead with this let me know what format (database) you are using for the roster. I may be able to convert it if necessary or use the one you have.

I was sorry to see Jim Kenny listed in "TAPS". Jim and I were in the same year at Rutgers University where we were both on the lacrosse team. I saw him one day in the messhall at Mendlesham. He had just come in with a replacement crew. I have seen him since at a 34th BG and a college reunion.

****

GARY FERRELL - Shelby, NC.

I have been working on a project which is a mission by mission history of the 34th BG in WWII, with as much information as I can come up with on the planes and crews that served with the 34th BG. MY goal is NOT to publish this history as a book that I would ask people to buy. What I would like to see happen is for this project computer file to be converted to html code and posted on the internet for all to see as part of the 34th BG website or, at the very least, to have the 34th BG website provide a link to the document if I can get it posted on some other webserver.

****

WARD PROVANCE - Joplin, MO.

Just a few lines to let you know I have decided not to renew my subscription this year. Of all the years I have received the newsletter I have never recognized one person's name. Not being around the pilots and crews, we never had a chance to get acquainted with them. So, if you will, please take my name off of the list.

****

DEXTER JORDAN - Huntersville, NC.

So far this year we have had some very pleasant and rewarding surprises. To begin with, we received a B-17 bomber weather vane from Frank Sivret, which he made. It is now mounted on our chimney and, when the

Continued on page 8

18th Sqdn. Arnament personnel in front of 18th Sqdn. Arm. Shack

NOTES FROM OUR FRIENDS

Continued from page 7

wind blows and the twirling begins, it reminds me of the good times and not so good times that we shared. Thanks, Frank, for such a nice gift.

Around the first of April we had a call from Charlie and Rose Sakel, saying they were planning to come by and see us on April 15th. We were delighted and pleased and were so happy for them to have dinner with us. Charlie and I were in the same barracks in England and became close friends. We always reminisce about the Air Force way of life that happened over 50 years ago. The good things are what we remember most.

About the same time in April we had a nice and "good news" letter from Herbert Hall. He and Doris were planning to come by for a visit on the 21st of April. We enjoyed so much them having dinner with us and reminiscing about our time together in the Air Force. We have a lot of memories of the "Near Sighted Robin B-24". Herb always worried about the crew when he couldn't go with them because of sickness. We enjoyed their visit so much.

And then, guess What??----We received a wonderful picture of "The Near Sighted Robin" in flight dropping their bomb load, from Bob Pacholski. Bob and Herb were members of my flight crew that went over with the group to England. The picture was a surprise and we say "Many Thanks" to Bob for it. Looking back, the hardships of war and our good times together bonded us together like brothers.

Beulah and I always enjoy the reunions and plan to see you all in Boise, Idaho in September.

****

FLOYD A. PEEDE, JR. - Satellite Beach, FL.

If anyone visits the 8th AF Museum in Savannah the 34th is represented by a painting of a B-17G by Keith Hill of England. The title is "34th Riding The Flak". My crew and I had a reunion in Savannah last year and couldn't believe our eyes. The tail number on the painting is 338373 "J" and is painted red. That was the plane the crew and I flew most of our missions in. Thanks to the crew-chief, Johnny Santasario, the plane never gave us any problems. I wrote Keith Hill whose address is 24 St. Peters Ave., Rushdon, Northants, NN106XW, England. He sells copies of his WWII aircraft paintings for about $75.00 if anyone is interested.

We will have a crew reunion this year at my house in Satellite Beach, FL. There are only five (5) of us still around. Sorry I won't be able to make the reunion in Boise.

When are you going to get an E-amail address? Mine is beach.speedy@juno.com, should you want to contact me.

****

BETTY LAMPEY - Aurore, NY.

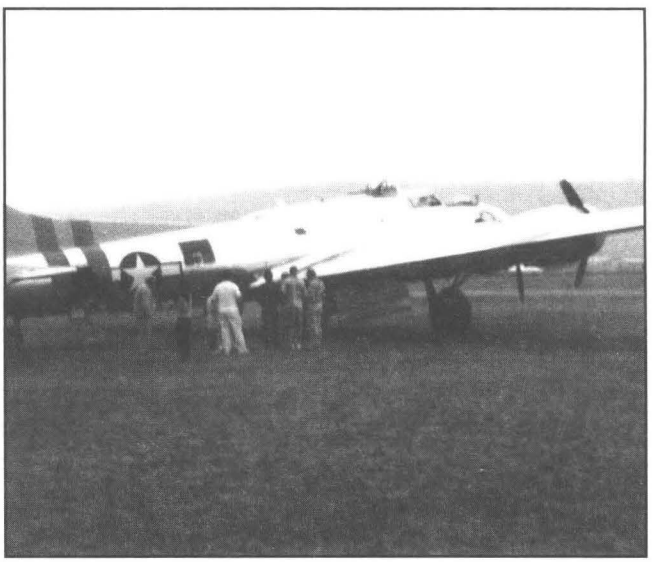
Our son, Scott, and family went to the air show in Elmira, NY. and said it was the best they had ever attended and they had gone to a lot. For Scott's birthday he got a ride in a B-17 "Daffy Duck", one of four at the show. What a wonderful gift. He has Bob's love of the beautiful plane. It was great.

At the show, there was a mock smoke bombing of Pearl Harbor with bombs landing on the field. The B-17's flew in formation. There was a mock battle using modified BT-13 Valiants to resemble Zeros. This field also has a National Warplane Museum. Very interesting.

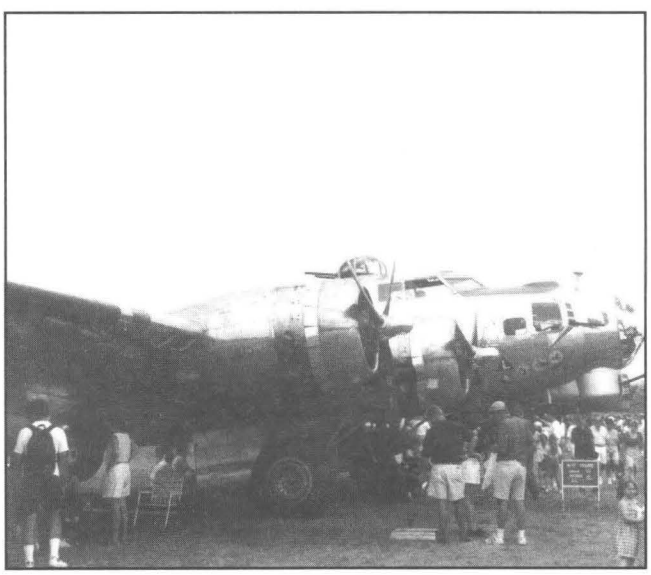
The Air Force Thunderbirds performed and my granddaughters were delighted.

Well, I thought this might be of interest. I get to see both Carls - Stemen and Freysinger, every few months and we always enjoy our visits.

Take care and I sure miss the reunions. It's jsut not the same without Bob.



"Daffy Duck"



Air Show at Elmira Airport in New York. Scott Lampey getting ready to board "Daffy Duck" for an hour ride. Following in his dad's footsteps.

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIPCODE
Chevalier	Robert A.	R.R. 1, Box 186	Joaquin,	TX.	75954-9700

NEWLY FOUND

Last name	First name	Org.	Address	City	St	Zip
BOLSRIDGE	Charles	W	1598 N Trellos Pt	Eagle	ID	83616
GUSTOFSON	Sue K	assoc	19 Lagunita Ct	Martinez	CA	94553
	daughter of John Gustofson 18th & 4th BS pilot					
SOUDER	Harriett		217 Greenwood Road	Fairfield Bay	AR	7088
	wife of Walter D Stouder					
ZELLERS	B.B. (Bill)	Medics	17050 Arnold Dr G-313	Riverside	CA	92518

LIFE MEMBERS

Last name	First name	Org.	Address	City	St	Zip
BROWN	Sidney C	391	5140 Paleno Blvd	North Port	FL	34207
FERRELL	Gary L	Assoc	867 College Avenue	Shelby	NC	28152
	nephew of Dexter Jordan					
GARFINKEL	Bernard	391	P.O.Box 668	Dona Ana	NM	88032
GRAY	Richard L	Assoc	101 Faculty Dr #D	Raymond	MS	39154
UNDERWOOD	Josephine	Assoc	806 Mobley Road	Cedar Hill	TX	75104
WOOTEN	John R	4 391	14661 Allison Street	Adelanto	CA	92301
YOTHMENT	Robert S	391	2100 North Bonanza	Tucson	AZ	85749

TAPS

Last name	First name	Org.	DOD	Address	City	St	Zip
ANSELMINI	Andrew	391	98	3422 Amalfi Dr.	West Palm Beach	FL	33417
BARR	Glen D		032498	104 East Woodstock	Newcastle	WY	82701
CLARKSON	John	391	03--98	459 Mall Blvd	Savannah	GA	31406
DICKMANN	Jerome W	7	092197	5531 Candieland Lane	Grafton	WI	53024
MURPHY	Granville	463	071498	Box 262	Dumas	TX	79029
RENTZ	Erin M	391	082995	732 Kimbrough	Shreveport	LA	71104
SALEK	Chester L	4	052898	1910 Sterneman Blvd	Muscatine	OK	52754
TURNIPSEED	Samuel, Jr	GRP		711 3rd Avenue	Aliceville	AL	35442
VAN BUSKIRK	William F	4	030398	441 Cascada Road	Litchfield	AZ	85349
WHITEMAN	Richard E	4	98	RR 9 Box 877	Greensburg	PA	15601
YOUNG	Charles	7	072198	2425 Elwood Crescent E	Williamsport	PA	17701

Friedman	Andrew	2765 Riviera Drive	Delray Beach FL.	33445	12/19/96
Northrup	John F.	4216 Chairmont Ave.	Birmingham, AL.	35222	5/2/98

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SAnders, Lora Lynn	Ambers Hanson	
Slade-Dashiell, Jayne	James Slade	
Sothern, Lyle A.	Bruce Sothern	
Sweeney-Kustra, Karen	Robert C. Sweeney	
Sumpter, Meredith J.	O. E. Sumpter	

50TH WEDDING ANNIVERSARIES

(or greater not previously reported)

Last name	First names	Anniversary date
CLEMENS	John & Constance	Sept 6, 1947
MANSFIELD	Ira & Jean	Aug 23, 1948,
PARSONS	Harrison & Mary	June 23, 1945

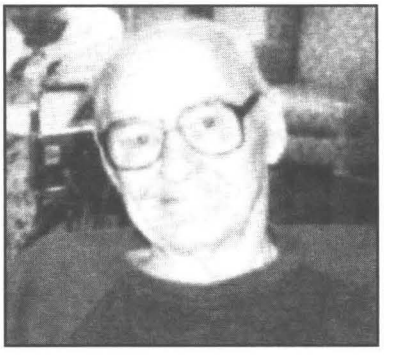
GEORGE CARROLL

1944

1997

BILL SWORDS

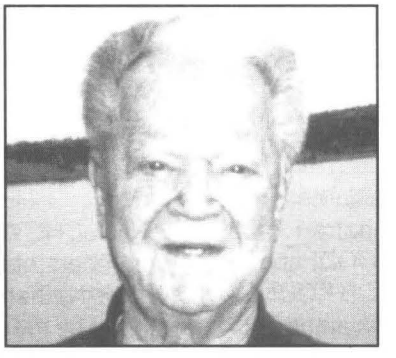
1944



1997

JUNIUS COBBIN

1944



1997

Address Correction Requested

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34th Bomb. Group

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Crown Point, Indiana 46307
(219) 988-4607

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

Bob Cooperman 338 BG, Allen Rosenman 388 BG, Hal Province 34 BG, Vincent Hurlman 34 BG, Unknown

On Armed Forces Day in May the CHOW HOUND BROTHERHOOD presented a "PROCLAMATION OF APPRECIATION" to the 8th Heritage Museum at Savannah. The proclamation was signed by HRH PRINCE BERNARD, patron of the MANNA-CHOW HOUND BROTHERHOOD, and also by members of the FOOD AND FREEDON FOUNDATION of the Netherlands. The text of the proclamation is surrounded by the logo of the 3rd Bomb Division Bomb Groups who participated in the FOOD DROPS. Vincent Hurlman and Hal Province represented the 34th Bomb Group at the presentation.

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of Mendlesham Memories. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

HAL PROVINCE
153 North Hill Dr.
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival

VOLUME XXIII NUMBER 4 DECEMBER, 1998

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

EDITOR EMERITUS

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

In appreciation for his many years of dedicated and devoted service as editor of Mendlesham Memories, the membership of the 34th Bomb Group Association, at its annual membership meeting in Boise, Idaho on September 17th 1998 bestowed upon Eli Baldea the title of Editor Emeritus. An honor earned and richly deserved.

Congratulations Eli and thanks!

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THE GAVEL IS PASSED

Allen Isrealsen passes gavel to new president John Doronsky

Another successful year of the 34th Bomb Group Association came to an end on Saturday evening, September 12th, 1998 at the annual banquet when Past President Allen O. Israelson relinquished the reigns of office to newly elected president John Doronsky. Al's tenure as president was not without incidents, but under his strong leadership all problems were resolved expeditiously and his term ended on a high note.

Our newly elected president for 1998-1999, John Doronsky, appears to be something more than the accomplished musician we all know so well. From all indications and judging from his dynamic acceptance speech the 34th. Bomb Group Association seems destined for another great year.

Thanks Al, for a job well done and congratulations to John who is to lead us through the year to come.

VIEWPOINT:

This December issue will be the first newsletter in many years not edited by Eli Baldea. As you who were at the Boise reunion know Eli has decided to give it up and for what reason I'll never know, I was chosen to be the new editor of Mendlesham Memories. Hopefully, the transition can be made without too much change in format. However, all this is new to me and you will have to bear with me for awhile until I can learn the ins and outs of the publishing business. Following Eli is no easy task and it is certain to be a challenge for me to measure up to his excellence, if ever. I will do my best and with your help, cooperation and understanding we will have a 34th BGA newsletter which is vitally needed for keeping the organization alive and well. I expect that by the time this is published in December I'll know a lot more about the printing business than I do now.

As you noticed, the front page of this issue is dedicated to Eli for his many years of service. The title of Editor Emeritus, which was bestowed on him at the general membership meeting in Boise, is certainly well deserved. We will miss your newsletter Eli, but please don't stop coming to the reunions. We need your support and expertise in other ways. The good news is we are not losing the whole package since "Rose's Corner" will still be an important part of the newsletter. Thanks Rose.

We appreciate all the pictures and comments we received on the reunion -- apparently everyone had a good time. The reunion committee should be commended for their selection site, appropriate tours and accommodations. The hotel did an excellent job - good room, good food and good service. Although some problems in getting to Boise were encountered due to plane connections and the Northwest Airlines strike, some 217 members, wives and guests did not appear to be disappointed. For a number of reasons all of us may not make every reunion so it is always nice to renew old acquaintances. Among those we were glad to see again were Lonnie and Dorabel Crook, Dana and June Schrupp (we went to England in 1977 with the 8th AFHS together on what I believe was the first group tour). Also George and June Ritchie who were such a large part of the program. It's always nice to see Wanda Pine who has put in so much time and effort at the reunions through the years and welcome to all the first timers.

Marian and I started our drive to Boise on the 5th of September with Peter and Sylvia Gaskin who flew from London to Houston on the 3rd. We followed old RT.66 (now I-40), stopping at the Grand Canyon then to Las Vegas and on to Boise via Salt Lake City, viewing some awesome country along the way. On the return trip to Texas we visited Yellowstone, Custer Battlefield and Mt. Rushmore, returning home to The Woodlands on Friday the 18th after traveling some 5400 miles. It was an enjoyable two weeks topped by the reunion in Boise.

From all reports, everyone who wanted the city tour got to go. Although the original tour was booked early, through the persistence of Claude Conklin, a second tour was arranged and that group got to see the city on a trolley with padded seats (the guide told us we were lucky as the original tour trolley had hard benches - made us feel good anyway).

The tour of the Mountain Home air base was the highlight of the program. Aircraft has come a long was since WWII, even the fighters are bigger than the B-17 and the weaponry they carry is awesome. How about that good looking B1B pilot - no combat pilots like that in our war. Those young, vibrant airmen sure make one feel pretty old. After a welcome by base personnel, a briefing and layout of the modern air force, while eating a delicious lunch, we went to the base chapel for a very solemn and enjoyable memorial service. The modern airman knows what the 8th. Air Force did in WWII and they are proud of their heritage.

The George and Tom Ritchie presentation at the Saturday banquet was an outstanding portrayal of the differences between a B-17 mission in WWII and a B1B mission if carried out today. Personnel doesn't change much but technology advances are staggering.

As is customary, this issue of MM along with pictures and reunion news also contains the minutes of the board of directors meeting and the general meeting to keep the total membership updated on the activities within the 34th BGA. We are planning on publishing a newsletter in March and June (if I get through this one). Copy for the March issue should be in my hands no later than Jan. 20th. I don't have a backlog of information to use so my only source of input will have to come from the members. There must be some stories left out there.

Our condolences to the families of those members who made their final flight on angels' wings this past year. Also get well wishes to all those who are ill and couldn't make it to Boise. Among those that memory recalls are General Creer and Vern Ames. We're hoping to see you all next year in Des Moines.

Merry Christmas and a prosperous, healthy and happy New Year to all.

Jack Share, Editor

PAST PRESIDENT'S MESSAGE

Why Boise? This question was asked again and again as we worked toward this year's reunion. It was clearly answered September 10 through 12. The weather was perfect. Attendance was 209, comparing very favorably with the 220 of the year before at Omaha. And to repeat Bruce Sothern's humor from his time on the cemetery board, the reunion committee's plans and preparations paid off as "everything fell into place." Again the experience of this reunion committee, Hal & Jan Rutka, Bob & Esther Wright, Bruce & Muggs Sothern showed in the results. You really do good work over the entire year in the plans and preparations and we thank you.

The visit to Mt. Home Air Force Base included static displays of the B-1B bomber, the KC-135 tanker, and F-15 & F-16 fighter aircraft. Col. Sloan briefed us at lunch on the impressive Air Expeditionary Force based there at Mt. Home and ready for deployment worldwide. Following lunch we attended a memorial service at the Liberty Chapel honoring the 34th Bomb Group's killed-in-action and missing-in-action as well as those members who have died since the war.

At the General Membership Meeting two major changes in our 34th operations were announced. Kenneth Paxton agreed to operate the PX. He and Kathleen took over the inventory from Paul and Pauline Shull agreeing to run the PX for the next year on current inventory and make recommendation to the Board next year on future operation or discontinuance of the PX. Jack Share agreed to succeed Eli Baldea as Editor of Mendlesham Memories. He will edit the December issue and possibly a reduced Mendlesham Memories in the future. Gen. Creer (recovering from a recent operation) and Vivienne could not attend the reunion this year but he asked Bob Gay to bring a message to the group including his "Go Forward Smartly."

Many of us took the Trolley tours of Boise seeing both the downtown and historic residential areas. It is truly a beautiful city.

The Ritchie Family provided the program at the Gala Banquet. George Ritchie was the bombardier on Walt McAllister's lead crew until 17 October 1944—a POW, and escapee after that. George described how our B-24/B-17 operations were conducted during World War II. Lt. Col. Tom Ritchie, one of George and June's family of four sons and one daughter, described the B-1B and how it operates in concert with tankers and fighters as a truly impressive force. What a contrast to our 8th Air Force operations in Europe!

The Doubletree Riverside Hotel (though hard to find for many of us) took good care of us too. The salmon entrée (for some 200 people!) at the gala banquet was memorable. It was a good reunion. Hope many of you that could not attend this one will be able to come to Des Moines next year or to a reunion somewhere in the Northeast US the following year.

It has been a pleasure for me to work with the officers and committees this year. Hal Province, Eli Baldea, Jim Martin, Paul Shull, and their wives and the Reunion Committee and their wives have been serving the 34th for many, many years and I salute all of you for your work well done. To John Doronsky, you have a good team. Success to you this coming year.

Al Israelsen

Crew of the "Near-Sighted Robin"
Front L-R: Herbert Hall, Ed Hiltner, Ben Workman, Vic Lupi
Back L-R: Charles Smith, Jim Troup, Robert Pachowski, Clayton Mink, Don Morrison

DON'T FORGET TO SEND YOUR DUES

Mail $10.00 TO: Harold Province
153 North Hill Dr.
Carriere, MS 39426

Also, please send self-addressed, stamped envelope for return mail.

PRESIDENT'S MESSAGE

A big "high five" congratulations to our Reunion Committee for putting together the Boise, Idaho 1998 reunion. I have attended many veterans' reunions in the past but this one exceeded the others, by far. Our smiling, welcoming - sign in committee, Gen. Rutka and Esther Wright plus the three hard working men that make these reunions possible, Harold Rutka, Bob Wright and Bruce Southern should be commended. The program they put together, the Friday night dinner, the two hour city tour, the Mountain Home Air Base tour and topping it off the Gala Banquet featuring guest speakers George Ritchie and son Lt. Col. Tom Ritchie, who is stationed at the air base, was outstanding.

I realize that it becomes more difficult, as we age, to function as we did when we were younger but please, don't use this as an excuse not to attend our reunions.

Now that I am president for the coming year, I am asking members for their personal suggestions or complaints. Remember, we are all one big family with no visible rank or clicks apparent.

Eli Baldea is no longer able to continue as our Mendlesham Memories editor due to poor health. He will be missed. Jack Share has volunteered to be our new editor, and needs everyone's support. Kenneth Paxton is our new P.X. manager replacing Paul and Pauline Shull who did a great job in the past. I also want to thank Al Israelsen for doing a super job as president in the past year.

You comrades who have never attended one of our reunions plan on joining us in 1999. Believe me you will feel younger and proud that you are a part of the 34th. Bomb Group Association. You will be pleasantly surprised. I noticed quite a few of the family (sons and daughters) of our members attended as well this year.

So make your plans now to attend the next reunion in Des Moines, Iowa. The dates are September 15th through the 19th in 1999.

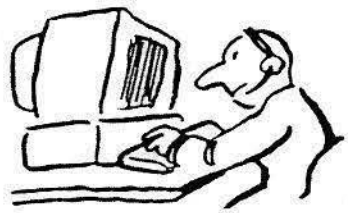
John Doronsky

MOVING?????

If you are moving, or have moved, send yournew address to:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

Mailing labels are printed on Feb 1, May 1, Aug 1, and Nov 1 for the March, June, September and December issues.



FROM THE TREASURER'S COMPUTER

1999 DUES ARE DUE

(if you pay annually)
Please send them to my NEW ADDRESS
(since last March)

HAL PROVINCE
153 NORTH HILL DRIVE
CARRIERE, MS 39426-8129

The appreciation of the entire 34th.BGA to Eli and Rose Baldea for the work they have done for the past 14 years as editor(s) of the Mendlesham Memories. I'm going to miss all of the phone calls bugging me for address labels, my column and the conversations with Rose while waiting for Eli to pick up the phone. Also much appreciation to Jack and Marian for the job they have undertaken. You have some mighty big boots to fill Jack, but I know you will rise to the challenge and continue the excellent work of our previous editors.

REUNION NOTES

Wasn't it great? One of our best?? Boise sure is a long way from South Mississippi!! The trip to Mountain Home Air Force Base was fantastic!! They treated us like royalty and the chapel service was heartwarming and very moving. I will not soon forget that.

How'd you guys like to have briefings like they do it now in the USAF? - no maps, no check points to copy or time hacks - just a floppy disc to load into the computer!!

Look for a letter about future Scholarship plans. Sure hope we can increase the number of scholarships we award.

Welcome aboard new officers and Board of Directors. I know you'll all do a topnotch job. And to Ken Paxton - hope you can sort out all of the PX inventory that Paul and Pauline passed on to you. Thanks loads to P&P and P&Beryl for all you've done with the PX.

A big WELCOME to the first-timers who were at Boise - hope to see you at Des Moines next September. And a big THANKS to the honorary members who were present - Dorothy Peavy Nowell, Marion Broadhurst and Peter Gaskin. We're glad you could attend. And the usual plaudits to the Reunion Committee for their hard work and diligence in providing us with another good reunion.

Harold Province, Treasurer,
34th Bomb Group Association

MESSAGE FROM THE P.X.

(from our former P.X. manager)

Pauline and I have handled the P.X. for 9 years and now we feel it is time to pass it on. We are now spending 5 to 6 months a year in Arizona. The P.X. has been a rewarding experience. Our goal was to find merchandise that was of interest to our members, and try to raise money for the 34th Bomb Group's treasury.

Over the years, we've met and visited with so many wonderful people. We've appreciated your support to our efforts, along with the reunion committee who always saw to it that we had a good sales room. We appreciate and give thanks to our helpers in the P.X. over the years; especially Beryl and Paul Anderson who put in many hours working side by side with us almost every year. Also, to Bud and Lucille Babcock who helped us transport merchandise to the reunions.

We've heard so many good comments on the 34th logo on the different items and the response that it has drawn from people. Many members have purchased books and memorabilia to pass on to their grandchildren to promote the history of the 34th Bomb Group and the 8th. Air Force.

It's been great - and we extend our best wishes to Ken and Kathleen Paxton for continued success of the 34th BGA P.X. Again, thanks to all of you for your support and special friendships.

Paul Shull

(Ed: Thanks Paul and Pauline for a job well done).

REUNION COMMITTEE REPORT

BOISE, IDAHO REUNION
9 - 13 SEPTEMBER, 1998

Our special thanks to all who attended our Boise Reunion. This was the 14th reunion for the 34th.BGA. Our reunions have been successful because our members look forward to renewing old friendships and making new ones.

Boise was selected as our 1998 reunion site at our 1996 reunion in Raleigh, North Carolina. The Doubletree Hotel is located on the bank of the Boise River; the grounds provide relaxation in a flower covered gazebo, an outdoor pool and an attached exercise room. The weather was perfect during our stay.

The hotel personnel were cooperative and helped make our reunion enjoyable.

Friday - Sept. 11, 1998

The comfortable tour coaches departed the hotel, on schedule, at 0900 hours for an enjoyable one hour ride to the Mountain Home Air Force Base. Base security escorted us onto the base and, after a brief rest stop; we proceeded to the flight line. One of each type of aircraft assigned to the 366th Wing Command was on display along with the crews to answer all of our many questions. After a group picture, we departed the flight line and were bused to the dining hall for lunch. During lunch we were briefed by Colonel David Sloan, on the assignment of the 366th. Wing Command after which we boarded the buses for a short ride to Liberty Chapel for a memorial service. At the chapel we were greeted by Air Force chaplain Steven Grau, who presided over the service which included a musical prelude, welcome, opening prayer, reason for gathering, moment of silence to our departed comrades, commemorative prayer, scripture reading by group chaplain Jim Martin, meditation, hymn "Lord, Guard and Guide", taps and benediction. After the inspiring service we were bade goodbye by Chaplain Grau and boarded the buses for the ride back to the hotel. A day to be remembered and, after relaxing a bit and freshening up, it ended with a western buffet dinner in the hotel dining room.

Saturday - Sept. 12, 1998

Following the annual business meeting and election of officers, a two hour city tour was offered and to our surprise, all 80 seats were sold out early. A second one hour tour for 25 passengers was arranged and that also was sold out quickly.

The program for the Saturday gala banquet was arranged and conducted by father and son, George and Lt. Col. Tom Ritchie who is assigned to the Mt. Home Air Force base. The presentation compared a 1944 bombing mission (father George) and a simulated present day B1B mission (son Tom). An excellent presentation enjoyed by all.

Our thanks go out to Wing Commander, Major General Randall M. Schmidt, Colonel David Sloan, Lt. Colonel Tom Ritchie, Chaplain Major Steven Grau and all other members of the 366th Wing Command for making our reunion a success.

The reunion committee:
Harold Rutka
Bruce Sothern
Robert Wright

MINUTES OF THE BOARD OF DIRECTOR'S MEETING HELD SEPT. 10, 1998

The meeting of the Board of Directors of the 34th Bomb Group Association was called to order by President Allen Israelsen at 3:00 p.m. on Sept. 10, 1998, in the Doubletree Hotel in Boise, Idaho. The Pledge of Allegiance was led by Pres. Israelsen. Chaplain James Martin gave the invocation.

Pres. Israelsen asked for a roll call. Those present were Pres. Allen Israelsen, 1st VP John Doronsky, 2nd VP Norman Mayer, Rec. Sect. John Feda, Treas. Harold Province, PX Mgr. Paul Shull, Directors Dale Finley, Edward Lonergan, Carl Freysinger, Jack Farley, Kenneth Paxton, James Stuthers, Chaplain James Martin, Reunion Committee Members Robert Wright, Harold Rutka, and Bruce Sothern. Members absent were Archivist Wallace Brauks, Editor Eli Baldea and Past Pres. Raymond Palmer.

Pres. Israelsen called for the MINUTES of the 1997 reunion in Omaha. Motion by Rutka, second by Sothern to accept the minutes as printed in the Mendlesham Memories of December 1997. Motion carried.

Pres. Israelsen called for the PX FINANCIAL REPORT. The report of the 34th Bomb Group Association PX as of August 31, 1998, was given by Shull, the PX Manager.

Beginning Checkbook balance on September 1, 1997			$ 123.21
Beginning Cash balance on September 1, 1997			68.17
Income:	Merchandise sold at Omaha	$2600.45	
	PX sales by mail	1098.30	
	Total Sales for the year		3698.75
Expenses: Paid to Treasurer Hal Province		2000.00	
	PX merchandise purchased	948.63	
	Postage, supplies and telephone	122.42	
	Total paid out for the year		3071.05
August 31, 1998 Checkbook balance			626.79
August 31, 1998 Cash balance			191.08
Total PX balance			$ 819.38

Current PX inventory (at cost) is $5946.01

A detailed report has been submitted to the President, the Secretary and the Treasurer of the 34th Bomb Group Association. Submitted by Paul A. Shull, PX Manager

Paul Shull asked to be relieved of the PX Manager's responsibility. A lengthy discussion followed on the inventory, the profits, the cost of ordering specialized merchandise, the necessary markup, the hours involved in mail order procedures, the discontinuance of the PX at reunions, etc.

Motion by Mayer, second by Doronsky to accept the PX report and to thank Paul Shull (and his wife Pauline) for the dedicated service in the past years. Motion carried.

Treasurer Province was asked about the PX profit. He reported it was about $2500 annually but it has been decreasing because our membership and reunion attendance are decreasing. At Omaha in 1997 there were 225 registered and this year there are 202 registered. Kenneth Paxton volunteered to be the PX Manager for this next year with the possibility of closing it then or changing the scope of operations. Motion by Farley, second by Lonergan to appoint Kenneth Paxton as PX Manager for a year and then have him give the Board a recommendation on continuance or change in PX operation and not to purchase any additional inventory during this next year. Motion carried.

Pres. Israelsen called for the TREASURER'S REPORT from Harold Province.

34th Bomb Group Treasurer's Report as of August 25, 1998

The 1997 and 1998 Finances of the 34th Bomb Group and its various funds are represented in the following tables:

Continued on page 9

MINUTES OF THE BOARD OF DIRECTOR'S MEETING HELD SEPT. 10, 1998

Continued from page 8

	1997	1998	
GENERAL FUND			
In England	$ 380.29	$ 380.29	@ Lloyds Bank
Checking account	497.56	1099.75	@ Hancock Bank
Money Mkt. accounts	1087.01	1405.00	@ Hancock Bank
CD's	2733.05	3031.51	@ Ed Jones
LM Savings	1116.36	0.00(closed)	
Sub total	$ 5814.27	$ 5916.55	
LIFE MEMBERSHIP FUND	$24,619.66	$25,504.66	@ Ed Jones
SCHOLARSHIP FUND	6,978.98	7,267.70	@ Ed Jones
MEMORIAL FUND	1,055.89	1,055.89	@ Ed Jones
GRAND TOTAL	$38,468.80	$39,744.80	

The recap of the various funds and where the monies are deposited are represented in the following table

General Fund in England	$ 380.29	Lloyds Bank
Operating checking	1,099.75	Hancock Bank
Gen Fund MMKT	1,405.00	Hancock Bank
Sub total of liquid funds	$ 2,885.04	
Gen Fund MMKT	$ 3,301.51	Edward Jones
Memorial Fund	1,055.89	Edward Jones
Scholarship Fund	7,267.70	Edward Jones
Life Members' Fund	25,504.66	Edward Jones
Sub total of investments	$36,859.76*	
TOTAL OF ALL FUNDS	$39,744.80	

*On July 31, 1998, the $30,000.00 CD had an unrealized gain of $409.03. Our two accounts at Edward Jones are CD $30,000.00 and Passport Money Market of $6,859.76 for a total of $36,859.76.

As of Sept. 1, 1998, the outstanding liabilities are: Star Printing – approximately $3000 for the Sept. Mendlesham Memories

Respectfully submitted by Hal Province, Treasurer Dated: August 25, 1998

Motion by Martin, second by Stuthers to accept the Treasurer's Report as given. Motion carried.

Pres. Israelsen announced that an audit committee would review the PX report, the Treasurer's report and the Reunion Committee report. The committee will make its report to the general membership at the meeting to be held Sep. 12, 1998.

Pres. Israelsen called for the report of the REUNION COMMITTEE. Harold Rutka explained the events planned for this reunion and the logistics of the tour to Mountain Home Air Base. The tour will include a visit to the flight line, a luncheon, a briefing, and a Memorial service in the base chapel. He expressed appreciation for the help received from Lt. Co. Tom Ritchie, who is stationed at the base. Both Tom and his father, George Ritchie, are scheduled as speakers at the banquet. The committee reported 225 registrants at Omaha in 1997. After all bills were paid they remitted the surplus of $947.61 to Treasurer Hal Province. The $2500 working fund for the 1998 reunion is now $16917.51. When all bills are paid for this any surplus will again be sent to the treasurer.

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MINUTES OF THE BOARD OF DIRECTOR'S MEETING HELD SEPT. 10, 1998

Continued from page 9

Motion by Farley, second by Stuthers to accept the report of the reunion committee. Motion carried.

The 1999 reunion is scheduled for Des Moines, Iowa, on Sept. 15-19. The hotel will be the Hotel Savery, a completely refinished facility in downtown Des Moines. It is connected to the downtown stores by skyways. Shuttle transportation to the airport will be available. There will be a $4.50 daily charge for parking. The committee is exploring Northeast US for the reunion in 2000 and the Southeast US for the 2001 reunion. They request direction from the Board. Sam Wolstencroft reported a new casino in Connecticut and extolled the fall climate as a plus in his state.

Motion by Farley, second by Paxton to direct the reunion committee to explore the Northeast US for the 2000 reunion and to explore the Southeast US for the reunion site in 2001. Motion carried.

Pres. Israelsen called on Harold Province for the SCHOLARSHIP COMMITTEE REPORT.

1998 Ray L. Summa 34th Bomb Group Scholarship Awards

The awards for 1998 went to the following people:

1st award of $1000 went to Ms Rachel Ezell, of Siloam Spring, AR, Granddaughter of Billie Dale Ezell, 4th BS, also of Siloam Spring, AR. She will be attending Washington University in St. Louis.

2nd award of $500 went to Ms Michele Burke, of Avon Lake, OH, Granddaughter of Frank Forde, 7th BS, of Girard, OH. She will be attending Purdue University in Lafayette.

A total of 20 entries were received for the 1998 awards and, as in the past, the entries confirmed that there are some exceptional students graduating and also attending college of their choice. The 34th BG Association has ample reasons to be proud of their children and grandchildren who have finished school this year.

As in the past, there was very little to differentiate with regard to scholastic grades. While the Scholarship Committee would like to be able to award all who entered that is not possible and we chose the two whom we judged to be the best.

Pictures of Rachel and Michele have been requested and will be published in the December 1998 issue of Mendlesham Memories.

Respectfully submitted, the committee of Harold Province, Jack Farley, Ambers Hanson, and Robert Vaughn.

The grandfathers of the winners were notified and they in turn notified the successful recipients. The application from each student included a 500-word essay on, "Why I want to go to College". The financial support for scholarships comes from $5 of each registration at our annual reunions and from memorials. A lengthy discussion followed on the value of the scholarship program, the balance on hand, other efforts to secure more funds, the possibility on increasing the number, the GI Bill, etc. During the discussion three members offered to donate $500 each to the scholarship fund.

Motion by Martin, second by Lonergan to increase the scholarships for 1999 to $1000, $750, and $500, and to authorize the committee to explore future increases in dollars and number of scholarships. Also to direct the committee to draft a letter to be sent to non-attendees at reunions for support and also to send a letter of thanks to Norman Mayer, Everett and Peggy Rose and Ambers Hanson for their $500 contributions to the scholarship fund. Motion carried.

MENDELSHAM MEMORIES REPORT. Eli Baldea could not be present. Bruce Sothern read a letter of August 31 from Eli's daughter, Mary Ann. In it Eli requested relief from the editor position after the September issue. The editor is appointed and not really the responsibility of the nominating committee. Efforts to secure an editor by Saturday's membership meeting will be made by all. Also we should consider two issues a year for the next year.

Continued On Page 11

MINUTES OF THE BOARD OF DIRECTOR'S MEETING HELD SEPT. 10, 1998

Continued from page 10

Pres. Israelsen appointed an audit committee of Norman Mayer, Robert Bice and Willis Griffith.

NEW BUSINESS A resolution was presented by member Cranford Sproul by which the 34th BG Association would "Protest the use of women in Military Combat units of the United States Armed Forces." Considerable discussion followed concerning the organization's liability of discrimination in the event we took this "political" position and for which our constitution doesn't provide. The consensus was to forward the proposed resolution, as individuals, to our congressmen. The opportunity would also be given to Cranford Sproul to present and explain his proposed resolution at the general membership meeting.

The Turner Publishing Co. has informed three different individuals the newest history of the 34th will be out by the end of October.

Pres. Israelsen recognized Harold Province for his efforts in handling correspondences and promoting good public relation for our association.

Motion by Province, second by Mayer to adjourn at 5:25 p.m. Motion carried.

Reported by Recording Secretary John J. Feda

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPT. 12, 1998

The annual meeting of the 34th Bomb Group Association was called to order by President Allen Israelsen at 9:00 a.m. on September 12, 1998, at the Doubletree Hotel in Boise, Idaho. The Pledge of Allegiance was led by Pres. Israelsen. Chaplain James Martin gave the invocation.

Pres. Israelsen called for the minutes of the 1997 meeting. Motion by Gross, second by Albert to dispense with the reading of the minutes and accept the 1997 minutes as printed in the December, 1997, issue of Mendlesham Memories. Motion carried.

TREASURER'S REPORT by Harold Province.

34th Bomb Group Treasurer's Report as of August 25, 1998

The 1997 and 1998 Finances of the 34th Bomb Group and its various funds are represented in the following tables:

	1997	1998	
GENERAL FUND			
In England	$ 380.29	$ 380.29	@ Lloyds Bank
Checking account	497.56	1099.75	@ Hancock Bank
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SCHOLARSHIP FUND	6,978.98	7,267.70	@ Ed Jones
MEMORIAL FUND	1,055.89	1,055.89	@ Ed Jones
GRAND TOTAL	$38,468.80	$39,744.80	

(Refer to the Board meeting minutes of Sept. 10 for the complete report.)

Motion by Rutka, second by Sothern to accept the Treasurer's Report. Motion carried.

Continued on page 12

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPT. 12, 1998

Continued from page 11

SCHOLARSHIP REPORT BY HAROLD PROVINCE

1998 Ray L. Summa 34th Bomb Group Scholarship Report

The awards for 1998 went to the following people:

1st award of $1000 wen to Ms Rachel Ezell, of Siloam Spring, AR, Granddaughter of Billie Dale Ezell, 4th BS, also of Siloam Spring, AR. She will be attending Washington University in St. Louis.

2nd award of $500 went to Ms Michele Burke, of Avon Lake, OH, Granddaughter of Frank Forde, 7th BS, of Girard, OH. She will be attending Purdue University in Lafayette.

A total of 20 entries were received for the 1998 awards. Pictures of Rachel and Michele have been requested and will be published in the December 1998 issue of Mendlesham Memories.

Respectfully submitted by the committee of Harold Province, Jack Farley, Ambers Hanson and Robert Vaughn.

Reunion attendees each pay $5 from their registration to the Scholarship fund. The balance is currently $7200. A letter will be sent to all members not attending the reunion to solicit a contribution to this fund. Three members have promised to make $500 contributions to the fund for next year. John Feda will be added to the Scholarship Committee for 1999.

Motion by Rutka, second by Doronsky to accept the Scholarship Report. Motion carried.

It was announced that the 34th Bomb Group has a web page on the internet. The address is www.excel-tech.com/34th/.

PX REPORT BY PAUL SHULL

Beginning Checkbook balance on September 1, 1997			$ 123.21
Beginning Cash balance on September 1, 1997			68.17
Income:	Merchandise sold at Omaha	$2600.45	
	PX sales by mail	1098.30	
	Total Sales for the year		3698.75
Expenses: Paid to Treasurer Hal Province		2000.00	
	PX merchandise purchased	948.63	
	Postage, supplies and telephone	122.42	
	Total paid out for the year		3071.05
August 31, 1998 Checkbook balance			626.79
August 31, 1998 Cash balance			191.38
Total PX balance			$ 819.38
Current PX inventory (at cost) is			$5946.01

Kenneth Paxton has been appointed as the PX Manager for next year. Pres. Israelsen commended Paul Shull and his wife Pauline for their excellent management of the PX for these many years.

Motion by Palmer, second by Clemins to accept the report. Motion carried.

REUNION REPORT BY BOB WRIGHT

Last year after all bills were paid for the 1997 reunion $947.81 was sent to the Association's Treasurer.

Continued on page 13

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPT. 12, 1998

Continued from page 12

The balance in the reunion account as of August 1998, was $16917.51. As of now 208 are registered for this 1998 reunion. Harold Rutka reported on the future reunion sites. The 1999 reunion will be in Des Moines, Iowa. The 2000 reunion will be somewhere in the Northeast US and the 2001 reunion will be somewhere in the Southeast US. The 1999 reunion will be at the Savery Hotel in downtown Des Moines. Transportation from the airport to the hotel will be provided. Parking, however, will be $4.50 per day.

Motion by Farley, second by Palmer to accept the report. Motion carried.

AUDIT COMMITTEE REPORT BY NORMAN MAYER

The audit committee of Norman Mayer and Willis Griffith reviewed the 1998 Treasurer's report, the PX report, and the Reunion Committee report and found them all in order.

Motion by Sothern, second by Marks to approve the audit committee report. Motion carried.

MENDLESHAM MEMORIES REPORT

Eli Baldea has resigned as editor after fourteen years. Pres. Israelsen has appointed Jack Share as the new editor. Editor Share requests that all photographs of the banquet be sent to him with the proper identification by October 20, 1998, to be included in the December issue of the Memories. His address is Jack Share, 22 S. Avonlea Circle, The Woodlands, TX 77382. His telephone is 409-273-3561. His e-mail address is jkshare@lcc.net. Pres. Israelsen commended Eli and Rose Baldea for the many years of service to publish the Mendlesham Memories.

NOMINATION COMMITTEE REPORT BY BRUCE SOTHERN FOR 1999

President:	John Doronsky	Rec. Sect.:	John Feda
1st VP:	Norman Mayer	Archivist:	Wallace Brauks
2nd VP:	Edward Lonergan	Past Pres.:	Allen Israelsen
Board:	Carl Freysinger (99)	Editor:	Jack Share
Board:	Jack Farley (99)	PX Manager:	Kenneth Paxton
Board:	James Stuthers (00)	Chaplain:	James Martin
Board:	Paul Shull (00)	Reunion Com:	Robert Wright
Board:	Claude Conklin (01)	Reunion Com:	Harold Rutka
Board:	Claude Gibbs (01)	Reunion Com:	Bruce Sothern

Bruce Sothern commended Dale Finley and Ed Lonergan for their three years of service on the Board.

Pres. Israelsen called for nominations from the floor. None were offered.

Motion by Gross, second by Farley to close the nominations and instruct the secretary to cast a unanimous ballot for the proposed slate. Motion carried.

Denton Armstrong reported on the efforts of Jack Clarkson on behalf of the 34th BG at the 8th Air Force Museum prior to his death on March 17, 1998. His wife Dorothy still works at the Museum. Chaplain Martin reported that he sends a sympathy card to the spouses of all members who pass away. He needs to hear form members when death occurs so he can respond on behalf of the 34th BG.

Motion by Province, second by Gibbs to honor Eli Baldea as "Editor Emeritus" of the Mendlesham Memories for one year. Motion carried.

Bob Gay reported on the health of General Creer. In a recent conversation Bob reported that General Creer said, "The 34th Bomb Group command was the most memorable command I ever had" and then asked us to "Go Forward Smartly".

Robert Bice reported that the history book #2 of the 34th BG would be out in October.

Motion by Clemins, second by Farley to adjourn at 10:15. Motion carried

By the Recording Secretary John J. Feda

REUNION ATTENDEES

Bailey & Ruth Adam
Eugene Albert
Milton Anderson
Paul & Beryl Anderson
Maury & Lois Anderson
Denton & Eileen Armstrong
Charles Attridge
Bud & Lucille Babcock
Charles & Roberta Barclay
Robert & Barbara Bell
Thomas & Madeline Belleau
Donald & Barbara Benscoter
Leonard & Helen Bess
Robert Bice
Bob & Margie Bichowsky
John,Marge,Judy Bloczynski
Lloyd & Bobbie Boreen
Paul Bourquin
Marion Travis Broadhurst
Wallace & Doris Brauks
Bill Browne & Bette Rickbeil
Tom Cannuck
Ralph Casey
James Clemins
Claude & Genevieve Conklin
Antonny & Mary Coutros
Harry Crawford
Lonnie & Dorabel Crook
Kenneth & Shirley Davis
Lawton & Joan Dooley
Vincent Doran
John Doronsky & Beverly Stearns
Harold &Darlene Dwyer
Willard & Roxie Fager
John & Beanie Farley
Dick Fay, Kitt Fay, Rich Fay
John & Betty Mae Feda
Herman & Nancy Fieber Jr.
Robert J. Filip
Dale & Margie Finley
A.J. & Ernestine Firestone
Dale & Esther Frank
Robert & Jean Fox
Earl & Mary Frank
Carl & Imogene Freysinger
Robert & Phyllis Gay
Peter & Sylvia Gaskin
Basil & Lorene Gaumer
Claude & Audrey Gibbs
Willis Griffis
Robert & Cynthia Gross
Anthony & Joan Habiger
Herbert & Doris Hall
Ambers & Jean Hanson
Milton Hanson
Glenn & Vera Henry
Pap & Tootie Hetherington
Raymond Hinchee
Lloyd & Marla Inman
Al & Agnes Israelsen
Max & Eila Jakel, Nancy & Ed Bombich
Dexter & Beulah Jordan
George & Margaret Kline
Ed & B Lonergan
August & Doris Luhrsen
Melvon & Betty McSpadden
Mr. & Mrs Joseph Marks
James F. Martin
Norman Mayer & Marci Campbell
Richard J. Merrell
Cletus & Jean Morris
John & Liz Noe
William & Naoma Orton
Raymond & Bula Palmer
Russell & Vera Paulnock
Ken & Kathleen Paxton
Dorothy Norvell Peavey
Juan & Mattie Perez
Wanda, Dennis & Joan Pine
Hal & Jan Province
Russel & Martha Reed
Floyd & Miriam Richman & Thelma Warfield
George & June Ritchie
Leroy & Doris Robinson
Cleveland & Henrietta Romero
Everett & Margo Rose
Harold & Genevieve Rutka
L.E. & Jeanne Salveson
Robert & Jennie Schroeder
& guest Ronda Ranstrom
Dana & June Schrupp
Jack & Marian Share
Paul & Pauline Shull
Ronald & Martha Simpson
Bruce Sothern
Cranford & Beatrice Sproul
Carl & Peg Stemen
David & Ethel Stiver
Donald & Evelyn Stufflebeam
Jim & Kay Stuthers
Walter & Lois Sturdivan
Roy & Kate Tavasti
John & Nellie Terry
Hal & Ruby Thorpe
Henry & Audrey Tobiason
James & Natalie Troup
Lim & Patricia Waarvick
Oral & Jim Walker
Fred & Rachel Waltz
Sam & Peggy Wolstencroft
Frederick & Blanche Voss
Joseph & Marilyn Wong
Robert & Esther Wright
Bill Zellers

REFLECTIONS OF A VETERAN

Presented at Boise at the Friday dinner

As I stood there in Mendlesham, England in 1996, gazing at fields overgrown, obscuring the runways where B-17's and B24's once trod, but failing to obliterate memories—

Gone are the bombs, only remnants of their once awesome power lie buried in German dumps — more conspicuous are the crosses still standing in German cemeteries.

Lingering yet are the vivid reflections of the 88 MM flak bursts — like flying into a black concrete wall — yet attacking you in every direction — of the 2000 plane raid on Berlin and the 57 bombers whose luck had run out — parachutes and plane parts — all foreign elements in the blue skies — descending like a flock of swallows darting for mosquitoes — gravity precluding any upward soaring, except perhaps for the crewmen's souls — hopefully heaven bound. What chance had they who failed to return — giving their most precious of possessions for their country — their lives. Why? — I knew why — to prevent world tyranny.

I thanked God that the pieces of flak that severed my bombardier's seat – nearly terminating my lineage – discriminated.

A seasoned combat veteran at 19, psychologically changed forever — I groped for answers to understand my emotions - - calm and cool under fire, but nervous when speaking publicly.

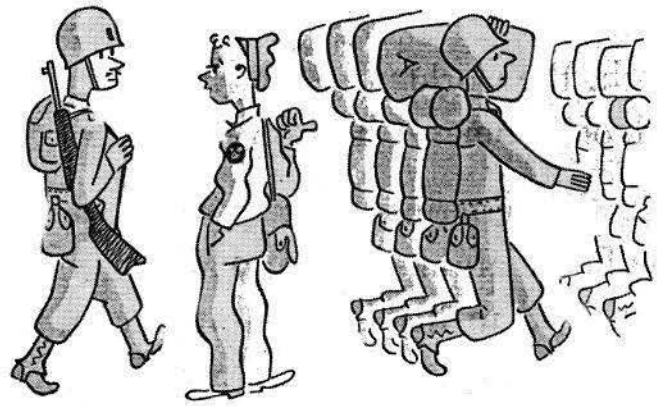
Never expressed adequately, but always there was our admiration for our pilot and co-pilot who miraculously ? — no brilliantly ? yes brought us back — and to those P-51 pilots who warded off the Foch-Wolfs and in particular to those four P-51's who guided our seriously wounded Fortress as it limped back from Munich — like a guard dog walking with a small child — momentarily circumventing a German pilot from putting another mark on the nose of his Messerschmidt.

As a youth I went to church on Sundays and took communion before each mission — but like Thomas centuries before me, I had to be shown before true faith engulfed me.

In 1949 I returned to Nuremberg and Berlin, both cities which I helped destroy — only to rebuild and defend this time — the country of my ancestors — an obvious paradox in foreign policy. Our national interest decisions juggled again between the heart and the brain.

Why, Lord? — You gave the answer 2000 years ago — "as we forgive those who trespass against us."

By Gene Albert
391st Sqd.



Said the Air Force to the Infantry

A *Post* War Anecdote

Infantry replacements, taught from the start that troops on the move always keep dressed right and covered down, get so after a while that they automatically march as if they're on parade. As the platoon that I was to take overseas covered that last mile to the troop transport, they kept perfect step. In full battle dress--as the newspapers say--and with their packs all rolled just alike and neatly slung, they looked good. The only thing missing was their rifles, which already were stowed in the hold of the ship. We officers, though, were carrying our carbines.

As we hup-hupped out on the dock, we had an interested audience of Air Force replacements who were shipping out too. Their appearance, in keeping with Air Force tradition, was contrastingly informal--varying combination of uniform, musette bags slung every which way, ranks uneven.

As my weaponless platoon marched smartly by, one of the fly boys showed special interest when he saw me coming along carrying a carbine. When I drew even with him, he stepped toward me.

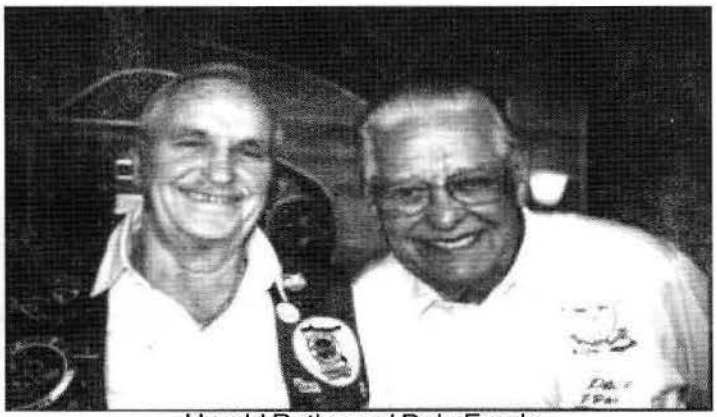
"What's the matter, lieutenant," he inquired confidentially, "afraid they'll get away?"

--Charles A. Bier.

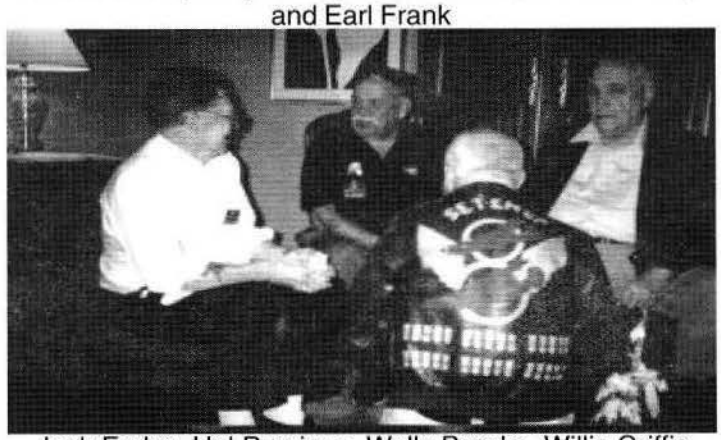
"Hanging Out"

John Doronsky Entertaining

Gen Conklin, Mary Frank, Marian Share, Carl Stemen, and Earl Frank



Harold Rutka and Dale Frank



Jack Farley, Hal Province, Wally Brauks, Willis Griffis

Front: Joe Marks
Back: Sylvia Gaskin, Kay Marks, Peter Gaskin

Joe Marks, Robert Bice, Al & Agnes Israelsen

"Hospitality Room"

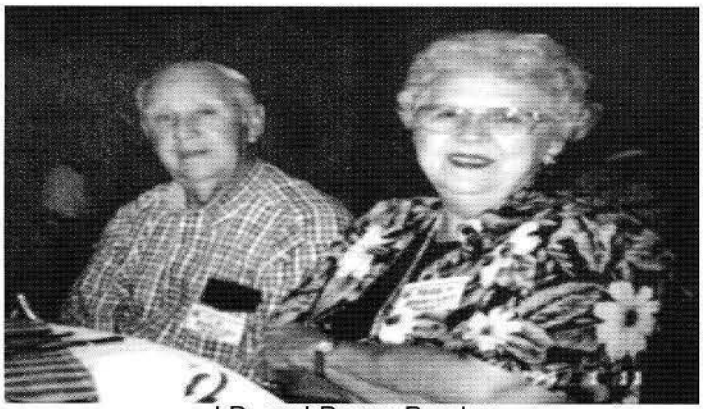
The bartenders

The Hospitality Room

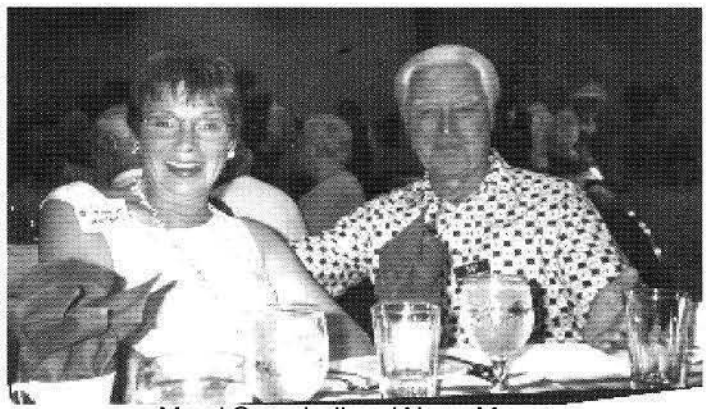
"Friday Night Dinner"

John Doronsky, Cleveland & Henrietta Romero

Henry & Audrey Tobiason



J.D. and Peggy Barclay

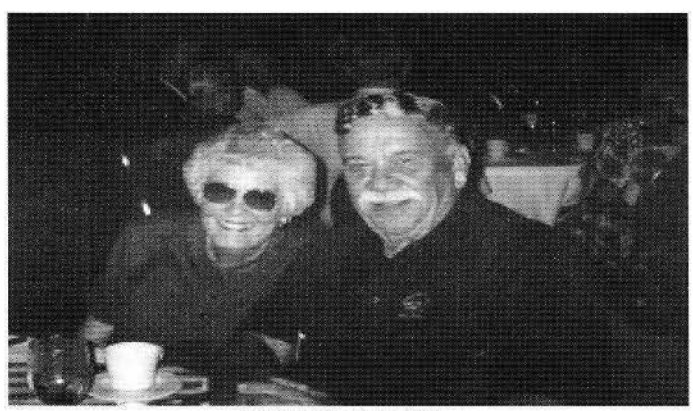


Marci Campbell and Norm Mayer

Back:Tony & Mary Coutros, Peter & Sylvia Gaskin, Imogene Freysinger Front: Joe & Merilyn Wong, Jack Farley

George & June Ritchie

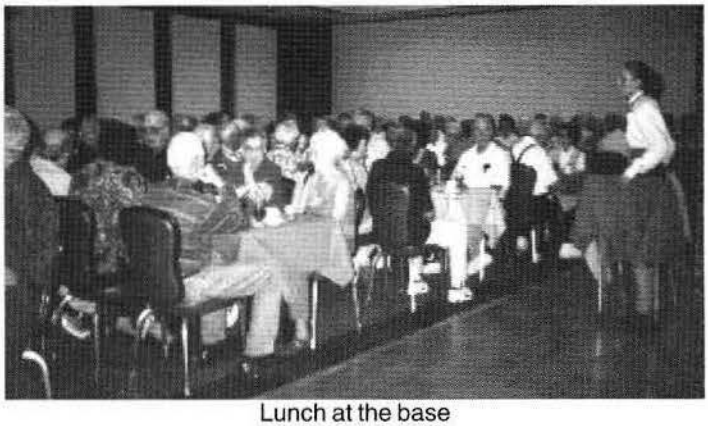
Mary & Tony Coutros



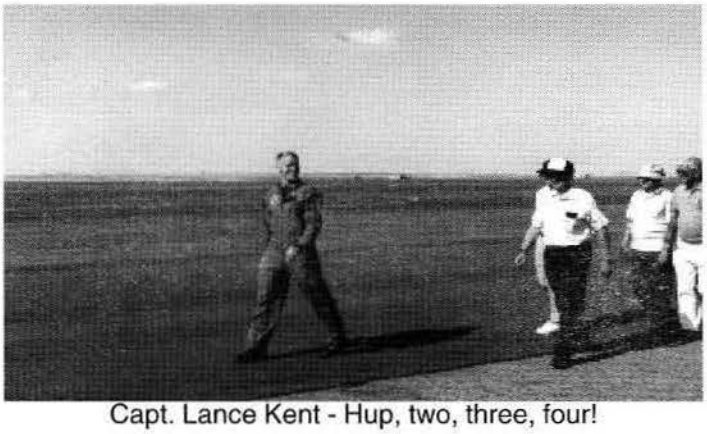
Jan & Hal Province

"Air Base Tour"

Touring Mountain Home AFB



Lunch at the base



Capt. Lance Kent - Hup, two, three, four!

Bob Wright and Claude Conklin

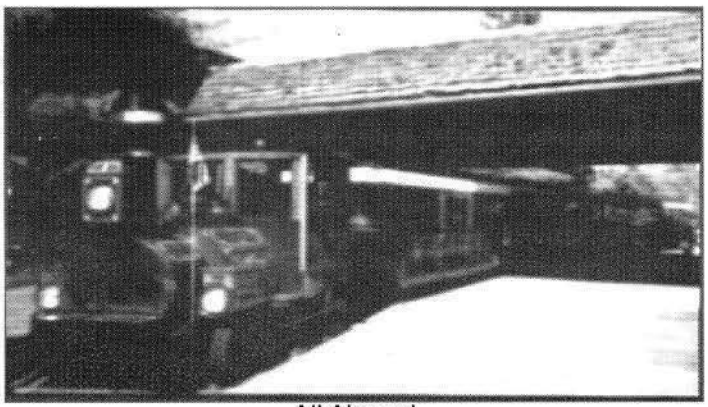
Ambers Hanson, Jean Hanson, Hal Province, Jan Province

Maury & Lois Anderson and Barbara & Donald Benscoter

Nice Group

Lonnie Crook

"City Tour"



All Aboard

Waiting for the trolley for the city tour

All Aboard!

"The Workers"

Pauline Shull, Beryl Anderson, Paul Shull, Paul Anderson

Pauline Shull, Beryl Anderson

Esther Wright, Robert Wright, Bruce Sothern

Harold & Genevieve Rutka

"Head Table"

Jim Martin, June & Geroge Ritchie, Jennifer & Lt Col Tom Ritchie

Allen & Agnes Israelsen, John Doronsky, Bev Sterns, and Norman Mayer

George Ritchie, Lt Col Tom Ritchie, Pres Al Israelsen, Agnes Israelsen, Pres Elect John Doronsky

Speakers George Ritchie and Lt Col Tom Ritchie

"Gala Banquet"

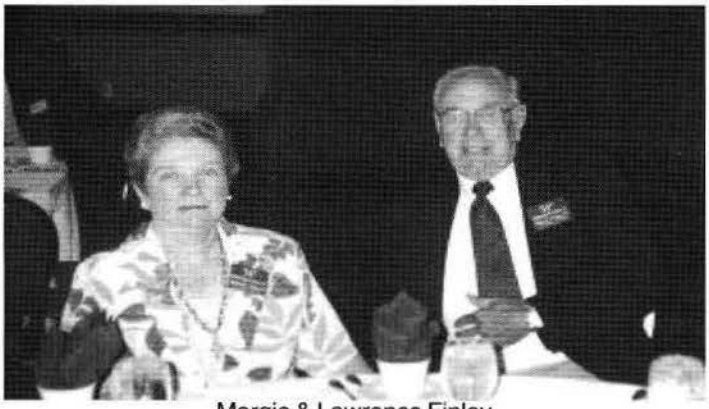
Lucille & Bud Babcock

Vera & Glenn Henry

Bill (Willard) & Roxie Fager

Sam & Peggy Wolstencroft

"Gala Banquet"



Margie & Lawrence Finley

Miriam & Floyd Richmond

Claude & Audrey Gibbs

Martha & Russell Reed

Margo & Everett Rose

Evelyn & Donald Stufflebeam

Bea & Cransford Sproul, and Harry Crawford

Doris & Leroy Robinson

"Gala Banquet"

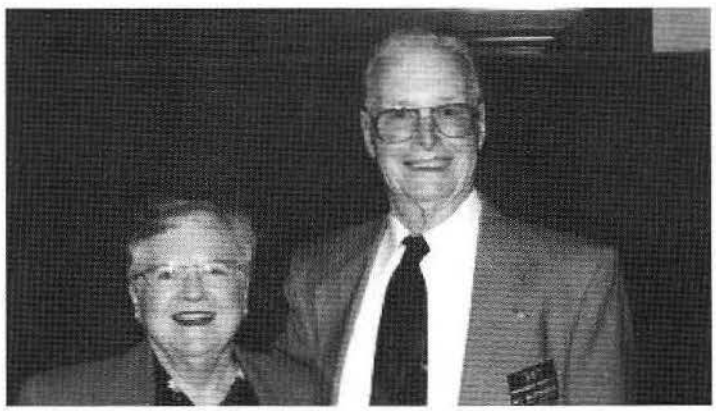
Tony & Joann Habiger

Margie & Bob Bichowsky

Bobbie & Lloyd Boreen

Herman & Nancy Fieber

Imogene & Carl Freysinger



Betty & Melvon McSpadden

Marion Broadhurst and Dorothy Newell Peavey, honorary members with Al Israelsen (Red Cross ladies at Mendlesham)

Back: Esther Frank, Dot & Walter Grimes, Jean Hanson, Ambers Hanson, Henry Tobiason
Front: Dale Frank, Betty Mae & John Feda, Audry Tobiason

"Gala Banquet"

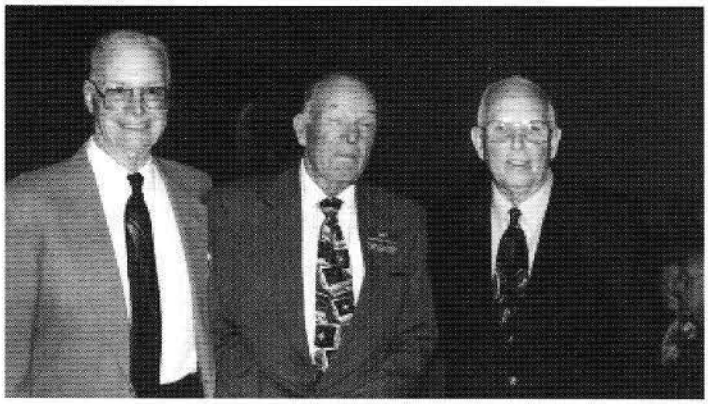
T.M. & Patti Waarvick

Mattie & John Perez

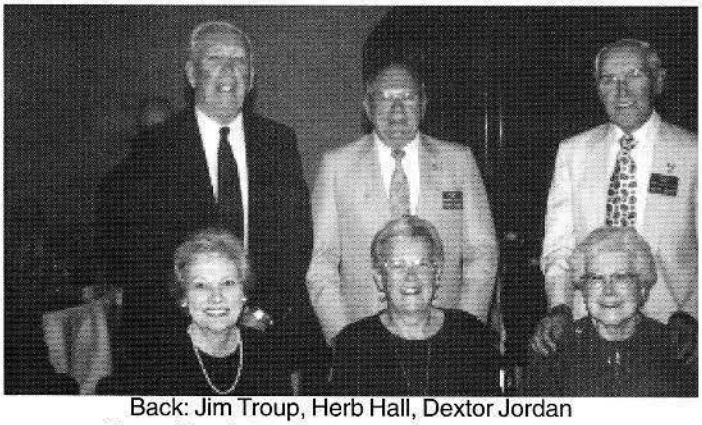
Clete Morris & Max Jakel

Doris (sister) & Wallace Brauks, Ray & Bula Palmer

Dale Frank, Rachel & Fred Waltz



Melvon McSpadden, Chuck Attridge, Lloyd Boreen



Back: Jim Troup, Herb Hall, Dextor Jordan
Front: Natalie Troup, Doris Hall, Buelah Jordan

Maury Anderson, Donald Benscoter, Lois Anderson, Barbara Benscoter

THE BOISE REUNION

Boise, a city surrounded by mountains
On a high mountain desert, rose gardens and fountains

Boise offered much to see
Among them a hotel named Doubletree
Hospitality,
And a beautiful lady named Judy Lee
And beautiful describes all of the ladies present
Who put up with thee and me
And our relation of history

Reflecting a little and for poetry thirst
Ogden Nash would have written, had I not said it first
Boise is not noisy

Erma Bombeck however, did about Boise write
"When I get old, I'm going to wear purple and move to Boise"
(but not tonight)

The war relived, Mountain Home and the B-ones
The memories, serious; the atmosphere fun

Some guy read a poem about that war and German flak
And a couple heads nodded that it was like that

Then there was the banquet; 'twas the Ritchies night
So comforting to know all that high tech is on our side and ready
To fight

The dinner was delicious, feast without famine
No one complained when they brought out that salmon

Many old friendships renewed; some new made
Until the final farewells were bade

"Twas a great job by Allen; the latest 34th chapter he wrote
handing the gavel over to also multi-talented John.....
the reunion ended on that high note

And so dear Boise, a weekend of smiles and tears to remember
As we all look forward to Des Moines next September.

By Gene Albert, 391st Sqd

DEADLINE

Any material or items to be inserted in the March issue of Mendlesham Memories should reach me on or before Jan. 16, 1999. That is the date our final copy will be presented to the printers.

Jack Share, Editor

CONGRATULATIONS

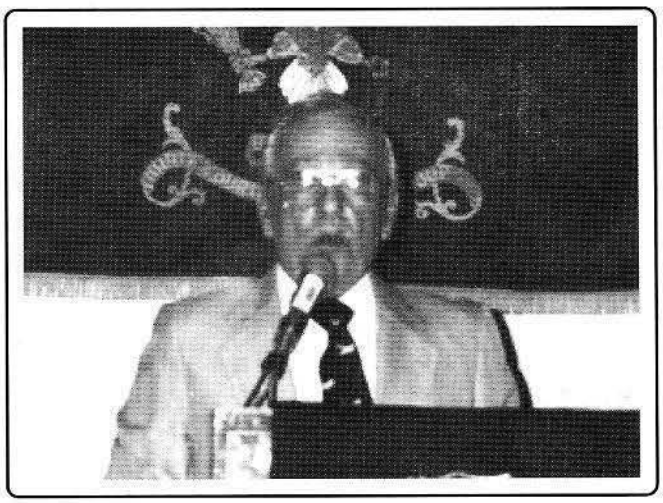
TO OUR OWN

HAROLD RUTKA

Who was elected PRESIDENT of the 8th. Air Force Historical Society for the year 1998-1999 at their annual reunion at Cherry Hill, NJ in September.

Harold has earned this honor having been active in both the 34th.BGA and the 8th. AFHS for many years. Serving on both boards and currently on the reunion committees of both organizations.

We extend our congratulations to Harold and Gen and best wishes for a successful year as president of the 8th. Air Force Historical Society.



Eli Baldea

ODE TO AN EDITOR

An Editor knocked at the Pearly Gate,
His face was scarred and cold;
He stood before the man of fate
For admission to the fold.

"What have you done," St. Peter asked,
"to gain admission here?"
" I've been an Editor, Sir," he said,
"for many and many a year."

The Pearly Gates swung open wide,
St. Peter touched the bell.
"Come in," he said, "and get your harp;
you've had your share of Hell."

Reprinted from the 486th.BG Newsletter

Rose's corner

Greetings everyone!

Yes, I'm still with you even though Eli had to put aside his work, which he always enjoyed doing. Now that Mendlesham Memories will no longer be his charge, I'm beginning to wonder what he can do to keep himself busy. He had a hobby of wood carving so perhaps he may trade his computer for a good knife sharpener.

Jack Share has asked if I would continue with this column and I willingly agreed. If you read this, please send me your birth date which will be shown in this column and you may be surprised at the number of well wishes you will receive. You have many friends in the 34th. and this will show how much we all care for each other.

Christmas is just around the corner and I will share the recipe which will make a wonderful gift and candy at home for guests and your grandchildren. Yummy!!

CASHEW CRICKLE

2 - cups salted cashews, toasted
2 - cups sugar
1/3 - cup light corn syrup
1/2 cup water
3 - tablespoons butter
1 - teaspoon vanilla
1/2 - teaspoon soda

Butter 15 x 10 inch jelly-pan. In large heavy saucepan, heat sugar, corn syrup and water to boiling. Stir constantly until sugar is dissolved. Cook, without stirring, on medium heat until candy thermometer registers 300 deg. F. or hard crack. Remove from heat, stir in butter, vanilla and soda. Add Cashews. Pour mixture into the prepared pan. When cool break into pieces. Makes 1-3/4 lb.

Tip: To toast cashews, place on jelly roll pan; bake in 350 deg. oven for 8 to 10 minutes until golden brown. Cashew Crickle can be made several weeks in advance, store in airtight container in cool, dry place.

At this point, I want to say how much I missed you all. The only reunion we had previously missed was the one near New Orleans. We hope you all had a wonderful time.

I leave you with this advice:

When driving your car, drive on streets which are not busy, drive only during the daytime and concentrate only on your driving. Singing along with your radio is O.K. - I know I certainly do.

Love,
Rose and Eli

ROBERT E. BICHOWSKY - La Mesa , CA

I was one of those missing but found 3 years ago when my wife and I became "1st timers" at Huntsville, Alabama. Next we attended Raleigh, NC. We missed Omaha but enjoyed our reunion in Boise in September 1998.

I am one of the few who is still working full-time as a Consulting Arborist and Horticultural Agronomist in San Diego County. My work involves tree and other consultations and I appear as an expert witness in many court cases.

My wife, Margie, keeps very busy with her volunteer work at Grossmont Hospital, La Mesa Beautiful and in a local Republican club.

Our health stays good and we are enjoying life and our two daughters and grand kids are all in San Diego County, so we have many good times together.

The Mt. Home Air Force Base tour was memorable and it made the Boise reunion extra special.

I'm enclosing before and after pictures - the first one was taken before I went overseas and the others are current. We both enjoy "Mendlesham Memories" and wish you good luck in your new endeavor.

****

DAVID S. STIVER - Youngstown, OH

The reunion in Boise was really enjoyable, especially the trip to Mountain Home Air Force Base. Hope to see you next year in DesMoines.

****

DALE E. FRANK - Winterset, IA

The Boise reunion was great!! and we sure appreciate the officers and reunion committee for making the plans, thank you!! Hope to see you all in Iowa next year.

****

JOHN FEDA - Marshall, MN

It was great to see you at the Boise reunion. We have made 5 of them and this was one of the best.

Thanks for accepting the editorship of "Mendlesham Memories". I know you will do a good job.

I will work on the minutes and I assure you will have them by Oct. 20th.

****

PAUL A. SHULL - Raytown, MO

Best of luck with your new undertaking - know you will do well. It was a great reunion in Boise.

****

JOHN FARLEY - Verona, NJ

Enclosing some photos from the dinner - not the banquet (note checkered tablecloth). I think Tony Coutros will be sending you some of our table grouping from the banquet. Will be checking with him today.

Hope you had a safe trip back,and looking forward to next years meeting, God willing.

****

A J FIRESTONE - Hampton, VA

Here are a few pictures that you might want to include in "Mendlesham Memories".
It was a great reunion.

****

ROBERT H. WRIGHT - South Bend, IN

Jack, congratulations on the new job as editor for the 34th.BG. I'm sure you will do a bang up job. Enclosed is a list of the attendees that were registered.

Hope you had a nice trip with Peter & Sylvia and saw a lot of the country.

****

MAURICE N. ANDERSON - Plymouth, MN

Thanks for taking over the editorship of "Mendlesham Memories". You'll do a good job. Enclosed are some pictures taken at the 1998 reunion in Boise. You may include any of interest to you.

****

GEORGE J. RITCHIE - Swansboro, NC

Here are some pictures taken in Boise. It is OK to send them on to the "principals", once you have finished with them.

June and I want everyone in the Group to know how much we appreciated the attention given to our family during the Boise reunion.

The committee did a fantastic job and Al presented the program in first class shape. When he called and told me that Tom and I were the program, I just about fainted. With out Tom it would have been a "dud" and I was so thankful that he conducted himself so professionally.

Continued on page 27

Notes From Our Friends

Continued from page 26

You know how a parent is; they never realize that their kids keep growing and growing as the parents become dimmer and dimmer. I want to thank all the men and their wives for the neat comments they made about us. If and when Tom gets assigned to the B2 we can do it again.

Actually, he told me last night on the phone that at 1330 hours today (Monday) he is briefing LT. Gen. Schmidt on the results and suggestions concerning the deployment he took his squadron to Florida to on the morning after the banquet. He assembled his people at 0430 Sunday and took off at 0700. Spent a week deployed, working missions with assorted aircraft. When I asked him how his squadron made out, he responded with one word, "outstanding". He said if this review with the Wing Commander goes well, it may be recommended that he go on to brief the Air Force Command (whatever that is).

As I get details of the new "Strike Force" I'll pass them on. I am sure everyone in the Group is thrilled to learn about these changing procedures of air combat.

Again, on behalf of Tom, Jennifer, June and myself, thank you for your attention and flattering remarks in Boise.

Jack, keep the pictures that are of interest to you, I don't need them back. You've taken on a big, important job, Thanks.

****

JAMES A. STUTHERS - Nokomis, FL

Kay and I just arrived home from Boise on the 29th of Sept. having spent 29 days enroute to and from the reunion, visiting children and grand-children in Illinois, Denver, CO and Pensacola,FL. Needless to say, we had a great 7000 mile plus trip. We visited Mt. Rushmore, Yellowstone, the Badlands and Wall Drugs along the way and had a very satisfying trip. Naturally, the "high" point of all was our association with the 34th BG people. The program and visit to Mountain Home AF. base was "outstanding" and the father and son presentation by the Ritchie family was "tops" . I don't know how near President John Doronsky will be able to top that presentation next year at Des Moines, but after the great talk he gave us upon being given his gavel for 1998-1999 as president of the 34th BGA - I know we can expect some exciting event to end our next banquet dinner in 1999. Again, I'd like to congratulate our 1998 President Allen Israelson for a very interesting program to end the Boise celebration. It was a truly nice event and I'm sure those who were in attendance will remember this reunion for a long time. I'm so glad to have some very good camcorder tapes to hold this trip in my mind and memories for a long, long time. As you know, I have been taping our activities for the past several years. I treasure some great film I've collected of some of our members in the association and in the hospitality rooms over these years, I roll the VCR often.

Again, congratulations to you, Jack, Eli left "big shoes" but I'm sure all your 34th BG friends and associates know you can and will do a great job as editor in the years ahead. Do hope you can get out an MM quarterly as this media is so important to the good health in holding our association together.

****

HERBERT B. HALL - Scottville, MI

Enclosed is a photo of the J.C. Smith crew of the 7th. sqd. who were at the reunion in Boise. Also I am sending a photo of the crew taken in England by our plane "The Near Sighted Robin". (Photo on Page 5)

It was a great reunion this year and I am sorry that more of our crew was not there, there are eight of us still living.

****

Baker One Seven

You hear folks talk of graceful yachts
that sail the seven seas,
And some will talk of streamline trains
that cross the states with ease,
Some like bikes and scooters, some like a limousine,
But give me the Queen of the Airways,
a throbbing B-17.
She looks passive at rest in the bunkers,
not seeming to worry or care,
But as each engine roars into action,
she is eager to take to the air,
She strains at the end of the runway,
impatient to soar into flight,
Once airborne, she's graceful and stately,
and ready to show off her might.
She's a nasty devil in combat,
with guns spewing lead from each side.
And though bullets and shrapnel may pierce her,
no Jap will injure her pride.
No matter how much she is wounded,
no matter the odds she must face,
She knows it's her dying duty
to return us safe to our base.
Soon, when this war is over,
and the earth been rid of the scum,
You'll be able to look at the records,
and see what the Fortress has done.
Then when my last flight is scheduled,
and I leave this earthly scene,
Please let me fly up to heaven—in my own B-17.

Written by Bob Halliday

Bob Halliday's poem "Baker One Seven" was composed on a search mission out of Oahu, after the Pearl Harbor attack.

CHANGE OF ADDRESS

(AS OF10-21-98)

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	ST	ZIP
ALLEGA	ALFRED	391	ZIP CODE CHANGE		CA	93444
AUTRY	ELWIN B	7	8 WHITE OAK ST	ELON COLLEGE	NC	27244
GIBBS	CLAUDE H	7	PO BOX 245	CATAWISSA	MO	63015
HERMAN	VICTOR T	7	2023 PROMONTORY PT LN	GOLD RIVER	CA	95670
JONES	SEAMONS J	4	10045 W ROYAL OAK RD	SUN CITY	AZ	85351
MORRELL	EILEEN	A	900 N RURAL RD #1068	CHANDLER	AZ	85226
NASH	EMIL B	391	NEED CURRENT ADDRESS			
ORTON	WILLIAM J	1446ORDLM	13359 E 51ST ST	YUMA	AZ	85367
RICHARDS	HOWARD C	18	14750 HARDING DR	HOMESTEAD	FL	33033
SMITH	FRANK SUMMER	7	PO BOX 61047	COLUMBIA	SC	29260
SMITH	J.C.	7	4917 RAVENSWOOD DR #1787	SAN ANTONIO	TX	78227
STUTHERS	JAMES A	18	1225 OAK TREE LN	NOKOMIS	FL	34275
STUTTS	CHARLES B	391	4917 RAVENSWOOD DR #413	SAN ANTONIO	TX	78227
TOBIASON	HENRY T	4	409 DALE DR SE	REMER	MN	56672
VROOMAN	BURTON E	4	NEED CURRENT ADDRESS			
WILKIE	EVERETT C	34CCT	HC 001 BOX 17	ROCKPORT	TX	78382
WRIGHT	BURCH	391	8270 MONTGOMERY OAK	SAN ANTONIO	TX	78239

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	ST	ZIP
Applegate	Ralph M	MED		4432 York Rd	South Bend	IN	46614
Churchia	Gordon	391		17980 Amberwood Ln	South Bend	IN	46635

*Correction: It was erroneously reported in the September issue of MM that William Van Buskirk had passed away. In fact Bill lost his loving wife Phyllis. Our apologies to Bill and his family, our sympathies go out to them.

DONATIONS TO THE RAY SUMMA SCHOLARSHIP FUND

DONORS	IN MEMORIUM
Mr & Mrs Ambers Hanson	
Norman Mayer	
Mr & Mrs Everett Rose	

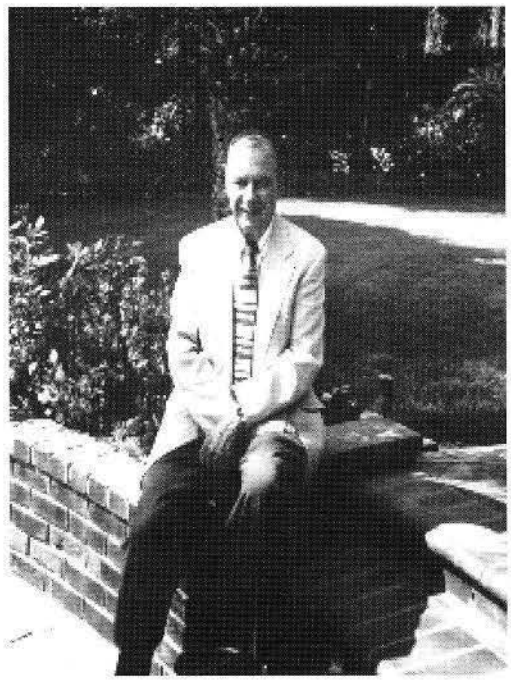
50th WEDDING ANNIVERSARIES IN 1999

(or greater not previously reported)

ANNIVERSARY DATE	LAST NAME	FIRST NAMES
January 28, 1949	McBride	James & Barbara
March 10, 1949	Williams	Harold & Evelyn
March 11, 1949	Jordan	Dexter & Buelah
June 11, 1949	Konte	Alfred &
June 25, 1949	Marble	Donald & Mary
September 3, 1949	Habiger	Anthony & Elizabeth
September 8, 1949	Freeman	Edmund & Gil
October 20, 1949	Danielian	Leo & Melene
October 30, 1949	Visconti	Louis & Hedwig
November 19, 1949	Forsman	Don & Ruby
December 17, 1949	Province	Hal & Jan

ROBERT E. BICHOWSKY

Prior to leaving with the 34th for England



1998

TOO BUSY...

(Courtesy 361st Fighter Group Association newsletter, February 1997 issue)

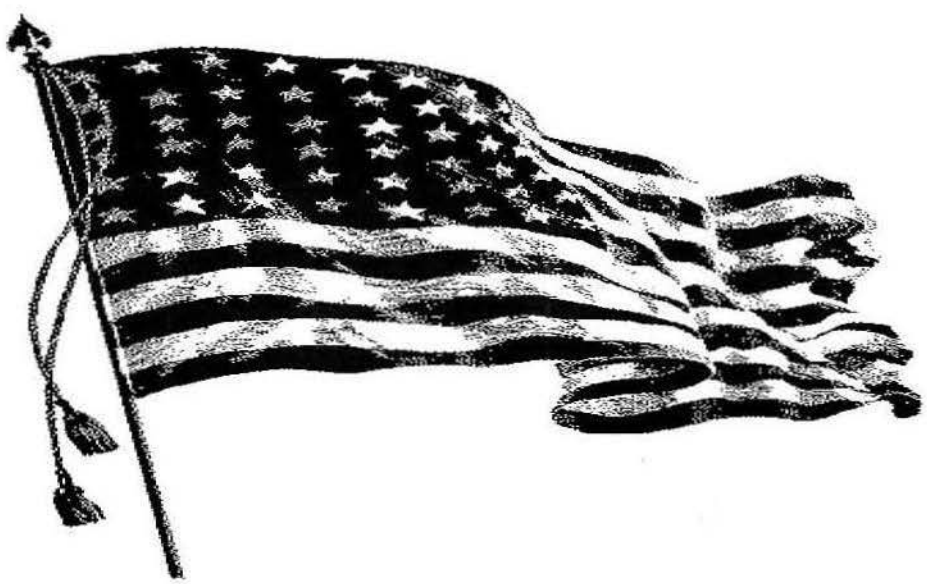
My body may age but my mind will stay young
I've much left to do, many songs to be sung.
Many roads to be travelled, much love to express,
Many souls that need aid, who are now in distress.
I will do what I can to help brighten your day,
And will spread cheer and love as I pass your way.
The world is my oyster to have and to hold;
I am really too busy to ever grow old.

PAST REUNIONS

At the reunion in Boise, there was some interest shown concerning past reunions of the 34th BGA. Harold Rutka has provided the following list of both the 8th AFHS as well as the 34th.BGA

Year	8th AFHS	34th BGA
1975	Miami Beach, FL	
1976	Dayton, OH	
1977	St. Louis, MO	
1978	Washington, DC	
1979	Phoenix, AZ	
1980	Orlando, FL	
1981	St. Paul, MN	
1982	Cincinnati, OH	
1983	Houston, TX	
1984	Los Angeles, CA	Nashville, TN
1985	Wichita, KS	Wichita, KS
1986	Hollywood, FL	Colorado Springs, CO
1987	Pittsburgh, PA	King of Prussia, PA
1988	Des Moines, IA	Virginia Beach, VA
1989	Denver, CO	Shreveport, LA
1990	Las Vegas, NV	Seattle, WA
1991	New Orleans, LA	Louisville, KY
1992	Louisville, KY	Las Vegas, NV
1993	Chicago, IL	Little Rock, AR
1994	San Diego, CA	St. Paul, MN
1995	St. Louis, MO	Huntsville, AL
1996	Orlando, FL	Raleigh, NC
1997	Bloomington, MN	Omaha, NE
1998	Cherry Hill, NJ	Boise, ID
1999	Savannah, GA	De Moines, IA
2000	Salt Lake City, UT	?

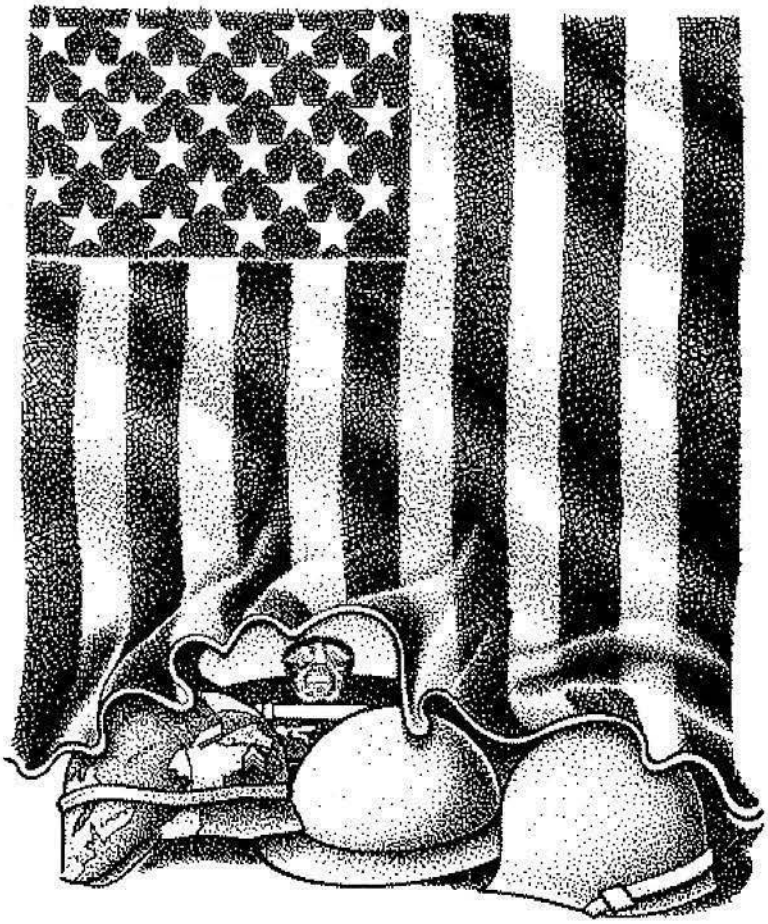
Harold has also provided us with past history of the reunions. At the 8th.AFHS reunion in Houston, TX in 1983 the 34th decided to have their own reunion every other year, but at Wichita, KA in 1985 it was decided to go on our own for as long as we could, which we've been doing since. The reunion dates for DesMoines, IA in 1999 are September 15th to the 19th. Mark your calendars. Final decision on the location for the 34th reunion in year 2000 had not been made at press time.



THE WORLD'S LARGEST AIRFIELD IS BUSY FERRY BASE FROM U.S. TO BRITIAN
From "THE STARS AND STRIPES," 21 MAY, 1943

The largest airfield in the world, built on a vast sandy plateau in Labrador, is being used by the U.S. Air Transport Command and the Royal Air Force Transport Command for delivery of military aircraft and materials to Britian, it was revealed yesterday.

Built at a cost of about $12,000,000 to date, the airfield is one of the busiest airstations in North America. In one twenty-four hour period , it serviced more than one hundred airplanes, fed the crews, and dispatched them to Britian. In a year of operation, it has overhauled and refueled more airplanes than go through any other ferry base on the North Atlantic seaboard.



The U.S. Air Transport Command alone has arranged to accomodate this year twice the number of airplanes which went through in 1942, it is officially stated. The present runways of the airfield, on a plateau towering 70 feet above a wilderness of swamp, muskeg and spruce forest, are more than a mile long for fully loaded bombers like Liberators and Fortresses. Besides being on the Great Circle Air-route to Europe, the airfield is in an area which has good weather practically year round.

The only women on the station are a few nurses and 14 local girls in the laundry.

Financing of the enterprise is assessed under an international agreement which will remain secret for the war period. It is handled by the Canadian Department of Transportation (DOT), which apportions it among the Canadian Army garrisoning the outpost, the USAAF, the RCAF and the RAF Transport Command.

The isolation of the station and the long sub-Artic nights have not chilled the spirit of the men, many of whom are from semi-tropical American States. "We have as good morale here as at any place in the world," says the commanding officer.

Many difficulties were encountered in building the huge airport, which is not yet complete. Construction costs in Labrador are said to be twice what they would be outside. All materials must be hauled by water or flown in. Labor costs in Labrador rank with the highest in the world.

Since Labradorians have never before worked under a boss and resent anything that sounds like an order, foremen have to be extremely tactful. The Labradorians have proved to be good workers.

A WISH TO YOU FOR THE NEW YEAR!!

In the coming year.....
May you have.....

Enough happiness to keep you sweet;
Enough trials to keep you strong;
Enough sorrow to keep you human;
Enough hope to keep you happy;
Enough failure to keep you humble;
Enough success to keep you eager;
Enough friends to give you comfort;
Enough wealth to meet your needs;
Enough enthusiasm to look forward;
Faith to banish depression;
Determination to make each day a better day.

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(409) 273-3561

34th Bomb. Group

4 7

18 391

VALOR TO VICTORY

Address Service Requested

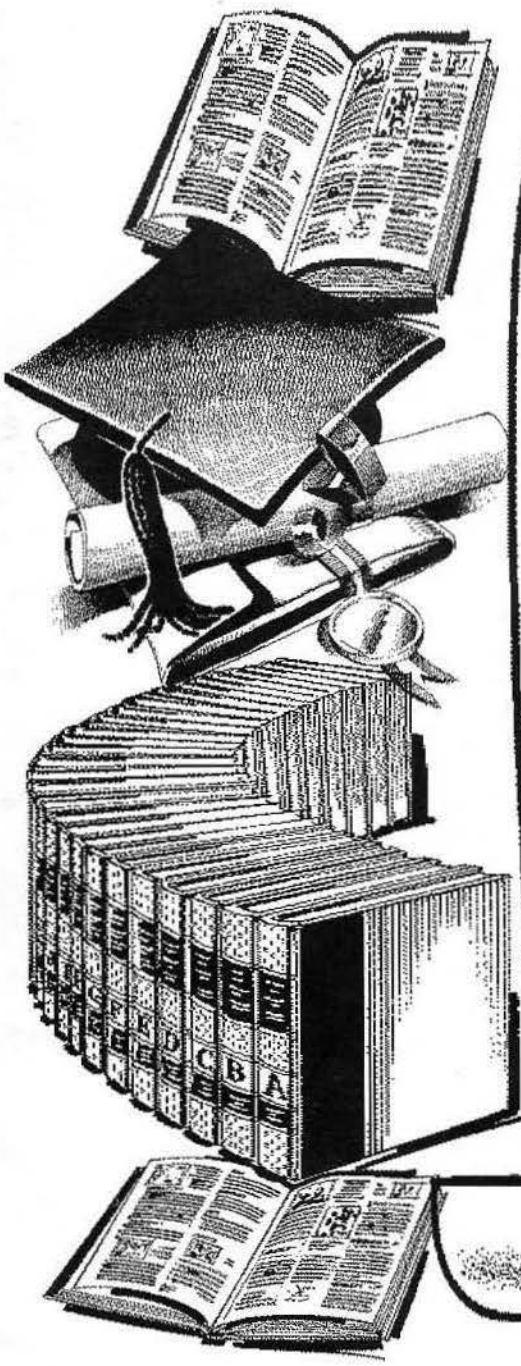
From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

VOLUME XXIV NUMBER 1 MARCH, 1999

MENDLESHAM MEMORIES

VALOR TO VICTORY

VOICE OF THE 34TH BOMB GROUP (H)



Scholarship Edition

Their Future is our Concern

The 34th. Bomb Group Association is enhancing it's Scholarship Program this year by offering an additional award:

1st Place	-	$ 1000
2nd Place	-	$ 750
3rd Place	-	$ 500

The scholarship application (inserted in this issue) must be completed and returned to the scholarship committee on or before July 11, 1999 to qualify. GOOD LUCK!

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES
Newsletter of
The 34th.Bomb Group Assoc Inc.

This newsletter is published four times a year (March, June, September, December). All material for publication is welcome and should be sent to:

Jack Share
22 So. Avonlea Cir.
The Woodlands, TX 77382
(409) 273-3561
e-mail jkshare@lcc.net

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Robert Wright—(219) 232-4287
Bruce Sothern—(612) 789-2225

DEADLINE
All Material and items to be inserted in the June issue of Mendlesham Memories should reach me on or before April 19, 1999 That is the date our final copy goes to the printer.

share—

a thought.

Where did 1998 go? Why, as one gets older, do the years seem to slip by faster and the winters get colder? As I write this column it is a week into January and the weather in Houston has taken a sudden turn for the worse. It is now 32 degrees and is due to be lower by morning. But one thing about the Houston weather, it changes very rapidly and the temperature could be back to 70 degrees within days. Reflecting back on the past year, except for the Washington mess, the weather and Nature's wrath dominated the news- - blame it on El-Nino, everyone else did. Nearly every week we heard of some section of the country getting pounded by floods, hurricanes, tornadoes, mudslides etc. Now to start the new year we are hearing about the horrific snowstorm in the Midwest. Bob Wright reported that due to the weather he had to delay his annual trek to Florida - 17 inches of blowing snow with drifts of 3 to 4 feet. That would keep you around the house. Bob has had some surgery and Esther had an injury due to a fall. Hope both will improve rapidly.

As for the newsletter this year, we expect to continue as your Editor, with your blessing and the publishers patience. We have had numerous requests to feature more articles on the contributions of the ground personnel and those that made all the sorties possible. That will be my goal for this year and, with help from the membership, we should be able to come up with some interesting articles. I would like also to feature some personal stories of members lives, not only in the military but also before and after the war. Understandably, we are reluctant to talk about ourselves but human interest accounts of how we adapted to military life and then back to civilian life would be of great interest to others, especially the younger generations, many of whom are just becoming aware of our generation, thanks to some recent movies "Saving Private Ryan" for one, and now Tom Brokaw's book "The Greatest Generation".

This March issue of MM is what I call the scholarship edition since we include the application for scholarships to be awarded in 1999. Also, in this issue, are the pictures and comments of last years winners. This year, with the additional award, we can look forward to

many interesting applicants. Good luck to all.

Your reunion committee has been working diligently, since the Boise reunion gathering information, lining up sites and activities for future reunions. Of course, this coming September we will be meeting in Des Moines, Iowa where plans are being finalized for another great reunion. Complete details and reservation forms will appear in the June issue of MM. It is not too soon to start making plans - see you in Des Moines.

We strive to make each newsletter more interesting than the last one. We appreciate, and look forward to, any and all suggestions, criticisms, and contributing articles.

For all you Irishmen and those once a year wannabe's - happy St Patrick's Day to all - wherever you are.

Jack Share, Editor

WHAT IS A VET?

Some veterans bear visible scars of their service: a missing limb, a jagged scar, a certain look in the eye.

Others may carry the evidence inside them: a pin holding a bone together, a piece of shrapnel in the leg — or perhaps another sort of inner steel: the soul's ally forged in the refinery of adversity.

Except in parades, however, the men and women who have kept America safe wear no badge or emblem. You can't tell a vet just by looking.

What is a vet?

The cop on the beat who spent six months in Saudi Arabia sweating two gallons a day making sure the armored personnel carriers didn't run out of fuel.

The bar room loudmouth, dumber than five wooden planks, whose overgrown frat-boy behavior is outweighed a hundred times in the cosmic scales by four hours of exquisite bravery near the 38th. parallel.

The nurse who fought against futility and went to sleep sobbing every night for two solid years in Da Nang.

The POW who went away one person and came back another — or didn't come back at all.

The Quantico drill instructor who has never seen combat — but who has saved countless lives by turning slouchy, no-account rednecks and gang members into Marines, and teaching them to watch each other's backs.

The parade-riding Legionnaire who pins on his ribbons and medals wth a prosthetic hand.

The career quartermaster who watches the ribbon and medals pass him by.

The anonymous heroes in The Tomb Of The Unknowns, whose presence at Arlington National Cemetary must forever perserve the memory of all the anonymous heroes whose valor dies unrecognized with them on the battlefield or in the ocean's sunless deep.

The old guy bagging groceries at the supermarket — palsied now and aggrevatingly slow — who helped liberate a Nazi death camp and who wishes all day long that his wife were still alive to hold him when the nightmares come.

An ordinary and yet an extraordinary human being — a person who offered some of his life's most vital years in the service of his country, and who sacrificed his ambitions so others would not have to sacrifice theirs.

A soldier, a sailor, and a savior and a sword against the darkness, and he is nothing more than the finest, greatest testimony on behalf of the finest , greatest nation ever known.

So remember, each time you see someone who has served our country, just lean over and say Thank You. That's all most people need, and in most cases it will mean more than any medals they could have been awarded or were awarded.

Two little words that mean a lot, "THANK YOU".

"It is the soldier, not the reporter, who has given us freedom of the press.

It is the soldier, not the poet, who has given us freedom of speech.

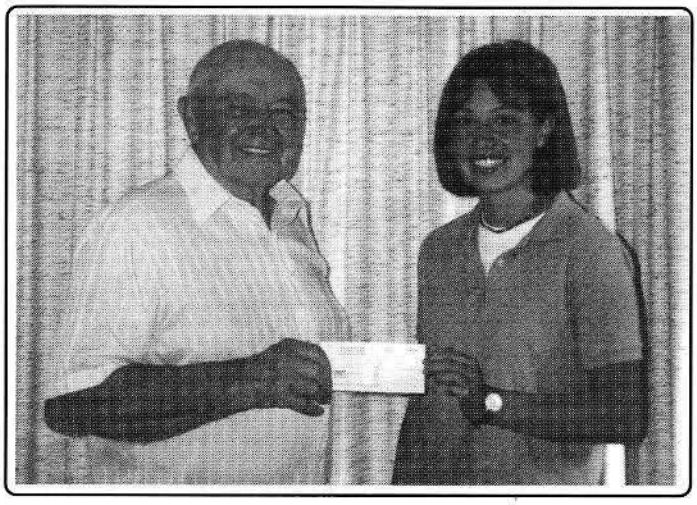
It is the soldier, not the campus organizer, who has given us the freedom to demonstrate.

It is the soldier, who salutes the flag, who serves beneath the flag, and whose coffin is draped by the flag, and who allows the protestor to burn the flag." (by Father Denis Edward O'Brien, USMC).

(submitted by Eli's daughter Lauren. Extracted from a Florida paper on Veteran's Day)

HAVE YOU PAID YOUR 1999 DUES?

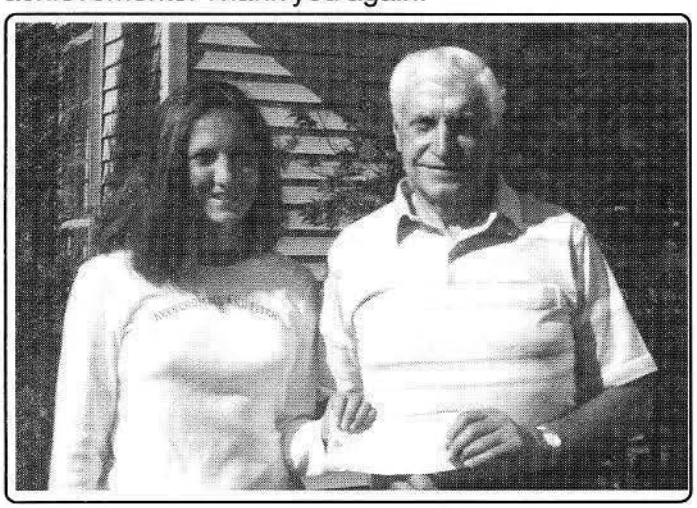
SCHOLARSHIPS



Rachel Ezell - 1st. place winner with grandfather, Billy Dale Ezell.

From Rachel Ezell - Here is a picture of my grandpa and myself. We were both very excited to hear that I had received this scholarship. It will definitely help with furthering my education.

From Grandpa Ezell - I also want to thank you for the scholarship the 34th. BG awarded to my granddaughter, Rachel. We are very proud of her scholastic achievements. Thank you again.

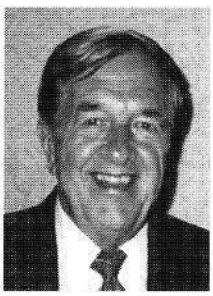


Michelle Burke - 2nd place winner

From Michelle Burke - I would like to thank you for your generous contribution to my college fund. I really appreciate that my hard work has been noticed and rewarded. Your scholarship money will help in the expenses as I begin my studies at Purdue University. It makes me very proud that I have won a scholarship through my grandfather's organization. I feel that it strengthens the bond between us.

I think I should tell you a little about myself and my future plans, so that you know where your money is going. After graduating, with honors, from Avon Lake High School, I will continue my education at Purdue University, as I mentioned above. I plan to pursue a career in Engineering. Earlier this summer I visited Purdue for my orientation, to register for classes, and take placement tests. I can honestly say that I think I will be very happy there and I am very excited to get started! Not only do I plan to fill my busy life with a demanding Engineering major, but I also plan to try out for the women's soccer team. I have played soccer for twelve years now and it has been my dream to play Division I soccer. Thanks for your time, I appreciate your contribution.

PRESIDENT'S MESSAGE



New Year's Eve '98 was the start of some very nasty weather in Ohio. Snow began falling and continued for 15 consecutive days. The whole midwest was hit with the white stuff. Now I know why so many of our comrades move to safer and warmer climates.

Those Many pictures of our comrades and ladies in the last MM attending the Friday night dinner, Air Base tour, City tour, hospitality room and tha Gala banquet showed me what a good looking group we have.

I feel honored and privilaged to be associated with such an outstanding organization and it's members who unselfishly gave of themselves for our great country when they were asked.

Let us all try to participate at our reunions, if you can, in the years to come. We only meet once a year and I am sure you can schedule yourselves to attend. I promise and guarantee you will not be disappointed.

I wrote to our talented recording secretary, John Feda, to request a pianoin the hospitality room at Des Moines. John came through for us in Boise so I feel he will suceed in Des Moines.

Fred Berglund, former B-17 pilot wrote me a very interesting letter. Let me relate one of his paragraphs...

"Don't know if you remember how our crew inherited the name 'Miss Behavin Ravin' We watched it limping back to Mendlesham with a chute opened in the belly of the airplane. The bombardier tried to bail out over Germany, and pulled the rip cord before he cleared the escape hatch. He became entangled and held only by his back side when the plane finally landed safely. The sheet metal ground crew patched the torn hatch and two days later we inherited the plane to fly missions."

It's stories and experiences such as Fred's that make me feel proud to be a small part of our group.

You guys all did a great job so why not join us in Des Moines to shake a few hands and re-new our friendships once again.

John Doronsky

Much concern, by members, has been evident in the past few months as to the status of the 34th Bomb Group Volume II history book. This letter is Turner Publishers' response to my inquiry into the matter on return from the Boise reunion. JS.

Turner Publishing®

(502)443-0121
(502)443-0128

P.O. Box 3101
Paducah, KY 42002-3101

November 16, 1998

34th Bomb Group Association
Jack K. Share, Newsletter Editor
22 South Avonlea Circle
The Woodlands, TX 77382

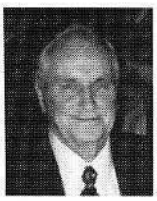
Dear Mr. Share:

I received your letter regarding the 34th Bomb Group Volume II history book and wanted to respond. The book is being designed and we should have this finished by the later part of December. We hope to have the book in for printing by the end of January, which will enable the book to ship by the end of March, 1999. We are in the process of sending a card to all purchasers explaining this new schedule or, if you have a winter newsletter, this same information could be included.

We are sorry we had some delays with your volume II book. If you have further questions, please do not hesitate to contact me directly at (812) 985-2412.

Respectfully,

Mark A. Thompson
Co-Publisher



Message From Harold

I am honored to serve the members of the Eighth Air Force Historical Society, as your President. We must remember that the purpose of our Society is to perpetuate the history of The Eighth Air Force and the memory of our lost comrades. Let us join hands and work for this purpose during the coming year.

This year we will celebrate the 25th anniversary of the founding of The Eighth Air Force Historical Society at Savannah Georgia 27-30 October 1999. We will be looking forward to seeing you in Savannah.

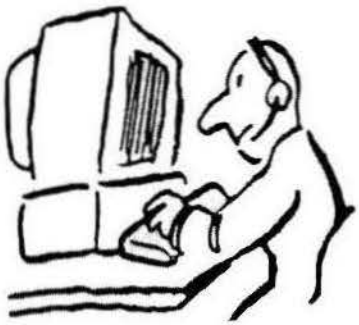
FROM THE TREASURER'S COMPUTER

Wow! Here it is January 19th and this was to be in Jack's hands by the 16th. !! But no e-mail from Jack so far so perhaps he's running late also!! (good timing Hal, I was going to give you four more days - ED.).

Two items to start off with :

1—That was a good start for Jack's first issue! I'm very pleased with the NEW MM and know that you are also. But Jack can't do it alone—you've got to keep feeding him stories and recollections of what you remember happened back in '43 - '44 - '45! We especially need stories from the ground personnel.

2—A big Hip-Hip-Ho-rah to Harold Rutka on his election to the presidency of the 8th. Air Force Historical Society! It has been a long hard trip for Harold and I'm glad to see him in that position!



I've had comments about why a couple wasn't included in the 50th. Wedding Anniversary Listing. Unless you tell us, we have no way of knowing your anniversary date. For several years I've asked that you supply me with your birth date and the date of your marriage. The same goes when you change your address—WE NEED TO KNOW WHEN YOU MOVE! Frequently, we find out when the US Postal Service sends us a change of address, for which they charge 50 cents. When you move, we'd like to know the new mailing address along with your new telephone number, as soon as possible. In the matter of sending a SASE (self-addressed stamped envelope) with your dues—if you want a membership card, please continue to send the SASE each year. Otherwise I don't send cards.

Scholarship applications are included in this issue of MM. They will be due PRIOR to July 11th., 1999. Also, if your applicant needs to know that it arrived, it should be sent with a RETURN RECEIPT REQUEST. And remember, that the sponsoring member MUST be a current, paid up member of the 34th. BGA.

Did you notice the E-Mail addresses on the Officers and Board of Director's list? I'll include a complete list of those in the 34th. BGA who have E-Mail address in the June issue. If you have an E-Mail address, please send me an E-Mail message so that I'll have all have those who are using E-Mail.

I hope the Winter has been kind to all and you are thinking about Spring planting of gardens.

Cheers,
Hal Province, Treasurer
34th. Bomb Group Association
provih@datastar.net

REUNION COMMITTEE REPORT

The 15th. Annual Reunion of the 34th. Bombardment Group (H) will be held on SEPTEMBER, 16 - 19, 1999 at the Savery Hotel in Des Moines, Iowa. Now that you have your new calendars, mark those dates and start making plans to meet "your special friends" at the reunion.

Des Moines is a Three Time "ALL AMERICAN CITY" centrally located at the Junction of US 35 and US 80. The city is served by United, TWA, American, Northwest, America West and Van Guard Airlines.

The Savery Hotel is newly redecorated and is located in Downtown Des Moines. It is connected to nearly three miles of carpeted skywalks that lead to restaurants, entertainment, and shopping.

The June issue of " Mendlesham Memories" will have the Registration Forms and more information about the reunion.

The reunion committee:
Harold Rutka
Robert Wright
Bruce Sothern

It's a fact!!

The late Nikita Kruschev credited the survival of the World War II Russian Army to american shipments of SPAM. Without them, our soldiers could not have been fed!

MESSAGE FROM THE P.X.

In this issue is the latest PX order form, with my name and address. I will be happy to ship these items, from my home in Wichita, upon receiving the orders. We are low on shirts as we are having problems getting the right supplier but I think it will eventually be worked out.

One new item has been added - a book titled "PRESCRIPTION FOR NUTRITIONAL HEALING" by James F. Balch, MD. and his wife Phyllis A. Balch, Certified Nutritional Consultant. My reason for adding this item, is to help our aging members (all included) prevent many unnecessary illnesses and disabilities, and to maintain a healthier, happier life. As a practicing consultant pharmacist for almost 50 years, I recommend this book as a most valuable source of information to explain our current doctor's diagnosis and to add many practical ideas to make their procedures more effective. It carries a 30 day, money back, guarantee (by me). Our by laws and job description for PX includes education and I am hoping everyone will take advantage of this opportunity.

NOTE TO 34TH. BG DIRECTORS - I have purchased the books with my own funds with all profits to go to our BGA. Our cost (will vary) should run slightly over $14.00 each and the book retails for $19.95. If it doesn't go, there is nothing lost.

PX Manager
Ken Paxton

BOB WRIGHT'S CREW

7 th. SQD. 34th. B.G.

Our B-17 was a mighty ship
She fired from the nose, the tail, and the hip
We had ol' Walt down in the ball
And Alex in the top turret where he stood ten feet tall
Bob and Dave handled the controls
Luke would navigate us to our goals
McPhee was our bombardier,
But he went to lead where the vision was clear
Ed Tuma came aboard as a toggleleer
Hutch and Pine from the radio
Would man waist guns and make them go
Now on the ground - - - Rose and Sal
Kept us flying in that grand old gal.
We flew the tour without much hassle
Ending at Hamburg and starting at Kassel.
Near two score later it's reunion time
We remember the fun and Big Ben chime
We laugh - - we cry to no avail
Hey - - don't forget Aldo way back there in the tail.

ED - Bob Wright submitted above poem and reports that it was written by his radio operator, the late Gerry Pine.

ROSE'S CORNER

Hello again!

With so much going on in this country and a lot from others, I found it very difficult to concentrate on my column and totally forgot what was the expiration date to get it to our editor, Jack Share.

There were many beautiful Christmas cards sent to us, asking about Eli's health and we want to thank you all very much!

He has many physical things going wrong but he claims "It's just old age!" Mental problems are the most difficult. He forgets so much that I must check every step he takes. Hard of hearing has him saying "What?" every time I say something. I try to speak louder but, by that time, he is more interested in what the TV is talking about.

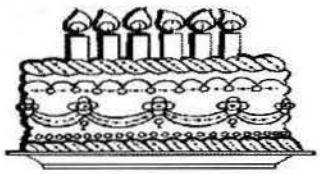
He does get lost once in a while and, because he was the navigator on Walt McAllister's lead crew, I find this very sad. I cannot remember ever, in the 51 years since we were married, that he ever made a mistake in driving. The few medications taken for mental health don't do much at this age. I wish Eli could have started a bit younger, like 65! Have we ever thought of 65 as being young? No! No!

We wish to thank every one of you for all the wonderful, heartfelt words of encouragement you sent to us. We will never forget how good it felt to read our December issue and notice that there were many pages where Eli was praised very highly. Thank you all for giving him the new title of Emeritus. He definately earned this. If we had been to the reunion I'm sure you would have seen the two of us in tears. Thanks again.

May God grant you all many years.

Love,
Rose

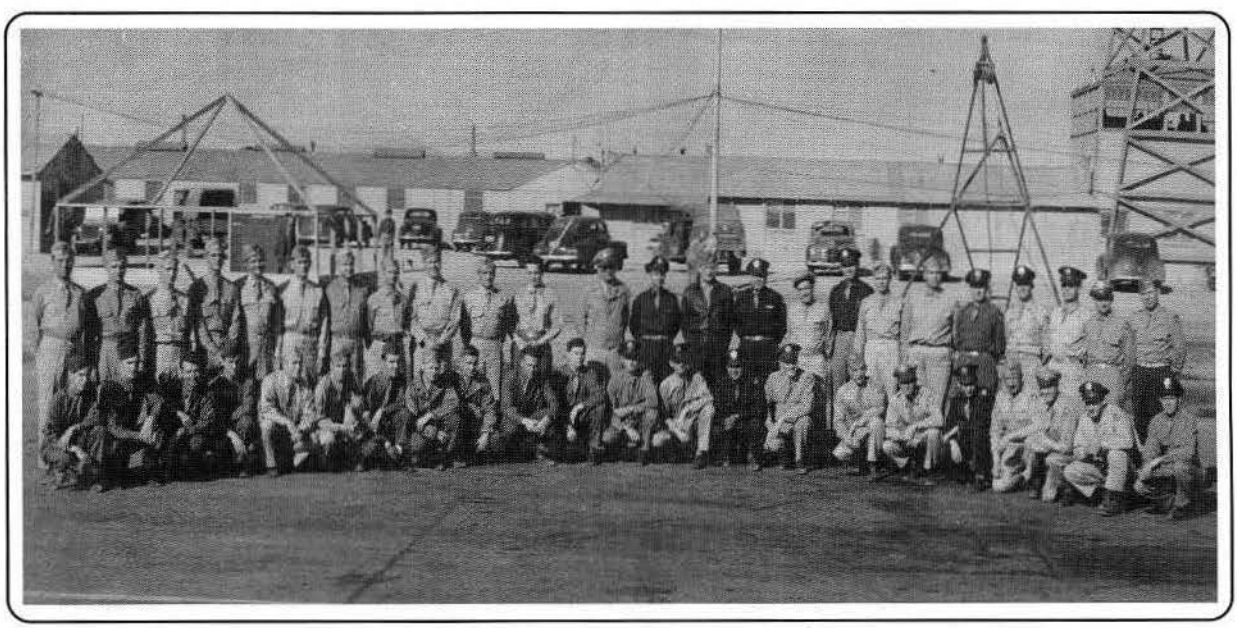
P.S. My June column will have several new recipes. Also I've asked for birthday's and finally received one answer. Thank you:



Ronald E. Simpson, April 28, 1922
Martha I. Simpson, September 17, 1918

You can check the roster for their address.

This is the group picture taken at Mt. Home Air Base on our tour of that facility during the Boise reunion.
The original is a beautiful, full color, 81/2 x 11 print. Harold Rutka will generously donate his time to provide 8 1/2 x 11 colored laser copies of the print to those interested members.
The cost per laser copy and postage will be $2.10. If interested please contact Harold or the editor.



AAB Blythe, California - 1943
Picture submitted by George Sobresky - 391st sqdn.
(George is 4th from left - standing)
Anyone Remember this picture?

REGULATIONS
For Operation of
AIRCRAFT
Commencing January 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never Leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of the obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to guage altitude, especially on landing.
12. If you see another machine near you get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during long glides. If the pilot wishes to use motor for landing, he should open throttle.
20. Don't atttempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land close than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

A part of history past and the many rules and regulations imposed on pilots of that era.
Submitted by Lloyd Boren - 18th Sqdn.

HELP NEEDED:

Jim Martin has suggested that due to several requests for information regarding former members of the 34th. Bomb Group and other concerns, we should provide a column as an outlet for these inquiries. This will be our first such column.

****

I am trying to find some member of the 34th. who might remember my father, Sgt. Aubrey M Smith. He was a mess sergeant and was stationed at Mendlesham from 1944 thru 1945. If you know anyone who might remember him, please have them e-mail me at casmith@advnet.net or call me collect at (810) 385-0905. I would be grateful for any help you might provide.

Thank You,
Chris Smith

****

At the 1995 Huntsville, Alabama reunion, in the lobby of the Marriot Hotel, a few of us were talking about old times.

I mentioned, and showed, a small log book of the missions I had participated in, with dates, bomb loads, targets, and number of planes lost on each mission.

A young man mentioned he was writing the history of the 34th. and asked to borrow the log.

I gave it to him with my address to return it to me. To this day it has not been returned and I hope this letter will help me get it back.

Sincerely,
Fred F. Waltz
541 Hammock Ct.
Marco Island, FL 34145

Ed: Fred,this might have been Mark Thompson of Turner Publishers'. This material will not be returned until after the book is printed. See letter from Turner Publishers' on this

TOUCHING TRIBUTE: The remembrance service at Mendlesham, June 6th.1998

A Tribute to American Heroes of the Skies

(From 390th B.G. newsletter edited by Ian Hawkins)

Young American servicemen who flew from an airfield in the Suffolk countryside more than half a century ago were remembered by some of their comrades and local residents on June 6th. last year. The 34th Heavy Bombardment group, part of the United States Eighth Air Force, was based at Mendlesham airfield between April 1944 and July 1945.

A special book of remembrance in St. Mary's parish church, Mendlesham records the names of almost 200 men who lost their lives in combat during that time. After the Second World War ended, a memorial to the men of the 34th. Heavy Bombardment Group who lost thieir lives was built on the edge of Mendlesham airfield and it was there on Saturday June 6th. that a small group of veterans gathered to pay tribute to their comrades along with local people, who still have fond memories of the American flyers.

The men whose names are recorded in Mendlesham parish church are regularly remembered during Mass at services in the church, added the vicar of Mendlesham, Father Philip Gray.

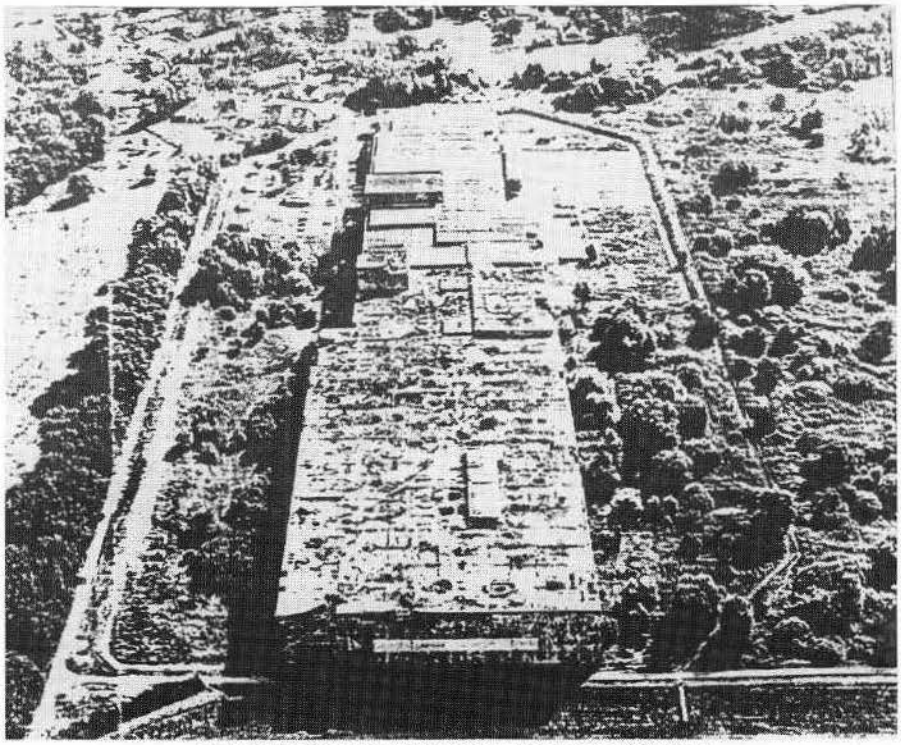
Following the 11am Memorial Service near the main Ipswitch-Norwich road, the 34th. BG veterans and friends attended a barbecue where they were reminded that it was exactly 54 years ago that approximately forty B-24 Liberator heavy bombers of the 34th Bombardment Group lined up on this same runway at dawn, and subsequently flew three successive missions to France in support of the Allied invasion of Europe, on "D-Day", 6 June 1944.

Later that same day, the veterans joined other 8th. USAAF veterans from the 100th, 303rd, and 493rd Bomb Groups in a dinner and a "1940's Night" hanger dance at RAF Molesworth, with over 1200 people in attendance.

Luftwaffe Pilots FW190 Pilot (on left) ME109 Pilot (Facing Camera) Karl Schroder ME110 Pilot (on right)

Hanger Dance at Molesworth

GERMANY RE-VISITED

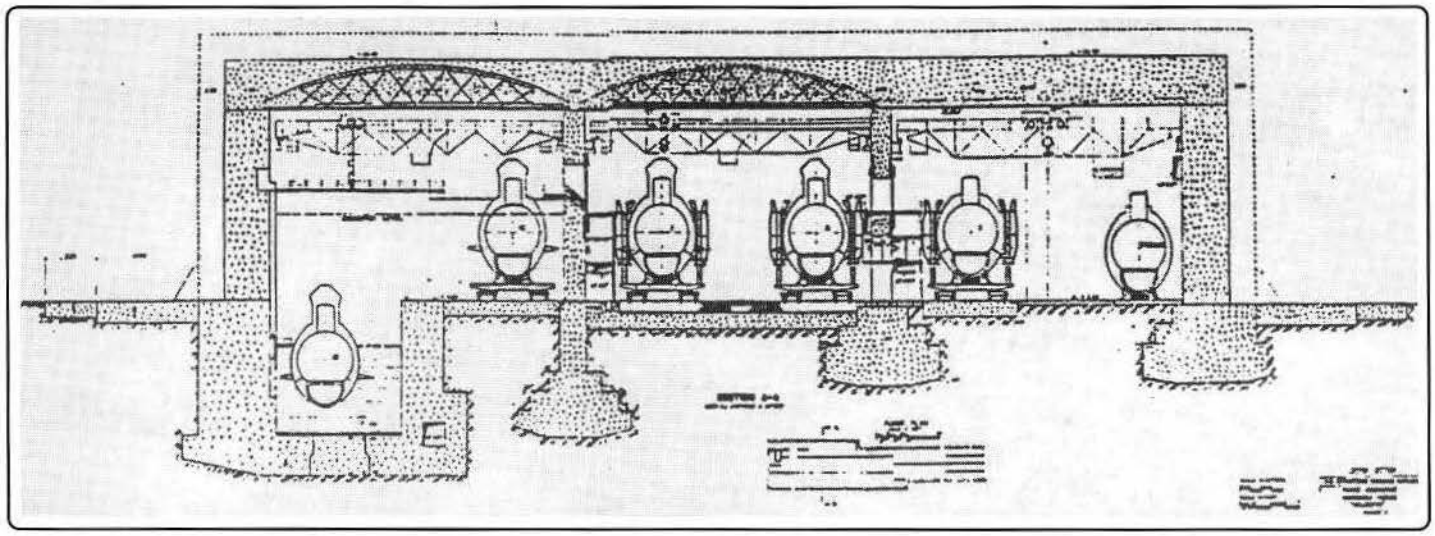


U-BOAT BUNKER AT BREMEN GERMANY

Bremen, Germany, located in the northern part of the country, was a major industrial city during WWII and consequently a prime target for allied bombing attacks. Besides a Focke-Wulf airplane factory, the Germans were also building a U-Boat bunker to be used for the manufacturing and refurbishing of U-Boats. The city was the target for 173 allied bombing attacks; the last one on April 7th.1945.

The U-Boat bunker was started in February 1943 but was never completed; and was never utilized for it's intended purpose. Although, as the photo shows, it took many direct hits it received little structural damage and was never penetrated. The reason for it's incompletion was that the allied bombing attacks continually destroyed the roads and railroads leading to the building and prevente them from getting supplies to the site. At wars end the build ing was only 90% finished and today is being used as a tourist attraction.

It is a massive ediface measuring 82 feet high, 328 feet wide and 1396 feet long. The cross section below, from the front of the building, shows how they would move the subs from right to left in various stages of assembly and finally when completed, they would be lowered into the water, then navigated down the river to the North sea and points East.



*This article is an excerpt from a recent Bremen, Germany newspaper provided by a friend of ours who was a young lady during WWII. In 1948 she met a Corporal, now a Colonel, US Army, retired, who was stationed in Bremen. They were married in 1950 and came to the States the same year. Her stories about life in Germany during the war years are interesting, to say the least. The couple recently returned to Bremen to visit her family and brought back this story. ED

BASIL MAUK -Denison, TX

I hope everything is OK at your abode. Keep up the good work - the MM newsletter is very, very welcome at my place.

Please keep the news coming about the ground crews. I realize the "air crew" was the main stem but the ground crews hold their places too.

God Bless everyone on the MM staff, they deserve a welcome hand for all of their work and dedication.

****

Mrs. Paul E. Bresh - Fort Myers, FL

Have a great holiday and Blessings for health.

Paul's scribble is bad so I'll do this for him. Our life in Florida is good, but no golf. Paul's back and legs do not cooperate. However, he carries a golf club cane - looks like a golfer.

****

HAROLD DWYER - Hastings, NE.

We have heard from the rest of our crew and we all thank you for a great time in Boise - as one said, they really enjoyed it and hoped there will be many more.

****

REV. GARY I. FERRELL - Shelby, NC.

Photo Scanning Service for 34th. BG members!!!

As a service to you and as a way to add to my collection of 34th. BG photos, I will scan your wartime photos for free. If you have wartime photos you would like scanned so they can be viewed on your computer, send them (up to 30 photos at a time) to: Gary L Ferrell, 867 College Ave. - Shelby, NC 28152.

Even if you don't have a computer but would be willing to let me scan your photos to add to my 34th. BG computer photo collection, I would be very grateful. I will scan them and send the original back to you along with the photo's computer file on a 3.5" computer disk. All you have to do is send the photos to me along with a return stamped and self addressed envelope, and a 3.5" computer disk. If you do not have a computer, simply eliminate the disk. I will still return your originals in your stamped, self addressed envelope. A Few Tips: Since many of these wartime photos are fragile, I suggest sending them first class and labeling the envelope "FRAGILE: PHOTOS INSIDE - DO NOT BEND". Put the photos between pieces of cardboard for protection. Remember that these photos are sent at your own risk, Neither Gary Farrell not the 34th. BGA can be held responsible for damage incurred during shipment. Do not send whole boxes of photos at one time. No more than 30 per shipment, please.

Note - Gary is the nephew of 34th BG member Dexter Jordan and is an associate life member of the 34th. BGA. He is also a United Methodist Minister.

****

IAN HAWKINS - Suffolk, England (FOTE)

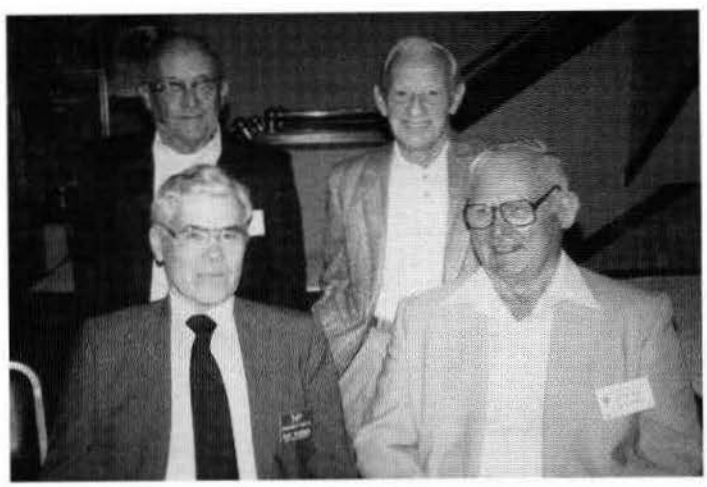
The memorial service went very well apart from the low clouds that prevented the fly past.

The Hanger Dance (40's night) was a huge success - 1200 people attended.

It was great to see the members over here again. Tony Butt and Leslie L. did a great job.

I recently got my pictures back (developed) and I'm sending a few of them along as a permanent record of Saturday June 6th., 1998 - 54 years after D-Day.

The memorial looks great, don't you think? The trees have grown well. The two M.A.C.R's list the names of 18 young Americans who didn't make it home. Their tragic loss took place when the war in Europe was almost over.



HENRY F. JURGENS - Smyrna, DE

The above picture taken at the 1990 reunion. They are Tony Lauby, Hyman Frankenstein, Ray Summa, and Henry Jurgens. We all belonged to the 7th. Squadron in 1942. The 34th. B.G. moved to Blythe on December 15th. 1942. LeBailey was our C.O. Tony Lauby and I moved into the 18th, Squadron in 1944. Hyman Frankenstein moved into Group Engineering.

I flew over in a new B-24 with Pedico's crew. After the war was over I flew back in a B-17 with H. Parrish. Then I went to work putting new engines on B-29's. They sent me home Sept. 27th. 1945.

I am getting old; 86 this year. I went to my first reunion in Washington, DC (8th. AFHS) in 1978. Ray Summa was there. We had about 80 good addresses.

OLIVER BOLDUC - Chaplin, CT

Seeing the news today, so much of the Country is in trouble with snow, plenty of rain, tornadoes and the like. Our section only got a good heavy rain, creating ice on the roads, walks, vehicles, and ground but we stayed put in the house, catching up on accounts, bills, minor repairs, putting Christmas decorations away and getting the house back in order.

I see an article in the MM that there is consideration being given to a reunion in the Northeast US. That's interesting as neither the 8th. AFHS or 34th. BGA have come to this part of the Country where there is so much to see and enjoy. Plenty of places to stay as well. There are the casinos that serve food like you've never eaten, the US submarine base in Groton, Mystic Seaport, Pratt and Whitney Aircraft, manufacturers of reciprocating engines of WWII as well as the later axial flow jet engines. This is the company I worked for and retired from. The Connecticut Air National Guard is a very active unit at Bradley International Airfield. Several airports are located in the state. A new stadium, that the New England Patriots professional football team will call home, will be started soon. The state has many universities, one which is making history now, with it's men's and women's basketball teams, the University of Connecticut; both teams still #1 in the Country. I think that was a good suggestion of Sam Wolstencroft of Rhode Island to have a reunion in this area.

I will miss corresponding with Eli though I feel it was time after all those years of dedication and commitment to the 34th. BG. I'm sure he'll be in touch as time goes by, as well as being at the reunions.

Because I was a crew chief on B-24's & B-17's, during WWII, I didn't get to know very many of the flight crews, except for Pilot Robert Blum who flew many missions with his crew in one of my aircraft. Also, Pilot Eastman who was shot down over Mendlesham Air Base by a German intruder on May 7th. 1944 about 11 PM. The aircraft, A B-24 #4252738 had flown 8 missions prior to that catastrophe. One of the finest pilots ever and his crew who gave their all for our freedom. Further, Lt. Col. E. Freeman piloted a plane I was honored to be selected to fly with to Linz, Austria to service aircraft flying displaced persons back to Paris. A great challenge and experience.

****

FRED BERGLUND - Englewood, FL

Enjoyed the article in the Dec. MM on your trip to Boise via Rt.66. It was interesting to me since in 1942 I left Los Angeles on the same highway to Oklahoma City and on to Minneapolis, where I signed up in the Army Air Corps on Dec. 7th. 1942 and ended up in Ardmore, Okla. flying B-17's, as a co-pilot, met my lovely bride there and married her there right after the war in 1945. Still fly a few combat mission, but not too often!

Read an old letter I sent my folks from Mendlesham on May 19, 1945 in which I wrote about the Gustrow mission of April 7, 1945. German suicide planes attacked the 8th. AF on that day. I witnessed two straight down suicide collisions by German planes into the yellow tail of B-17 bombers in the group ahead of the 34th. I saw two giant orange flashes which became two huge black clouds which we flew through. There were no visible signs of any chutes or debris which was usually seen after conventional attacks - what a chilling sight! The collisions were exactly one minute apart. I am going to write the History TV Channel and ask why they have never mentioned the German suicide group.

I hear the Dutch Government, in year 2000, is going to host a reunion for the crews who flew mercy food missions to Holland in April, 1945. Our crew flew six "Chow Hound" missions. I can still see the Dutch people waving at us from the flooded apartments and the olive green uniforms of the German soldiers at their gun emplacements. None were firing at us and we were only at 50 to 100 feet.

Saw the film "Titanic", and it brought me back to the terrible storm we flew in from England to Greenland. The icebergs looked like the ones we saw and the wind whipped waves looked just as terrible. I, the poor pooped out co-pilot, flew all night long as the pilot was sick and passed out. The other extra pilots who we were ferrying back to stateside would not touch the controls with a 10 ft pole. It was as rough as my combat flights. Met several 34th. BG pilots at the 8th. AFHS reunion in Los Angeles in 1983 and they said they turned back to England. Guess they were smarter than we were. We all got out and kissed the ground when we landed in Greenland. I thank the Lord, who must have helped guide us through that awful night.

ED: Fred's poem "FLYING HOME" describing this harrowing flight follows on page 14

FLYING HOME

We climbed from the Earth in a glorious chandelle ,
a gaggle of B-17's done with Germany's Hell.
Colonel Creer screamed from the tower "damn it you
guys,quit showing off or you'll fall from the skies".
We headed for Scotland and we were so glad
to leave merry old England, tho parting so sad.
And then on to Iceland to fill up our tanks,
so we could fly stateside without breaking ranks.
Reykjavik was socked in and Keflavik too
We radioed back England,"What should we do?"
"Continue to Greenland, was the instant reply".
bad weather got worse so you do or you die.
Ice built up on the engines, the wings glistened wet,
we dove for the Atlantic, 'twas our only bet.
The ice would not melt till we hit 50 feet
o'er angry wave tops, spattered with sleet.
The sky was pitch black and rough was our ride,
artificial horizon was our only guide.
How Lindberg made it was crossing my mind,
this was the worst weather one ever could find.
We tried to climb up a few hundred feet,
we iced up again and had to retreat.
We flew on and on all through the dark night,
when icebergs appeared, what a beautiful sight.
'Twas a heavenly signal though it was still dark,
like God's little dove sent to Noah in the Ark.
After our long and wearying flight,
Greenland appeared like a thief in the night,
Shouting "landing gear down and give her full power",
we had not the strength to e'en buzz the tower.
We set the ship down in the dawn's early light,
climbed out, kissed the ground, what a Hell of a flight.

This poem dedicated to William E. Creer,
Major General USAF (Ret)
Fred Berglund,
34th.Bomb Group, 7th. Sqd.

(General Creer's response after reading Fred's poem)

Dear Fred, et al,

We enjoyed your poem "Flying Home". Thank you. I have read it several times. It is thought provoking to say the least. Having had a similar experience (in less critical circumstances), it leaves the fear of Hell in me. I am happy you guys made it safely and hope it will be published in the Mendlesham Memories.

****

BORAH LIPSKY - Wantagh, Long Island, NY
(autobiography of a frustrated mechanic who wanted to be a fly boy)

I was drafted in 1940 and picked the Horse Cavalry as my branch of service, stationed at Ft. Riley, Kansas. Pearl Harbor happened and I was transferred to the 505 Signal Corp, A.W. Unit where I worked on trucks and also setup radar stations in La Push, Washington State.

Since I wanted to fly, I applied for glider pilot and was sent to Stewart Air Force Base in New York. There, I passed all the tests except one - vision, I was found to be color blind and was therefore washed out. Since I was in the Army Air Corps now, they checked by records and found out that I had studied Aeronautical Engineering and sent me to air mechanics school in Goldsboro, North Carolina, and from there to Ford Plants in Michigan where I studied R2800 engines. From there I was sent to the Twenty First Observation Outfit at Will Rogers Field, where I worked on P40's, P51's, A20's and B25's, and a bunch of L4A's which were mostly flown by sergeants who later became Flight Officers. Next, I was sent to Salt Lake City and then to Blythe, California where I was assigned to the 7th. squadron. I lost my plane when it's pilot, Lt. McDermott, was involved in a crash and I was asked by Captain Cole of the 7th. if I wanted to handle Col. Gerhardt's planes for the 93 Wing. He promised me help whenever I needed it and a talented group of mechanics at my disposal, including, William 'Pete' Gray, William Boran, Frank Smyth, Frances Schmidt, Clyde Budder, Charles Smith, Schoenthaler, and many others. These men also worked on combat crews.

I flew with General Gerhardt as flight engineer on Relay Missions and supply hops to Rhemes to pick up much needed "liquid supplies" for the Officers' Club, and to Nice and Cannes on the French Riviera for R&R. We were the first B-17 ever to land at Nice Air Base. On one occasion, when flying with Major Alexander over England, in my A20, our IFF went off at night and we had to land at a Lancaster base and sleep over before returning to our base the next day.

I have many fond memories of the times spent with General Gerardt, such as the time I fell asleep standing behind the General and he poked me in the stomach and told me to put on my oxygen regulator. Once he slapped my hand when I reached over his shoulder to point out the switch for flap control — "Tell me, don't touch," he said. Also, once I slipped off the wing on an icy morning while topping off the fuel and fractured my wrist.

After D-Day, I flew home with my B-17 via Goose Bay Labrador to Bradley Field, Connecticut and got a thirty day furlough. I married my sweetheart on June

30, 1945. After the furlough I had plenty of points to get out of the service, however, I was classified as essential and was sent to Pyote, Texas for training for crew chief on B-29's. I stayed there for a month and then the war with Japan ended and I was sent to Fort Dix hospital in New Jersey as I still had trouble with my fractured wrist and the doctors, wanting a complete healing, put it in a soft cast, took X-rays, and gave me a 30 day leave. That was when I started my Beverage Distribution Business, delivering and selling beer and soda on Long Island. I kept at this for 32 years until I suffered a heart attack in 1975 and sold the business two years later.

I have two boys and a girl. My older son is a dentist, the other son a High School teacher and my daughter worked as a representative for American Airlines and married Donald Nixon, nephew of President Nixon. I have four grandchildren and a wonderful wife of 54 years. I keep myself busy with our 1967 wooden boat. I've been in pretty good health except when I ripped three ligaments in my left leg skiing in California. I enjoy MM - please keep it going.

****

NOTES FROM OUR FRIENDS
DONALD SHEE - Downers Grove, IL

A very short (but true) Story

It was late afternoon on January 6, 1999 and I was on my way to the wake of a former co-worker who was a WWII veteran, wounded while serving under General Patton in the Battle of the Bulge. He recovered from the battle wounds, but died 54 years later from a massive coronary after removing snow from his driveway during the Chicago blizzard of '99.

It was frigid and dark, and I was in rush hour traffic south bound on Route 83 (a 6 lane divided highway) in the Village of Willowbrook, Illinois. I was first in line, waiting for a traffic light at Plainfield Road when suddenly there was a loud rapping on the driver's side window. Turning to see who wanted my attention, I quickly recognized the person to be a uniformed police officer. My first thought was that my license plate sticker had expired or my tail lights had broken from backing into a snow bank. I opened the door to find out what the problem was and the officer said, "Hi, got a minute?"

"Sure. What's wrong?", I inquired.

"Nothing," he said. "I just noticed your license plate (GUNR B - 17) and I was wondering if you were a gunner on a B - 17 ?"

"I sure was," I told him, with a certain degree of pride.

With that, he extended his open hand toward me and said, "I just wanted to say, thanks."

"Oh," I replied in astonishment shaking his hand while a lump formed in my throat. "Well, thank YOU !" I said, "Thank you very much."

Then the cop added, "I saw the license plate and I didn't want to scare you by pulling you over, but I did want to say thanks for what you did in the service."

A bit bewildered by this totally unexpected event, I thanked him again for his recognition. By now the traffic light had turned green, so I closed the door and continued the drive to my buddy's wake, thinking how nice that cop was to do that, and wondering how often he does that sort of thing.

I couldn't help but think that all those GI's that didn't make it back would be happy to know, someone really cared that much.

The lump in my throat lasted quite awhile.

****

34th. BOMB GROUP ASSOCIATION PRESIDENTS

1981 - Grady Deatherage
82 - Malcolm Corum
83 - Robert Wright
84 - Gerald Pine
85 - Harold Rutka
86 - James Martin
87 - Alfred DiNenno
88 - Edward Lawlor
89 - George Ritchie
90 - Walter McAllister
91 - Wallace Brauks
92 - Fred Schoch
93 - Bruce Southern
94 - Sam Wolstencroft
95 - Eli Baldea
96 - Ambers Hanson
97 - Raymond Palmer
98 - Allen Israelsen
99 - John Doronsky

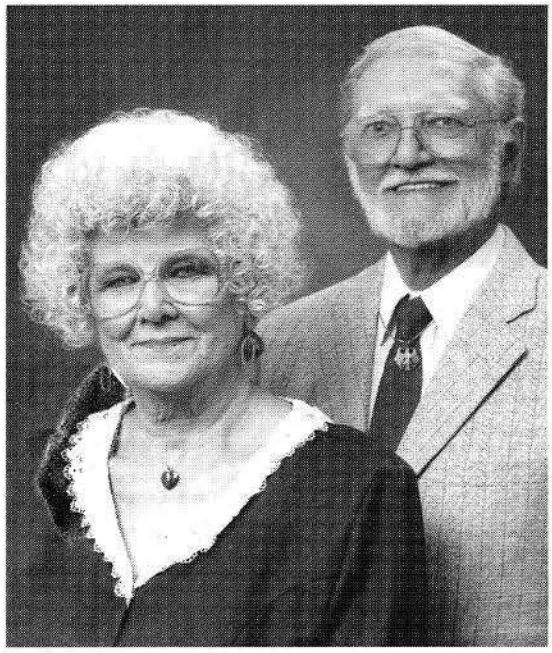
Then and Now

JUNIUS COBB

Mr. Cobb's "then and now" pictures were portrayed in the 1998 September issue under an erroneous name. We apologize for this errorr.

GEORGE & ARLENE SOBRESKY

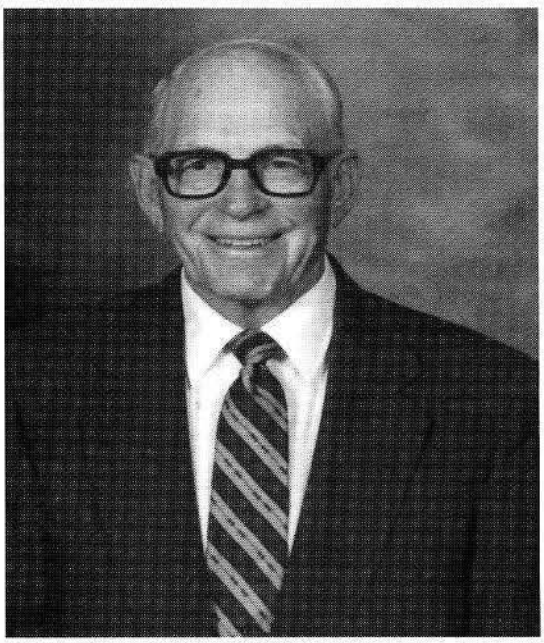
1944



1994

LONNIE CROOK

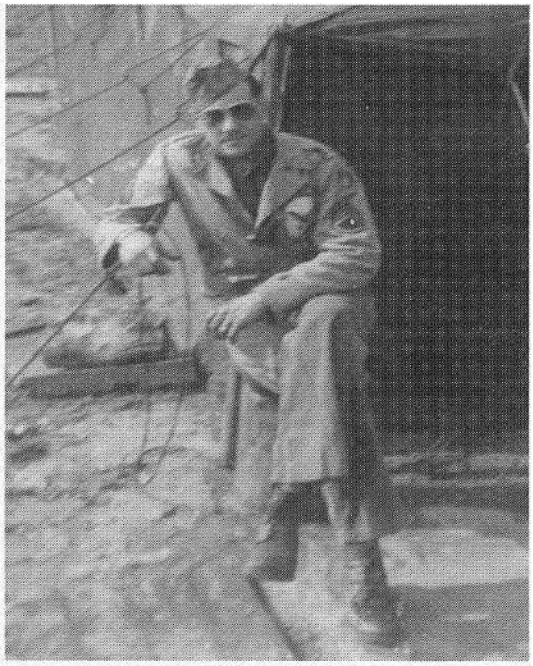
1944



1997

Then and Now

BORAH & RUTH LIPSKY



1944

1999

AL & AGNES ISREALSON

1945

1998

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE ZIP
ATKIN	WILLARD	391	225 N LIMA ST APT	SIERRA MADRE	CA 91024
BAKER	MARION, L	4	850 BOOKCLIFF APT Y2	GRAND JUNCTION	CO 81501-8143
BYRD	JAMES, E	4	3200 COORS BD NW#K-156	ALBUQUERQUE	NM 87120-1269
GARRISON	MARVIN	18LM	2600 PEOPLS CT APT 8	BURLINGTON	KY 41005-9550
GERLACH	GEORGE A	18LM	806 GASPARILLA DR NE	ST. PETERSBURG	FL 33702-2776
GOLDEN	JOHN	4	5301 S ATLANTIC AV APT 53	NEW SMYRNA BCH	FL 32169-4536
HUNTER	JAMES A JR	4	6011 MELODY LN APT 314	DALLAS	TX 75321-9341
JACKAVICH	FRANCIS, V	4	8 HOLBROOK ST.	PORT JERVIS	NY 12771-2821
KNUDSON	HAROLD	HDQ	145 MOUNT ROSE ST	RENO	NV 89509-3419
MORRISON	EVERETT, L	18	431 W. ADAMS ST	OSBORNE	KS 67473-1904
NORTHRUP	MARGARET	7-391	1857 KENTUCKY AV	BIRMINGHAM	AL 35216-1400
OTT	CARLYLE, G	391-4	221 S. VIOLET LN.	CARBONDALE	IL 62901-1915
PRATT	ROBERT, E	391	C/O CITIZENS BANK 328 S. SAGINAW STE 1051	FLINT	MI 48502-1943
PSENICKA	JOSEPH, N		(NEED CURRENT ADDRESS)		
SCHMIDT	HAROLD, C	7	1938 GARDEN RD #69	PEARLAND	TX 77581
SIMPSON	ROBERT, F	4	4813 S. YORKTOWN PL	TULSA	OK 74105-8767
SMITH	JAMES, C	7 LM	4917 RAVENSWOOD DR	SAN ANTONIO	TX 78224
TAYLOR	JAY	391LM	114 WHITE OAK DR	KERRVILLE	TX 78028-7218
TUNNEL	FRED, J	18	4022 EASTSHORE ST	MISSOURI CITY	TX 77459-1831
VANLIERE	WILLIAM, F	4-18	42 HILLCREST DR	SHALIMAR	FL 32579-1010

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE ZIP
DINGMAN	ROBERT, E	4-18	98 10 06	726 LARAMIE DR	LEWISVILLE	TX 75067
SHORE	WALTER, A JR	7	98 07 29	CALLE ALLENDE NTE 159	JALISCO	MEX 45800
WEESE	RUSSELL, W	HDQ	98 10 29	2995 EASTHAVEN CT	COLUMBUS	OH 43232
HOPPER	JOHN, A	7	?	1314 NORTHEAST 8TH ST	BEND	OR 97701
MANN	DONALD, G	18	99 01 10	1536 MEADOWLARK DR 7A	GREAT FALLS	MI 59404
WRIGHT	THOMAS	7	99 01 26	717 MURPHYSBORO LAKE	MURPHYSBORO	IL 62966
SCHERR	FREDERICK, J	7	99 02 09	7813 E. SHERIDAN ST	SCOTTSDALE	AZ 85257
LEFKOWITZ	DAVID, JR	HDQ	99 02 06	4607 NORWAY DR	SHREVEPORT	LA 71105

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DONORS

RANDALL MARTIN

50TH WEDDING ANNIVERSARY

(PREVIOUSLY REPORTED IN ERROR)

DATE	LAST NAME	FIRST NAMES
JAN 13, 1945	ISRAELSON	ALLEN & AGNES

TAPS

There will be a great encampment
in the land of clouds today.
A mingling and a merging
of the boys who've gone away.
Though on Earth they are disbanding,
they are very close and near.
For these brave and honored heroes,
show no sorrow, shed no tear.
They have lived a life of glory,
history pins their medals high.
Listen to the thunder rolling,
they are marching in the sky.

submitted by Ms. Myrna McCollum
sister of Don Mann

For All Those Born Before 1945
WE ARE SURVIVORS!!!

Consider the changes we have witnessed:

We were born before television, penicillin, polio shots, frozen foods, Xerox, plastic, contact lenses, Frisbees, and "the pill".

We were born before radar, credit cards, split atoms, laser beams, and ball-point pens, before panty-hose, dishwashers, clothes dryers, electric blankets, air conditioners, drip-dry clothes - and before man walked on the moon.

We got married first and then lived together. How quaint can you be?
In our time, Rabbits were not Volkswagens, and having a meaningful relationship meant getting along well with our cousins.

We thought fast food was what you ate during Lent, and outer space was the back of the Riviera theater.

We were born before house-husbands, gay rights, computer dating, dual careers, and computer marriages. We were born before day-care centers, group therapy, and nursing homes. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors, yogurt, and guys wearing earrings. For us, time sharing meant togetherness — not computers or condominiums; chip meant a piece of wood; hardware meant hardware, and software wasn't even a word!

In 1940, Made in Japan meant junk and the term making out referred to how you did on your exam. Pizzas, McDonald's, and instant coffee were unheard of.

We hit the scene when there were 5 and 10 cent stores, where you bought things for five and ten cents. For one nickel you could ride a street car (trolley), make a phone call, buy a Pepsi, or enough stamps to mail one letter and two postcards. You could buy a new Chevy Coupe for $600, but who could afford one? - a pity too, because gas was 11 cents a gallon.

In our day, cigarette smoking was fashionable, grass was mowed, coke was a drink, and pot was something you cooked in. Rock music was a grandma's lullaby and AIDS were helpers in the principal's office.
We were certainly not born before the difference between the sexes was discovered, but we were surely born before the sex change; we made do with what we had, and we were the last generation that was so dumb as to think you needed a husband to have a baby.

No wonder we are so confused and there is such a generation gap today!

BUT WE SURVIVED! WHAT BETTER REASON TO CELEBRATE!

Submitted by John Doronsky

"MEMORIES OF '42"

The opening of 1942 was heralded with prayers for a swift end of the war.

Rationing of food, fuel, and material was put in motion for the War effort.

Hollywood produced some 80 movies in 1942.

There were not too many movies that I cared to see a second time, but there is one that I have seen a dozen times. " Casablanca" starred Humphrey Bogart and Ingrid Bergman who gave outstanding performances. But there were also other high quality actors in the film; such as Peter Lorre, Paul Henreid, Sidney Greenstreet, Claude Raines, S.Z. Sakall and Conrad Veidt - what a cast!

I never tired hearing memorable lines in that film such as those uttered by Claude Raines, the corrupt French police officer, who tells his men after a murder to "round up the usual suspects". Nor will I forget the three or four times that Bogart says to Bergman, "Here's looking at you, Kid." The most memorable line, however, is spoken by Bogart, saying to the piano player in Rick's Cafe,"Play it again, Sam." The pianist responds with "As Time Goes By".

That song could also be the motif for the life of each one of us. For indeed, time has gone by and will continue to do so. What we should regret is that we have not used time wisely in the service of others. Using your time as volunteers to read to the blind, write letters for the frail and elderly, visit the sick, tutor the young. Those volunteers know, in the words of the song, that the fundamental things apply " As Time Goes By."

by John Doronsky 6-3-98

Get Ready For Des Moines!

is

Ready for Us

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(409) 273-3561

34th Bomb. Group

4 7

18 391

VALOR TO VICTORY

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

VOLUME XXV NUMBER 2 JUNE, 1999

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

*All Roads Lead To The SAVERY HOTEL AND SPA**

Des Moines, Iowa

September 15th. to 19th.

for the

34th. BGA Reunion

Details of Events and Reunion Registration Form
Included in this issue

MENDLESHAM MEMORIES

Newsletter of

The 34th.Bomb Group Assoc Inc.

This newsletter is published four times a year (March, June, September, December). All material for publication is welcome and should be sent to:

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www.air-museum.org/b17.htm
www.mighty8thmuseum.com
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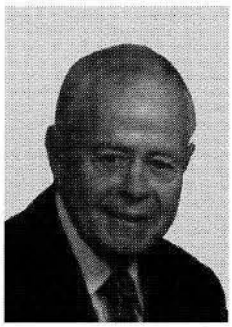
share—

a thought.



This being our mid-year edition of MM, it brings to mind that it may be the last one before the September reunion. Most of us who are going to Des Moines will not receive the September news letter until we return home, due to the slow delivery of bulk mail. It seems worse in some areas than others and I guess we will have to continue putting up with it - who would one complain to? We are at the mercy of the US Postal Service.

The long awaited 34th. Bomb Group History Book Volume II was released by the publisher in April. It is a beautifully bound book portraying the activities of the group during the war years with photos of crews, events and individuals - then and now. It would be a great addition to your library, for your pleasure and to carry on the tradition of the 34th. Bomb Group into the next millennium and beyond. Turner Publishers has, or soon will be, sending out flyers to all members with order blanks for purchasing the book. To Eli Baldea, the man responsible for putting the volume together we can only say, thanks - your efforts and time are greatly appreciated.

Des Moines looks like a very good reunion city featuring a network of skywalks connecting all the major hotels, Savery included, with shopping, restaurants and points of interest in the downtown area. Our reunion committee makes some very important decisions in selecting sites, negotiating costs and arranging schedules and transportation. They do a remarkable job in looking out for our welfare, as we who have attended reunions in the past well know. Let's show them we appreciate their efforts - see you in Des Moines!!

Jack Share, Editor

DEADLINE

All Material and items for the September issue of Mendlesham Memories should reach me on or before July 20, 1999 That is the date our final copy goes to the printer.

PRESIDENT'S MESSAGE

I recall at the Huntsville, Alabama reunion once again with the founder of the "Jive Bombers" band, ex-Lt. Sid Rockmueller. He was our special service officer and a very hard working and intelligent comrade in 1944. Sid had a difficult job getting the musical instruments and musicians but somehow he succeeded. Now that's another story.

The band performed at the base "Aero Club" once a week for dances and refreshments for the newcomers. I played with the band for three months before I was shot down over Stendal, Germany on our 31st. mission.

The local dames were bussed to our dances for the pleasure and companionship of our comrades. After the completion of the dances we were given approximately twenty minutes to say our fond good-byes before Sid or someone would blow a police whistle as a signal that the trucks were leaving. I can still hear the moaning and the cat calls from the guys refusing to say good bye to the ladies, but after the drivers would start their engines and begin to pull out, the girls would scream and run after them for the ride back to their homes. The evening would end around 11:00 p.m. but was short lived for the bomber crews and ground personnel.

I never met or found out who the corporal orderly was but his job was to not too kindly open our quonset hut door and yell for us to wake up, shining a flashlight in our faces to fly a mission. This was around 3:00 a.m. in the morning. We would then slowly grope to dress and stagger to the mess hall for breakfast, chapel visit and flight briefing. It was a remarkable experience that I will never forget.

If Sid should come to our Des Moines reunion he can fill me in with more of the details of how he performed so well. How about it Sid?

John Doronsky

1999
DUES ARE DUE
Mail $10.00 to:

Hal Province
153 North Hill Drive
Carriere, MS 39426

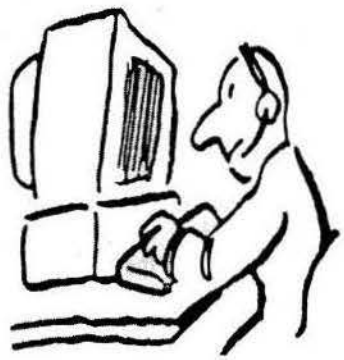
Also please send self addressed, stamped envelope if you want a membership card.

TREASURER'S REPORT

Time for another column but this time a short one. I hope you received the March MM - - I've only received the extra copies. USPS needs some revision in their procedures. Please note Jack's emphasis on the Scholarships in this issue. THREE AWARDS and applications are due no later than July 10th., 1999. Copy the applications if you need more.

I've sent Jack a list of e-mail addresses which I hope are current. (If not, that's your fault if your address is wrong. I asked for an e-mail from you in the December issue of MM). Hope you can find some friends on the list.

Reverend Gary Ferrell made a great offer in the March MM when he offered to scan (up to 30) copies of pictures you may have of 34th. bomb group aircraft. He has also done a tremendous job in putting some additional 34th. mission data on the web. Check it out at http://members.tripod.com/VALORtoVICTORY/ I think you'll be as excited as I was to see such data.



Raymond Paul Moats, cousin of Raymond Moats, copilot of "Dires Irae" has some excellent artwork on a web-page. Two paintings are of 34th. bomb group aircraft, one a B-24 returning home, and the other of four B-17's coming off a bomb run. Prints are available of both paintings and I sure hope to hang the "Dires Irae" above my mantle. These are the first paintings that I have become aware of that feature 34th. bomb group aircraft. You can check out these and other paintings at http://pages.prodigy.net/hmoats/artflight.htm . Don't forget to mention that you are a 34th. bomb group member if you contact Raymond. Rev. Ferrell's and Hannah Moats' e-mail addresses are on the e-mail list in this issue. If you use the internet or e-mail you know that upper and lower case letters are significant as are dots, commas, etc.

This issue has the registration forms for Des Moines included. Get your reservation in and we'll be looking for you at Des Moines.

Cheers, Hal

REUNION COMMITTEE REPORT

As this is being written, arrangements for the 34th. Bomb Group Association reunion in Des Moines, Iowa are being finalized by your reunion committee. The membership registration and hotel reservation forms can be found in the center pages of this issue of MM. Please fill them out and return them as soon as possible to assist us in approximating the final attendance figures. The Savery Hotel will be providing shuttle service to and from the airport. This will be the 15th. reunion that the 34th. BGA committee has arranged for its members. See you in Des Moines.

The reunion committee:
Harold Rutka
Bob Wright
Bruce Sothern

8TH AIR FORCE HISTORICAL SOCIETY REPORT

The 8th. AFHS will be holding its annual reunion at Savannah, GA from October 27th. to the 31st. This will be the 25th anniversary of our founding as a Society. The ground breaking for the chapel and remembrance service will be held at the museum. We expect the only surviving member of the 8th. AFHS to win the Medal of Honor to be at the banquet on Saturday evening. All members of the 34th. BGA are invited to attend.

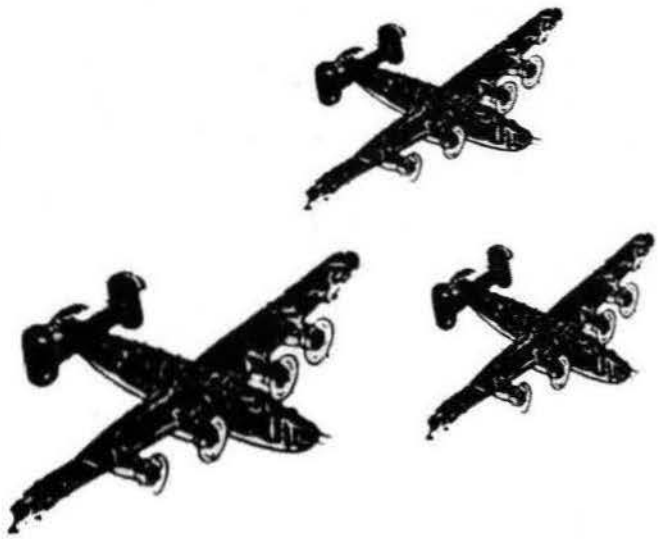
Harold Rutka,
President, 8th. AFHS.

EIGHTH AIR FORCE REUNION

SAVANNAH, GEORGIA

27 -31 OCTOBER, 1999

Details of the reunion will be announced in the June issue of the 8th, AF NEWS. If you do not receive that publication, contact Harold C. Rutka, 11 East Artavia St. Duluth, MN 55811
Telephone - (218) 724-1667



AROUND THE CLOCK BOMBING

Eyes look up and search the sky
For some clear answer: Will we fly?
The "Bomber's Moon" casts it's light
So Bomber Command is out tonight.
Through scattered clouds the Lanks drone on
Back and forth until the dawn,
Then sit down with shattered wings,
Limping home with bullet stings
Across its length from front to back
Where enemy fighters did attack
With a revenge born of fear
That time is short and the end is near.
Around the clock we've hit them hard,
Day and night without regard
To any city, great or small,
Where war material is at all
Stored up and used to carry on
This senseless carnage far too long.
Yes, we will join them when its day
And wind has pushed the clouds away,
Then we can see to bomb by sight
What they have missed the former night.
Together we will win this test
Of men and planes to see who's best
At dropping bombs where it will count,
And they see the rubble mount
They will know that right will win
O're men who's greatest sin
Is thinking that we won't win
To death's door with all our might
To win this battle high above,
Then return to those we love
And give to them the victory
That blood had bought to set men free.

—Walter W. Sturdivan

A DISTINGUISHED CAREER

Evan Rogers' (7th. Sq. - 34th. BG) long and active military career started in 1940 when he entered the service and ended 34 years later with Vietnam. His notable career spanned three wars in all of which he flew combat missions. He was assigned to the 34th. Bomb group, completing 34 missions - 28 with Bush's lead crew. Deciding on a military career, he went on to fly 28 missions in Korea, then to the Taiwan Straits, serving as Seato Advisor. He flew 8 observer missions in Vietnam, also serving in the Chief Planning Department until 1971. He retired from active duty in 1974 - a distinguished career it was. Evan, a member of the 34th. BGA currently resides in Tucson, AZ.

Chronology of a Military Career

1940 - Drafted - late in year

1941 - June - inducted into Army at Great Lakes Induction Center.
Assigned to Horse Calvary unit @ Ft. Sheridan, IL

July - Transferred to Army Air Corps.
Assigned to 12th Fighter Sq., Selfridge Field, MI for basic training.
Assigned to motor pool.

1942 - 12th Fighter Sq. transferred to Key Field,MS.
Assigned as Supply Sgt. to unit.
Re-assigned to Administration as Master Sgt.

1943 - Jan - Applied for cadets.
Completed college and cadet exam.
Accepted for cadet training.
Nov. - Graduated from bombardier school.
Dec - Assigned to 34th. B. G. at Blythe. CA.

1944 - Transitioned in B24's with Lt. Tuttle's crew.
Assigned as lead Bombardier on Cpt. Bush's crew.
Promoted to Captain.

1944 - 45 - Flew 24 lead missions with Bush's crew.
After V-E Day returned to US with 34th. BG
Sept. - After leave, assigned to 243rd. training unit
at Big Spring TX. For transition to B-29's.
After V-J Day, assigned to Chanute AFB. ILL.
As Chief Administrator - Midwest Section of Air Reserves.

1948 - Transferred to Air Reserve Hdq. - Selfridge AFB, MI.

1949 - Promoted to Major.
Transferred to Hdq. Continental Air Com mand.

1950 - Reassigned to B-29 refresher course - Travis AFB, CA.
Combat training in Florida.
Nov- Assigned to combat unit in Yokota, Japan as
Crew member and Sq. bombardier.
Flew 28 lead crew missions.

1951 - Aug. Returned to Travis AFB as training officer. Assigned to navigator training, Ellington AFB, TX.Then to Mather AFB, CA. for B-47 training.

Bush's Crew
Standing - De Santis, Rogers, Wayman, Bouliane, Bush, Duncan
Kneeling - Vrong, Ricker, Brown

World War II 1944-1945 (36 mission - 28 lead)

World War II DFC 1945

1952 - Jan. - Assigned to B-47 crew, 303rd. Bomb Wing.
Davis-Monthan AFB, AZ. For B-47 training.
Flew as crew member (1303 hours).

1954 - Promoted to Lt. Col.
Assigned as Deputy Chief of War Plans, 303rd BW.

1957- Transferred to PACAF, Hickman AFB, Hawaii as Seato Advisor.
Set up Air Rescue stations for Pacific NASA program.
Directed several Seato exercises in Thailand.

1958 - Promoted to Air Force Reserve Colonel, but accepted regular Air Force commission a month later
Assigned for 3 months as Seato advisor to JUSMAG
Republic of China during Taiwan Straits action.
Flew 6 T-33 observer missions with Repubic of China Air Force.
Returned to PACAF and sent to the Royal Laos Air Force - flew 3 missions as observer.

1961 - Transferred to Dobbins AFB, Marietta, GA as Training Officer for Air Reserve Transport Wing to Observe construction of C-5 aircraft.

1966 - Transferred to Spanish Air Ministry, Madrid Spain as Chief of Military Lend-Lease program.

1970 - July - transferred to Hq. 7th. Air Force as Chief of Plans and Programs. Tan Son Nhut Airfield, Vietnam - flew 8 missions.

1971 - Aug. - transferred to Dyess AFB, C-130 Maintenance Sqd, as Executive Officer and Crew Training.

1974 - Grounded at age 57 1/2 due to arthritis. Retired in Nov.

Taiwan Straits - Seato Advisor

Korean War 1950-1951 (28 missions - all leads)

Vietnam, Chief Plans 1970-1971 (8 missions)

Prayer For The Day

By Jay Massingill

So far today, God, I've done all
right.
I haven't gossiped, haven't lost my
temper,
Haven't been greedy, grumpy,
nasty, selfish, or overindulgent.
I'm very thankful for that.

But in a few minutes, God I'm
going to get out of bed.
And from then on I'm going to need
a lot more help.

A Tribute to the Ground Crews

By Capt. Pete Hardiman

A lot has been written about those courageous air crews that flew the enemy skies to drop bombs and do combat with enemy fighters. Those of us who fought in the air had ground crews to maintain our planes. These men worked on our ships while we slept, met us in the morning to see us off on our mission, and waited for our return wondering if we would return.

The first time I took off on a mission to Germany, I saw bombers the entire route. There must have been over a thousand in the air. I never thought I would witness such an effort, but there I was in the middle of it. When I got back to my base, I thought it must have taken thousands of people to cause that to happen. So I want to dedicate these words to all those ground personnel who worked to support those of us who flew.

There was a strong bond of trust between myself and the men who maintained my plane and I never had to worry about its condition. It was "their airplane" loaned to me to fly and bring back in one piece. If there was as much as one bullet hole in the ship when I got back, the Chief would say, "If you can't take better care of our plane, we'll get someone who will!"

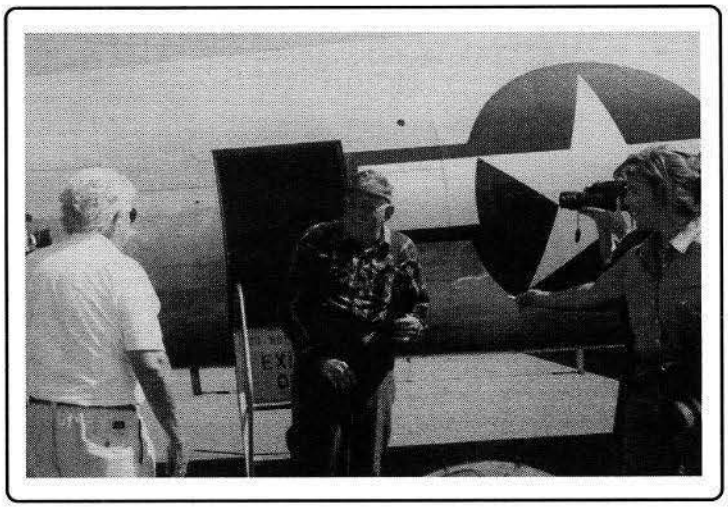
When I started to fly missions from England, I was only 19 and my CO was 21. The average age of the pilots in my squadron was 20. Two of my ground crew were in their 30s and were considered to be "over the hill." We youngsters relied heavily on their experience and judgment. Without their total dedication, many of us would never have come back and for that they received very little praise.

Very few books were written by those who spent the war on the ground. Maybe they didn't think their story was worth printing but such books as "Fighter Command" by Jeff Ethell and Bob Sand allow a peek into the fantastic job these men did. Many times since the war I have talked to the guys that served on the ground crews and asked it how it was for them. Their answer usually was, "It was a job that needed to be done, we were trained to do it, and we knew how to do it." It was as simple as that. When asked about their relationship with the pilots, each one said it was a time of good feelings toward each other.

To all of you who backed us up, regardless of your job, you should feel mighty proud of yourselves. My hat's off to you, my glass is raised to you.

Article from the 8th. AF newsletter

Dream of a Lifetime



Bob Schroeder, 391st sqd. returning from a mission, Boise to Pocatello, Idaho on B-17 "Sentimental Journey".

The Bombers

Whenever I see them ride on high
Gleaming and proud in the morning sky
Or lying in bed awake at night
I hear them pass on their outward flight
I feel the mass of metal and guns
Delicate instruments, deadweight tons
awkward, slow, bomb racks full
Straining away from the downward pull
Straining away from home and base
And try to see the pilots face
I imagine a boy who's just left school
One whose quick-learned skill and courage cool
Depend the lives of the men in his crew
And success of the job they have to do.
And something happens to me inside
That is deeper than grief, greater than pride
And though there is nothing I can say
I always look up as they go their way
And care and pray for every one,
And steal my heart to say,
"they will be done"

(From "Empty Spaces: The Poems of Sarah Churchill," daughter of Sir Winston Churchill)

WWII Book By German Author

Our friend, and associate member of the 34th. BGA, Her Dr. Horst Wilhelm, has written a book titled "DER REGION NEUNKIRCHEN IM LUFTKRIEG" which describes, among other WWII incidents, a mid-air collision of two B24's - "HELL'S BELLE" and "ANNE" from the 34th BG over Friedichsthal on July 19, 1944.

The documentation is excellent with pictures of the crews, flight film of the 7th. and 18th. squadrons, and MACR'S. Bill Hart, the only survivor, Walt McAllister and John Reilly provide eye-witness accounts of the action.

According to Dr. Wilhelm, the second printing of the book is out of print but he has some copies of his own that are available. Anyone interested may call: Mr. Michael Petischan 1-914-986-1606. He in turn will notify Dr. Wilhelm who will send the book via surface mail, since the cost of German air-mail is very high.

The cost of the book is $20.00 US, plus postage or you can correspond with Mr. Petischan at: 5 Rolling Ridge Dr., Warwick, NY 10990; or you can contact Dr. Wilhelm by e-mail - www.Dr.Horst.Wilhelm@t-online.de

There are other accounts of actions in Neunkirchen Region but the 34th. BG story would be of special interest to us. Unfortunately, as the title suggests, the book is in German requiring translation.

Dr. Wilhelm and his associates are to be commended for their thoroughness in reporting of their investigations into these actions.

A SENIOR CITIZEN REPORTS

I am a senior citizen
I'm the life of the party—even when it lasts until 8p.m.
I'm usually interested in going home before I get where I'm going.
I'm good on a trip for at least an hour without aspirin, beano, or antacid.
I'm the first one to find the bathroom wherever I go.
I'm awake many hours before my body allows me to get up.
I'm sure everything I can't find is in a secure place.
I'm smiling all the time because I can't hear a word you're saying.
I'm very good at telling stories — over and over and over.
I'm aware that other people's grandchildren are not as bright as mine are.
I'm so cared for; long term care, eye care, private care, and dental care.
I'm not grouchy; I just don't like traffic, waiting, crowds, children, politicians.
I'm wrinkled, saggy, and lumpy, and that's just my left leg.
I'm having trouble remembering simple words like—
I'm now spending more time with my pillows than my mate.
I'm realizing that aging is not for sissies.
I'm anti-everything now; anti-fat, anti-smoking, anti-noise, anti-inflammatory.
I'm walking more (to the bathroom) and enjoying it less.
I'm going to reveal what's going on behind closed doors — absolutely nothing!
I'm sure that they are making adults younger these days.
I'm in the initial state of my golden years SS, CD's, IRA's, AARP.
I'm wondering—if you are only as old as you feel, how could I be alive at 150?
I'm supporting all movements now—by eating bran, prunes, and raisins.
I'm a walking storeroom of facts—I've just lost the storeroom.
I'M A SENIOR CITIZEN
AND I THINK I AM HAVING THE TIME OF MY LIFE!!

RESTORATION OF A B-17

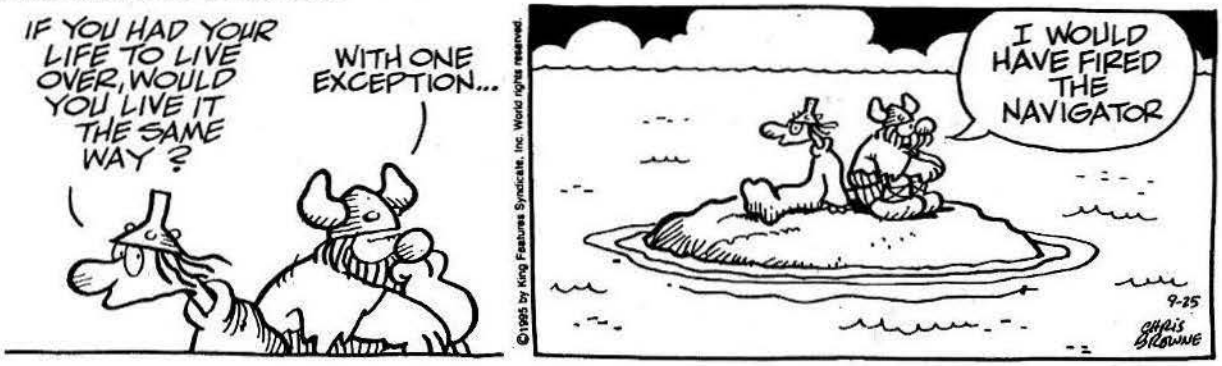
A note from Lonnie Crook with an article from the Shreveport, La. newspaper written by Buck Riggs, Director of the 8th. Air Force Museum at 8th. Headquarters, Barksdale, Air Force Base. The article tells the history of the flagship of the museum - a B-17 named Yankee Doodle II. It was the first aircraft acquired by the museum in 1977 and, after much searching, a Forestry Service fire-bomber - a converted B-17 was found in Chino, California. The aircraft was the second to last of 3000 Douglas built B-17's produced off the assembly line in July, 1945 and never saw combat. Through it's history, it was turned over to the Navy for conversion to a PB-1W for submarine patrol until 1956 when it was retired to the Navy Bone Yard at Litchfield Park Arizona. It was purchased by a private company in Dallas for conversion to an "Executive Fortress" or very plush business plane. However, the venture never got off the ground and it seemed the "Fortress" was destined to lanquish in the sun and eventually for the scrappers guillotine. But, in 1960 the company decided to convert it into an "Air Tanker" contracting it out to the U.S. Forest Service to fight forest fires. What the Navy hadn't stripped out, the remaining virtues of military life were gutted. It flew as an air tanker for 17 years before being replaced by updated equipment. The company then decided to convert it back to resembling a B-17 of World War II. An original clear plexiglas nose was found, and the paint was stripped before being turned over to the Barksdale Air Force Museum. On April 11, 1978 it was flown from Carswell Air Force Base, Texas to Barksdale by Air Force personnel. Work began immediately on cleaning and painting and it was unveiled at a public showing on April 30, 1978 at an air-show on the 45th. anniversary of Barksdale Air Force Base. Many dignitaries were assembled at the unveiling and General Ira C. Eaker accepted the "Key to the Plane" on behalf of the 8th. Air Force in a very impressive ceremony. The plane was named "Yankee Doodle II" in recognition of the B-17 "Yankee Doodle" in which Eaker, the first 8th. A.F. commander, rode along to observe the Mighty Eighth's first B-17 bombing mission over Rouen, France on August 17, 1942.

"Yankee Doodle II", the museum flagship, has been at Barksdale for 20 years. Many hours of hard work were involved in acquiring the items removed over its service life to bring the airplane back to its original configuration as a B-17, ready for combat it never saw. Although it may not have served in the heat of battle over the dark skies of World War II, today some 54 years after its construction its mission is clear. Its purpose is to stand for those who flew and fought, for those who flew and died, and for those who flew and came home. Its battle now is against those who don't know or, sadly those who have forgotten.

So, an eagle may have come home for rest, and rest it should, but its mission is not over. The Barkesdale Air Force Base Museum has nine acres of old airplanes that haven't taken to the skies in years. The diverse aircraft - some quite rare - remind us of our freedom through peacetime and past wars this century. The museum is marking its 20th. anniversary this year and has amassed nearly 1000 artifacts dating from 1918 through the mid-1990's.

Although the museum is not well known, it drew 64,000 visitors last year - the bulk of which were students on field trips and visitors to the big annual two day open house and air show. Besides the old planes and memorabilia, visitors can view Air Force films shown in a 30 seat theater built to resemble a World War II briefing room. The most popular exhibit is the trio of primary World War II bombers - the B-17, B-24 and B-29. Buck Riggs, director states that the museum is important since it is the best illustration of the phrase "freedom is not free". It points out the sacrifices of our service members.

HAGAR the Horrible



A British Lady Remembers

by Iris Drinkwater
reprinted form the Polebrook Post
via The Flying Fortress Newsletter

A little over fifty years ago this beloved country of ours was in dire straits, pushed to the limit, our cities and towns bombed to destruction, we were faced with the prospect of falling into the hands of Hitler and his Nazi regime. Only a narrow stretch of water separated us from the hated Hun. Our Royal Navy and coastal command had fought long and hard, as had the Royal Air Force. Our armies had been driven back from Dunkirk and we were fighting a losing battle. We were short on food, we were short on clothing, in fact the only thing we were not short on was spirit.

As children we didn't really appreciate the situation, but the grim faces of our parents conveyed the seriousness of it all. "If anyone can pull us out of this it is Churchill," said my father, a farmer and Home Guard. Then came the news, "The Americans are coming to help us." We cheered, Boy how we cheered.

In their thousands, and from all walks of life, some scarcely more than boys, they left their homeland across the Atlantic to fight in our war and die for us. They left behind their wives, mothers, and sweethearts, who did not know where they were or what they were doing. Then their worst fears were realized, some would never know where their loved ones had died, how they had died or where their last resting places were.

Those who came by sea, 15,000 plus men, squeezed into ships designed to carry 5,000, were forced to run the gauntlet of marauding enemy submarines. If a ship broke down at sea, it was left to its own devices to make repairs, while the rest steamed on ahead, at a slower pace. While those who came by air had none of the present day sophisticated navigational aids in their four engine bombers, and consequently many lost their way and went down in the cold Atlantic - lost forever. Others were "diverted" by fake radio signals and were shot down when they strayed over enemy territory. But we needed them like Hell, and they came.

No one, before or since, has ever been as welcome as this "friendly invasion". They were welcomed with open arms, into our towns and villages and into our homes. To us children, they brought alive the movies we'd watched, and soon these gum chewing "Yanks" became our friends. They shared their foodstuffs with us and they shared their lives with us. Our mothers became their substitute mothers, doing their laundry and trying to make them feel "at home", always thinking of their real mothers back home. They knew, or guessed, what lay ahead - what lay up ahead for the "Yanks", they knew many would not be going home. "Enjoy yourselves boys, while you can". They filled our dance halls with their kind of music and they won the hearts of our girls. We could only look on, secretly wishing we were old enough to join in the fun, wear silk stockings and dream of a life in the USA, as the older girls were doing. Then, just as we got used to having them around, they were gone again.

Too young to understand, we heard our folks talking of an invasion and of men being killed. We didn't associate it with "our " G I's. Then as time went by, our men folk came home again, we overheard stories of men being burned alive in tanks. In our cinemas we watched Pathe News showing pictures of a concentration camp called "Belsen", the sights of which were to haunt our young minds for many a month and many a year. Then the war was over, the celebrations came and went and we got on with our lives.

Now, fifty years on, some of us are privileged to have the opportunity to get to know our G I's all over again. Only now we know where they went, what they had to do, and how they had to live after they'd left us. And as we read their stories, the tears flow for those young soldiers of long ago. Many years have passed, and taken their toll, but to us, they have not aged, they are still the fun-loving, warm hearted G I's handing out sticks of chewing gum, dancing in our halls and drinking in our pubs. Loving us and being loved by us.

I used to look at an old picture, imagining I was the child at the feet of the woman smiling and waving at a passing G I. But now I look at the picture from the other side of the fence and wonder what happened to the G I. Did he die, as many had died, off Slapton Sands in Devon, England on April 28th. 1944? Did he survive that tragedy only to die on the beaches at Normandy? Or did he survive all the horrors of war , go back to a loving family and try to pick up the threads of his life again? I will never know!

Maybe, if I listen and learn from such men, we will never again have to endure such horrors. And mothers, wives, and sweethearts will never again know the agony of losing a loved one, one lost forever in a foreign land.

To all the Americans who came over here, helped us and fought for our Freedom, I would say, "Thank You" for my life and the lives of my children. WE OWE YOU! God Bless You All!

Iris Drinkwater
(Just one of the many grateful Brits!)

Downtown Skywalking

What is a neighborhood? While downtown Des Moines has been described as a city, downtown's skywalk system could aptly be described as a neighborhood in that city.

Spanning over an impressive 2.5 miles of climate -controlled walkways, the skywalk system links and joins much of the central core of Downtown Des Moines, providing a wide array of services - entertainment, shopping sporting events, food, housing, hotels, business services, parking - even a dentist!

This unique downtown attraction is now over 15 years old. After a somewhat controversial start, the City of Sidewalks has embraced the engine-less, pollution-free mode of transportation. In its early stages, the skywalks, or "enclosed pedestrian walkways" as some people called them, faced a challenge from business leaders and city planners. Many were fearful the skywalks would destroy the downtown community, be unattractive or obstruct the view of the State Capitol.

Yet clearly the opposite has happened. Many visitors remark that the skywalk system is what stands out after a visit to Des Moines. Downtown development has boomed; skywalk rental space is at a premium. The skywalks provide its users with splendid views of the Capitol as well as an up-close look at some of downtown's oldest and historic skyscrapers.

Today's skywalk system includes over 40 bridges, nearly 3 miles of walkways and connects roughly 25 city blocks. Price tag? Over $30 million. All for your comfort and convenience. Keep in mind, you'll never get lost, maybe temporarily displaced. However, the overhead directional signs are quite helpful and you're bound to run into an Operation Downtown Skywalk Ambassador to offer assistance.

The Quick trip (1/2 mile) - Beginning at the Marriott (skywalk level) head north (left) and wrap around the corner to Ruan Center. Go past Ruan Center and turn right. Take this corridor forward to Kaleidoscope Mall. Turn left at Fredrich's World Coffee and head toward the escalators, turn right and cross Walnut Mall. On the right you will be treated a great view of the new EMC building (700 Walnut) as well as Hub Tower. Turn left at Blue Cross Blue Shield and head toward The Plaza. Be sure to catch a view on your right of historic Fourth Street. Keeping to the left, wind around to the Federal Building. You will see Court Avenue on the right and Veteran's Memorial Auditorium in the distance to your left. Turn left to go to the Civic Center. You'll see Nollen Plaza and the giant umbrella on your left.

Lunch Hour (1 mile) - Start your lunch hour off at the Downtown Partnership in Capitol Square. Turn to the right and make your way to the Savory Hotel. Keep going forward as you approach Elsie Mason Manor. Through the next skywalk you'll see a towering view of 801 Grand on your left. Take the next left and head toward the Polk County Convention Complex. After passing through the complex you'll end up in Keck City Center. At the intersection turn right, into the Des Moines Building. Be sure to stop by the Greater Des Moines Convention and Visitors Bureau (on your left). Turn right at the next intersection and wind your way around to Ruan Center. Turn right, toward Seventh and Grand Parking, after crossing Grand, go left. Staying to your left, 801 Grand will be your next destination. But before you reach 801 Grand look to your left and you'll see an unusual vie of Des Moines' newest skyscraper, the EMC building at 700 Walnut. Head through 801 Grand admiring the art near the escalators and go left, beyond the escalators. Winding around the parking facility you will eventually reach The Des Moines Register and then Locust Center. Turn right just past Caffe A' Roma and then go left at Younkers to the Kaleidoscope Mall. Just past the escalators, which lead to an upper level food court, take a right into Blue Cross Blue Shield and then go left toward Capitol Square. Follow the overhead sign to Capitol Square (left) and make your way around the atrium back to the downtown partnership.

Elevate yourself and roam around the skywalk village. Conduct business, dine at a selection of fast food to four-star restaurants, cheer the Iowa Barnstormers or the Des Moines Dragons at Veterans Memorial Auditorium, shop retail stores, see a Broadway performance at the Civic Center, attend a conference at the Polk County Convention Complex...all without worrying about wearing a jacket or bringing an umbrella.

THE SAVERY HOTEL

34th Bomb Group Association

September14 – 19, 1999

Des Moines, Iowa

ROOM TYPE PLEASE CHECK

☐	1 Bed – 1 Person	$80
☐	1 Bed – 2 Persons	$80
☐	2 Beds – 2 Persons	$80
☐	2 Beds – 3 Persons	$80
☐	2 Beds – 4 Persons	$80

SPECIAL REQUESTS PLEASE CHECK

- ☐ Smoking
- ☐ Non-smoking
- ☐ Wheel Chair Accessible

_____ **Date of Arrival** _____ **Date of Departure**

Name(s)_____

Address_____

City_____ State_____ Zip_____

Phone_____

Sharing with_____

Reservations are held until 4:00 pm unless guaranteed by advance deposit or credit card number.

Checkout time is 12:00 noon. Check in time is 3:00 pm

Cut-off date for group room block is August 18, 1999. After this date, rooms are on availability basis only.

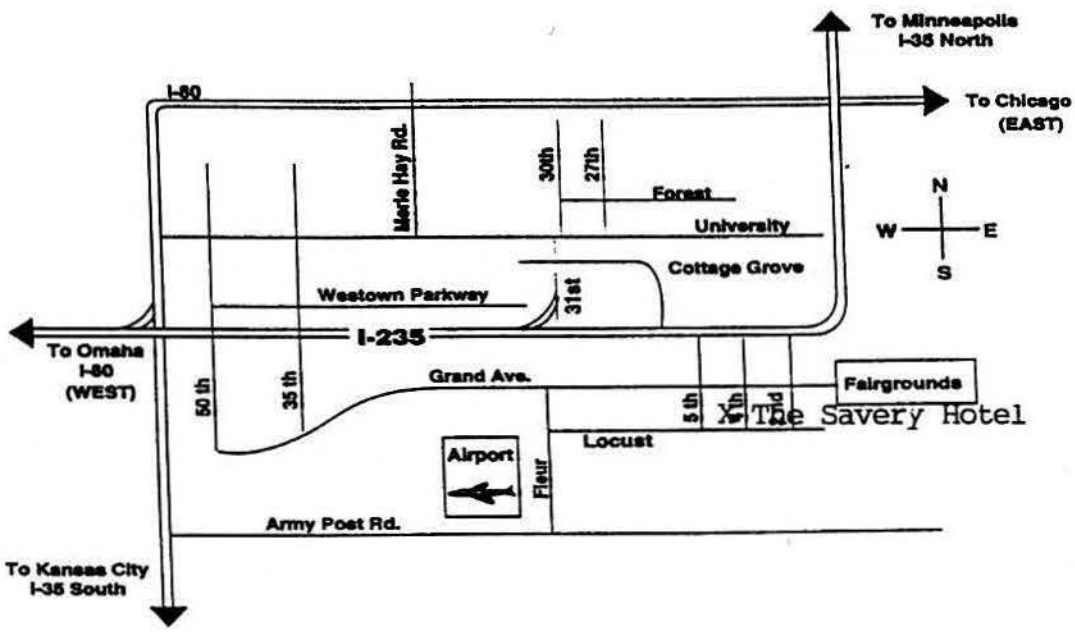
This reservation is guaranteed for Late Arrival by:_____

☐Personal Check $_____

☐American Express ☐ VISA ☐MasterCard ☐Discover ☐Diner's Card

Credit Card #_____ Exp. Date_____

PLEASE MAIL TO: THE SAVERY HOTEL, ATTN: RESERVATIONS, 401 LOCUST STREET, DES MOINES, IOWA 50309. You can also call the hotel directly for reservations at 1-800-798-2151.



Directions to the Savery Hotel – 401 Locust Street – Des Moines, Iowa 50309 (800) 798-2151

Travel West on I-235. Take the 5th Street Exit and travel south . Turn left on Locust. Turn left again on 4th. The hotel is located on the corner of 4th and Locust.

Reunion 1999

The 34th Bomb Group will hold it's Annual Reunion at the Savery Hotel, 401 Locust Street, Des Moines, IA 50309, TX (515) 244-2151, from 15-19 September 1999.

Hotel Reservation forms are included in this issue. Send your check or credit card number directly to the hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H. Wright
411 Parkovash Ave.
South Bend IN 16617-1029
TX (219) 323-4287

Make checks payable to 34th Bomb Group Association

Cut here

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLORSHIP FEE $15.00 each person NOTE: Both Member and Spouse or Guest must pay		X____=_____
9/17 Friday	Breakfast $11.00 per person	X____=_____
	Guided bus tour of Des Moines $14.00 per person Lunch on your own	X____=_____
	Dinner $21.00 per person	X____=_____
9/18 Saturday	Breakfast $11.00 per person	X____=_____
	Gala Banquet $22.00 per person	X____=_____
9/19 Sunday	Breakfast $11.00 per person	X____=_____
	TOTAL	_____

Name_____Special Guest_____

Address_____

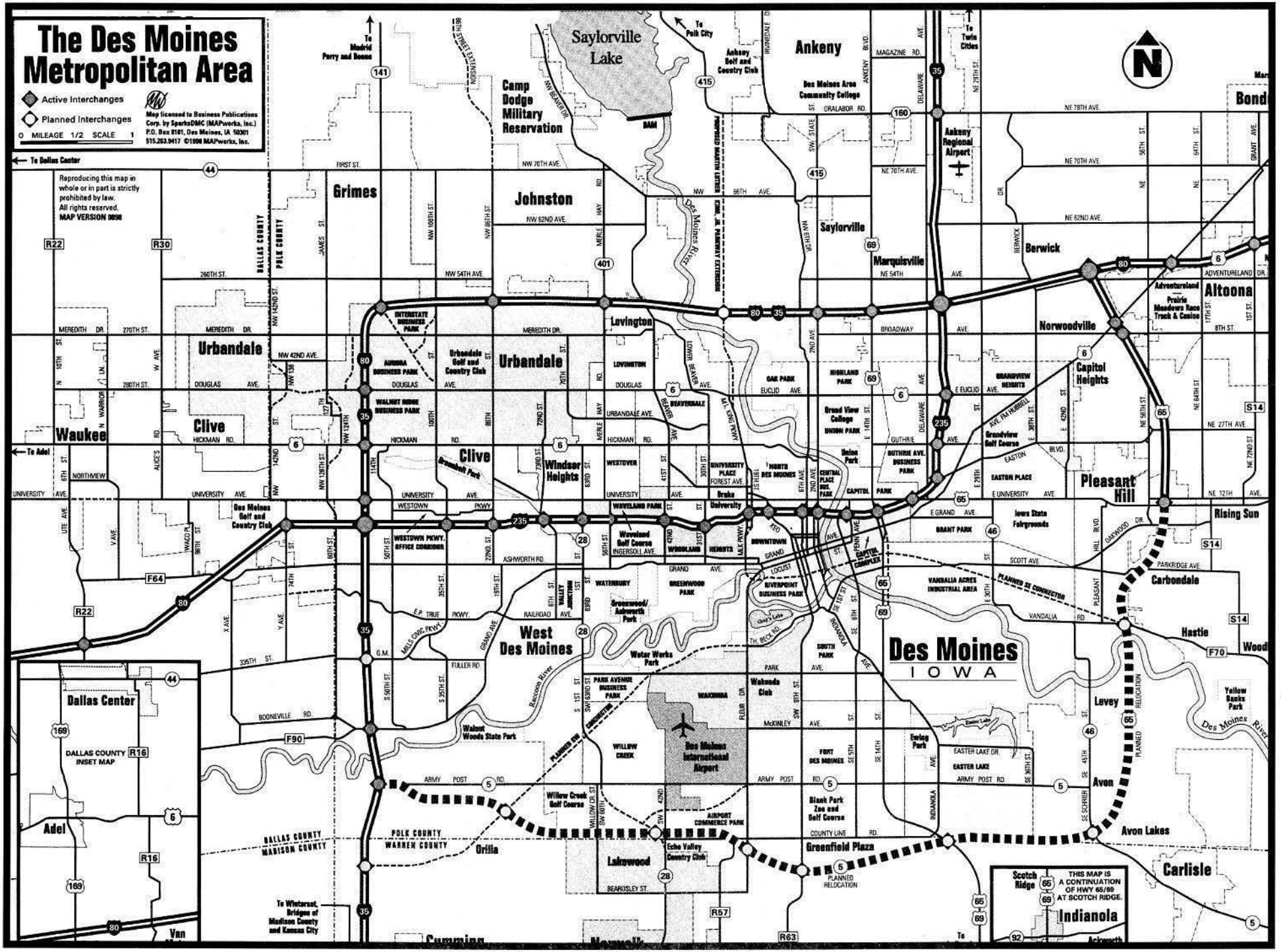
City_____State_____Zip Code_____

NOTE: All Prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags _____yes _____ no

REGISTRATION DEADLINE IS 24 AUGUST 1999.


The Des Moines Metropolitan Area
Active Interchanges
Planned Interchanges
0 MILEAGE 1/2 SCALE 1
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To Dallas Center
To Madrid Perry and Boone
To Polk City
To Twin Cities
Saylorville Lake
Camp Dodge Military Reservation
Ankeny
Ankeny Golf and Country Club
Des Moines Area Community College
Ankeny Regional Airport
Bondurant
Grimes
Johnston
Saylorville
Marquisville
Berwick
Altoona
Adventureland
Prairie Meadows Race Track & Casino
Norwoodville
Capitol Heights
Urbandale
Lovington
Waukee
Clive
Windsor Heights
Pleasant Hill
Rising Sun
Carbondale
Hastie
Des Moines
IOWA
West Des Moines
Levey
Avon
Avon Lakes
Greenfield Plaza
Carlisle
Indianola
Dallas Center
Adel
Orilla
Lakewood
Van Meter
Cumming
Norwalk
Des Moines Golf and Country Club
Grandview Golf Course
Waveland Golf Course
Willow Creek Golf Course
Blank Park Zoo and Golf Course
Echo Valley Country Club
Walnut Woods State Park
Des Moines International Airport
Water Works Park
Greenwood/Ashworth Park
Yellow Banks Park
Iowa State Fairgrounds
Drake University
Vandalia Acres Industrial Area
Scotch Ridge
THIS MAP IS A CONTINUATION OF HWY 65/69 AT SCOTCH RIDGE.
DALLAS COUNTY INSET MAP
DALLAS COUNTY
POLK COUNTY
MADISON COUNTY
WARREN COUNTY
To Dallas Center
To Adel
To Winterset, Bridges of Madison County and Kansas City
PLANNED RELOCATION
PLANNED SE CONNECTOR
PLANNED SW CONNECTOR
Des Moines River
Raccoon River
Saylorville Lake
Camp Dodge Military Reservation
Ankeny
Des Moines International Airport
Des Moines
IOWA
West Des Moines
Pleasant Hill
Carlisle
Indianola
Avon Lakes
Greenfield Plaza

PROPOSED AGENDA

34TH BOMB GROUP REUNION

SAVERY HOTEL

DES MOINES IOWA

WEDNESDAY 15 SEPTEMBER 1999

1300 - 1600 hours — EARLY BIRD REGISTRATION (lobby area)

THURSDAY 16 SEPTEMBER 1999

1000 - 1600 hours — REGISTRATION (lobby area)

1500 - 1700 hours — Board of Directors Meeting - Hospitality Suite

FRIDAY 17 SEPTEMBER 1999

0700 - 0830 hours — Breakfast - Terrace Room
0900 hours — Depart Savery Hotel for guided bus tour of Des Moines. Lunch will be on your own. Tour lasts until 1600 hours.
1900 hours — Dinner - Terrace Room

SATURDAY 18 SEPTEMBER 1999

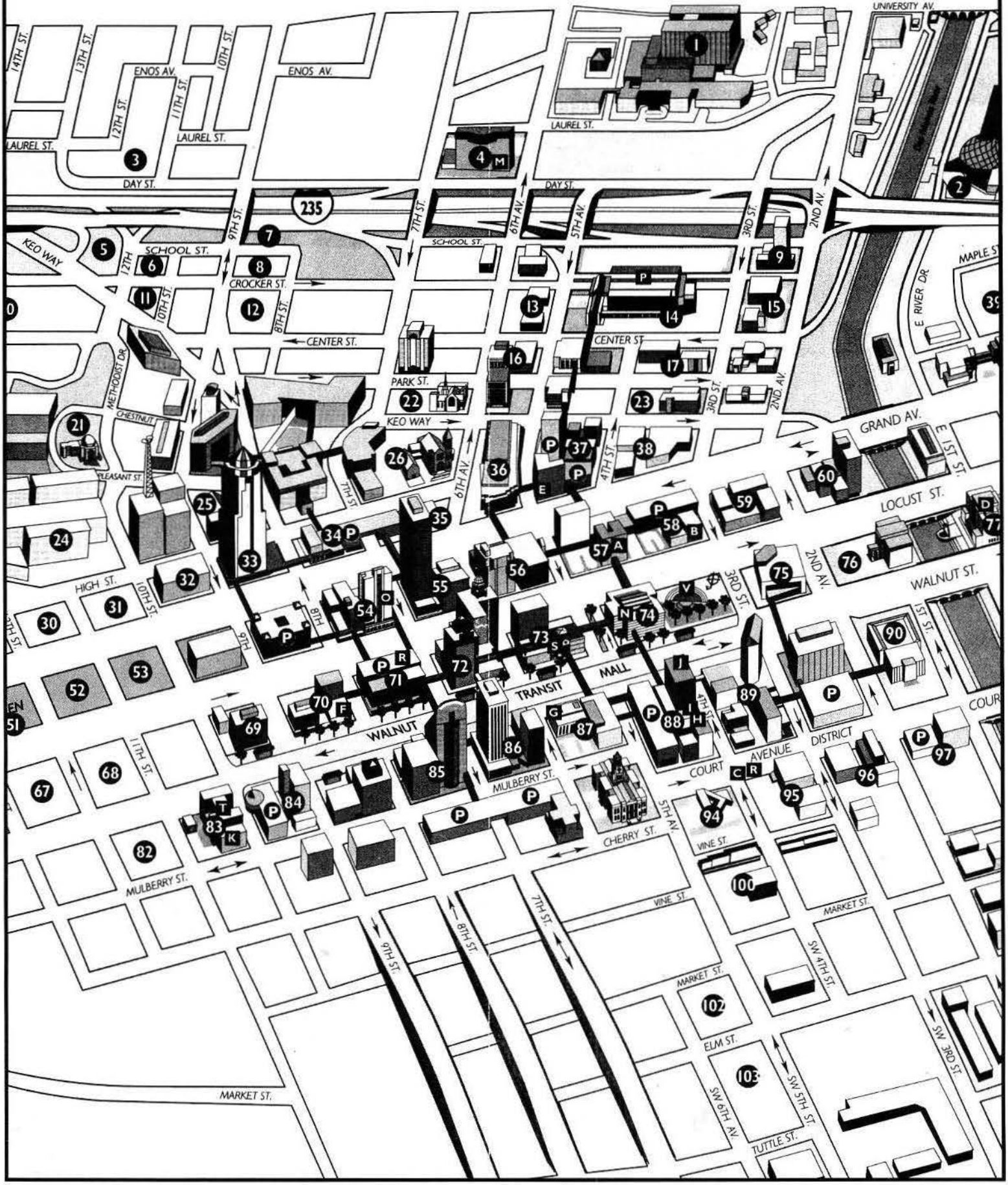
0700 - 0830 hours — Breakfast - Terrace Room
0900 hours — General Membership Meeting - Terrace Room (following breakfast)
1200 hours — Lunch on your own/free time
1800 - 1900 hours — Cash bar - Terrace Room
1900 hours — Gala Banquet - Terrace Room

SUNDAY 19 SEPTEMBER 1999

0700 - 0830 hours — Breakfast - Terrace Room
Farewells until Buffalo, New York in 2000

NEARBY GOLF COURSE AVAILABLE FOR GOLF ON YOUR OWN
Post Exchange and Hospitality Suite to be open at hours yet to be determined.

Downtown Des Moines



RAY L. SUMMA 34th. BOMB GROUP MEMORIAL SCHOLARSHIPS

To the members of the 34th. Bomb Group Association

June 1st, 1999

Greetings:

We hope to see all of you at our Annual Reunion to be held in Des Moines, Iowa on September 15th. Through the 19th., 1999. Your attendance at this wonderful event is particularly important to the "Ray L. Summa Scholarship Committee" because of how the funds are raised to allow us, as an Association, to award our annual scholarships. Five dollars of each attendee's Registration Fee is designed for the Scholarship Fund and is the major source of annual available monies. Some additional funds come from specific member memorial donations and an occasional gift from a gracious "34ther." Thus, the number and amount of each years Scholarships we award, are based on the number of Reunion Registrations. Association members who do not, or cannot, attend the reunions do not have the opportunity to support this worthwhile activity.

Since the inception of our Scholarship Program you, as "34thers." Have provided 17 Scholarships totaling $13,000. Since each applicant must be sponsored by a "34ther.", all of the winners are our children or our grandchildren - certainly a wonderful legacy of our wartime service and friendship. We, who review each application, are most impressed by your offspring! Their qualifications, citizenship, and work ethics are magnificent. The limited annual funds cause many difficult award decisions. Each year we wish we could provide more scholarships than the funding allows.

In response to this funding problem, the Board of Directors',at our last 1998 Boise meeting, authorized the Scholarship Committee to provide all of our Association Members with the opportunity to support this very worthwhile activity. A simple, *TAX DEDUCTIBLE,* contribution of five dollars, or more if your means allow, from each member who may not be able to attend the reunion, will allow us to expand the Scholarship Program on your behalf.

Please forward your contribution to: The Scholarship Committee,
C/o Hal Province, Treasurer, 34th BGA
153 North Hill Drive
Carriere, MS 39426-8129

Your cooperation and generosity are most appreciated, thank you.
The Scholarship Committee:
Jack Farley, John Feda, Ambers Hanson,
Hal Province, Bob Vaughn

January 1999 PX ORDER FORM

REPRINT OF 34TH B.G. HISTORY BOOK, 1947, EDWIN S. SMITH.....$37.50ea.
NEW 34TH B.G. HISTORY BOOK (1988).....$37.50ea.
PERMANENT NAME TAGS (First & Last Name + Sqdn. No.....$6.00ea.
LICENSE PLATE (34th Bomb Group).....$4.00ea.
LICENSE PLATE HOLDER (2for $5.00).....$3.00ea.
PATCHES - 8th A.F. OR 34th B.G.....$5.00ea.
PATCHES - 8th A.F. (Gold & Silver Bullion Thread).....$9.95ea.
PATCHES- SQUADRON - 4th - 7th - 18th - 391st.....$5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5".....$1.50ea.
BUMPER STICKER - 34th B.G. - 3"X12".....$1.50ea.
BELT BUCKLES - 34th B.G.....$8.50ea.
BOLO TIES - 8th A.F. - 34th B.G. - B-17 - B-24.....$6.00ea.
KEY RINGS - 8th A.F. - B-17 - B-24.....$4.00ea.
HAT PIN - 2 1/2" - B-17 - B-24.....$3.50ea.
HAT PIN - 1" - B-17 - B-24.....$3.00ea.
HAT PIN 1" x 1 1/2" (AMERICAN FLAG).....$3.00ea.
VALOR TO VICTORY LADY'S STICK PIN.....$3.50ea.
WINGS - 2 3/4" PILOT - BOMB - NAV. - ENG. - GUNNER.....$4.00ea.
WINGS 2" CREW.....$4.00ea.
WINGS -1" PILOT - BOMB. - NAV. - ENG. - GUNNER.....$3.50ea.
TIE TACK - 8th A.F. - 4th - 7th - 18th - 391st SQDNS.....$4.00ea.
ALL NEW ROYAL BLUE INK PENS W/GOLD 34TH B.G. LETTERING.....$1.25ea.
TOTE BAGS - CANVAS - 34th B.G. DESIGN.....$6.00ea.
CAPS - SOLID ROYAL BLUE (New 34th B.G. Design).....$7.00ea.
CAPS 34TH B.G. (Mesh Back).....$6.00ea.
CAPS - 50TH ANNIV. 8th A.F. (Royal Blue).....$5.00ea.
V.C.R. TAPE (58 min "Start your engines +50 Years").....$27.95ea.
ROYAL BLUE SHIRT W/EMBLEM - (L-XL).....$29.00ea.
ROYAL BLUE JACKET W/EMBLEM - (M-L-XL).....$39.00ea.
SPORTS BAG - WHITE - W/EMBLEM.....$10.00ea.
NEW!! 34TH B.G. (ALARM) WRIST WATCH.....$27.95ea.
NAVY BLUE SHIRT W/EMBLEM - (L-XL).....$29.00ea.
NAVY BLUE JACKETS W/EMBLEM - (M-L-XL-XXL).....$39.00ea.
RUBBER STAMPS (3 B-17s in formation).....$7.95ea.
BOOK "Prescription For Nutritional Healing".....$19.95ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOU ORDER

Please add $1.00 postage for orders under $10.00 and $2.00 postage for orders over $10.00

Sendcheck or money order to:

34 B.G. PX
Ken Paxton
6402 E. 11th
Witchita KS 67206
(316) 683-2900

Continue sending in your orders!!! These items make wonderful gifts!
Thank you for your support of the 34th. We wish all of you good health and Happiness!

TO YOU, DAD

Did I ever mention to you Dad,
Just how proud I really am,
Of the selfless way you challenged life,
And saluted "Uncle Sam?"
Or did I ever tell you, Dad,
Just what it really means to me,
To know the years you struggled for peace,
And to keep our country free?
Soon all of your medals may grow dim,
And your uniforms all too tight,
But remember that you did your part,
When your country went to fight.
Those old photos may turn yellow,
As the soldiers fade out of view,
But your grandchildren now sleep safely,
And for this we all thank you.
With sincere respect I salute you,
It is your retirement day,
As God blesses our America,
May he bless you too, I pray.

EPHRATA LAMENT

Ephrata! What's that? Asks the Nation,
does Hell's Inferno have any relation?
But, even Infernos take less of a toll,
for they never depend on shipments of coal.
Over the hill, more like a dream,
to shiver and shake, in an open Latrine.
A bowery line, for chow and for mail,
or guarding a Post, where the Coyotes trail.
Snow and Rain upon each tent,
a place where Superman would lament.
Uncertain showers, a candle at night,
even a Chaplain can't see the light.
A town the size of a three block span,
where they rob and cheat the enlisted man.
Where they ignore the soldier on the street,
if there were no soldiers, they'd be on relief.
Kilmer glorified the tree,
a sight we never hope to see.
Poems like this may be written later -
but, only God could love EPHRATA!

34th Bomb Group (H)
Army Air Corp
Ephrata , Washington
January, 1943
(Author unknown)

Frank Yates, Guilford, CT. 391 Sqd. submitted this poem. He states that the 34th. Bomb Group moved from Geiger AAB in December, 1942 to Ephrata. It was like serving in Siberia-even worse!!!

ROSE'S COLUMN

Dear Ones,

Yesterday we received our MM newsletter and really enjoy reading every word. I promised you in my last column that I would share a few recipes with you and this first one is very easy and fast. This is one that is wonderful to serve when guests are expected because it is easy and fast and you will have time to sit with your visitors, or can watch a favorite TV show while the chops are baking. Here it is....

SIMPLY EASY BAKED CHOPS

4 to 6 pork chops
1 can cream of chicken soup
1 med. onion, chopped or sliced
4 T. catsup
3 t. Worcester sauce
1/4 cup of water, mixed into cream of chicken soup
salt and pepper to taste.

Pre-heat oven to 350 degrees
Trim fat from chops, brown in large pan & drain fat
Season with salt and pepper
Combine remaining ingredients and pour over chops
Cover and bake for 45 - 60 minutes, check occasionally to see that pork chops are not stuck to bottom.

I have made this dish three times and decided to make more at one time because our grandchildren love it served over rice or noodles. There is plenty of good gravy and it is oh, so GOOD.

The following is a Romanian recipe which is our favorite for grilling outdoors. The garlic may be increased or lessened, but guaranteed to let you know it's there.

SAUSAGE ROLLS (MITITEI) pronounced me-te-tay

11/2 lbs. of ground beef
1/2 lbs. of ground pork
1 t. salt
1/2 t. baking soda
Ground pepper to taste
2 or 3 cloves of garlic, finely chopped and mashed
Beef stock or beef bouillon
1 t. summer savory

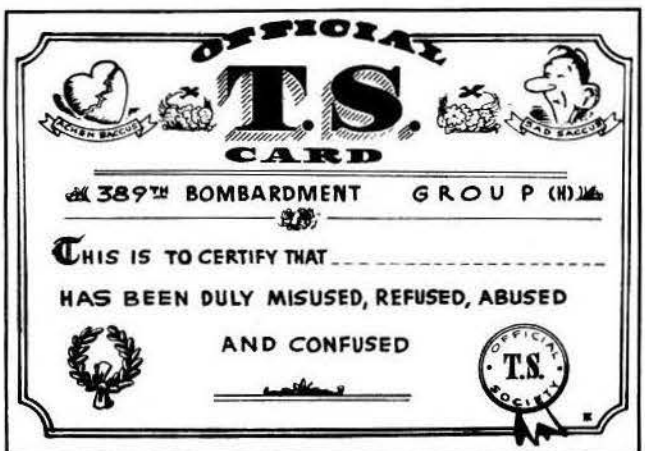
First mix beef stock with salt, baking soda, ground pepper, summer savory and garlic.
Pour over meat in bowl.
Mix with meat just to blend well. Do not over mix because meat will become tough.
Roll into 4" or 5" sausages (I allow the blended mixture to stay in the refrigerator for about 4 or 5 hours the day before grilling to allow flavors to marry).
Grill until browned and cooked through.

These are oh, so good!! Serve on a hot dog bun or folded slice of good bread.

I'm very anxious to hear from all who made these Mititei and want to know how you liked this recipe.

Eli and I wish you all a very fun filled Summer and please take care or your air conditioning. As I get older, I find the heat of Summer overwhelming at times and give thanks to whoever invented our central air conditioning. We wish you a healthy, happy year and may God grant you his many blessings.

Lots of love to you all, Rose and Eli.



TS CARD

Name:

We have listened (at length) to your troubles. They are undoubtedly the most heart-rending we have ever heard. We have never come across anything to equal them. We feel for you and sincerely hope it won't happen again. But things are tough all over, and if you will present this card to your nearest Chaplain, Top-Sergeant, or KP pusher, he will be glad to punch one of the numbers below for you.

1 - 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10 - 11 - 12 - 13

Where were the Chaplains when we needed them?

SONGS OF THE 40'S

There was probably no sight more welcome to the bomber crews returning from missions over Germany than the white cliffs on the southern coast of England. Below these cliffs is the beautiful and modern city of Dover. During W.W.II this city was known as "Hell's Corner" and was virtually destroyed by the constant barrage of German artillery from the coast of France, some 30 miles away. Yet, most of the residents refused to leave the city in spite of the danger and devastation. Instead, they dug miles of tunnels into the limestone cliffs affording them protection from the enemy guns. Today these tunnels house a museum that depicts the horrors and sacrifices the English people endured in the early days of the war.

We all remember the stirring ballad that was written about the white cliffs of Dover, but only in retrospect does the full meaning of the lyrics strike home. Nat Burton sang the song for the first time giving everyone a ray of hope in the dark, dismal world of wartime blackouts with these words:

There'll be bluebirds over
The white cliffs of Dover,
Tomorrow, just you wait and see.

There'll be love and laughter
And peace ever after
Tomorrow, when the world is free.

The shepherd will tend his sheep,
The valley will bloom again
And Jimmy will go to sleep,
In his own little room again.

There'll be bluebirds over
The white cliffs of Dover,
Tomorrow, just you wait and see.

Another war time song that was sung by G.I's the world over was "Bless 'Em All" Many verses were made up, some good, some bad, some obscene, most humorous. Jim Martin sends in some that surfaced after the war, probably new to most of us:

"To the tune of "Bless 'Em All"

Oh now that the battles are over,
I'll tell you what we won:
A chance to fight more in some other war,
And our pride in a job well done.

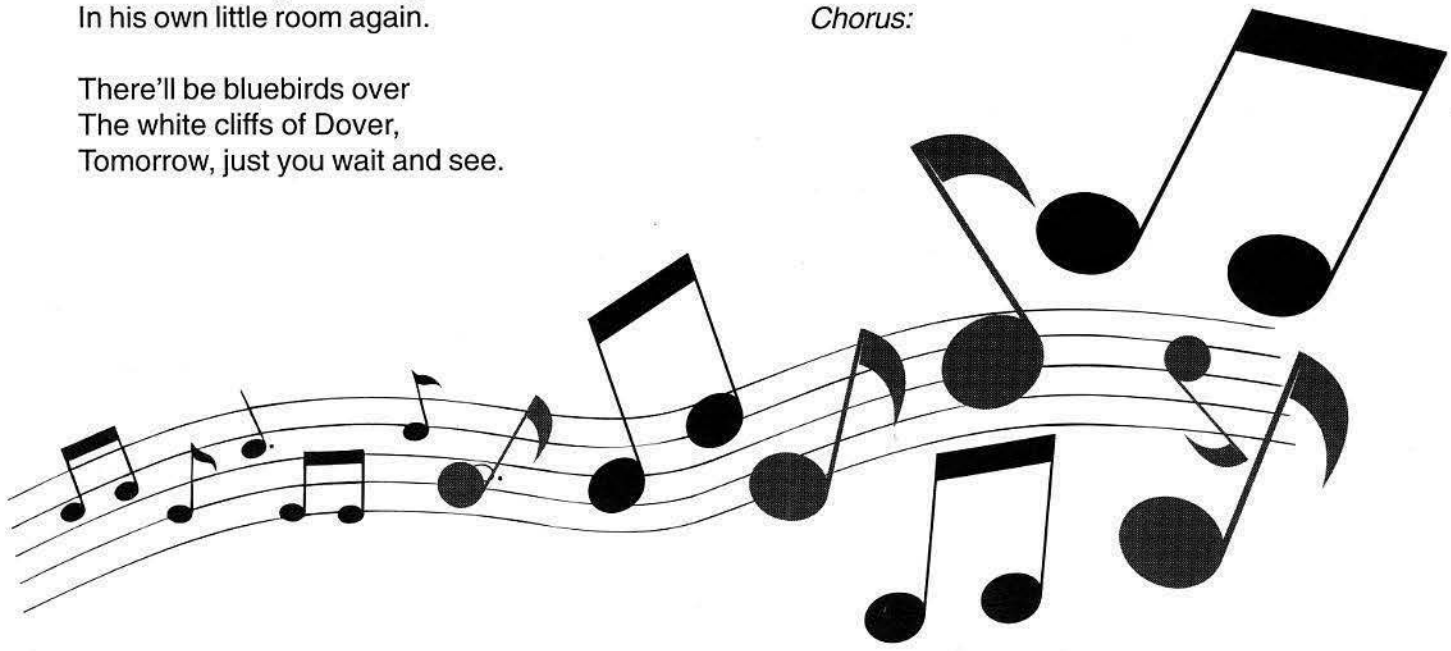
Chorus:
So bless 'em all, bless 'em all,
The long, the short and the tall,
There will be no promotions this side of the oceans,
I still say my lads, bless 'em all.

The heroes who died aren't remembered,
The wounded we try to forget,
And we poor damn sinners who came out as winners,
Are blamed for the national debt.

Chorus:

The Krauts got richer than we are,
The Japs found gold in their sun,
But this we can say till our last dying day:
They sent us to war and we won.

Chorus:



WILLIAM BUCHAN - SHELBY TOWNSHIP, MI

Thanks to all the dedicated members who devote their time and effort to keep the 34th. tradition alive. I look forward to each copy of "Mendlesham Memories". I hope you can continue your much appreciated work. One of my Christmas presents was a beautiful book entitled "Air Command - Fighters and Bombers of World War II". There are many pictures of planes of the 34th. and a few of my squadron the 18th. The book is published by Lowe and B. Hould. It is a beautiful book and I thought some of the members might be interested.

****

ROSE AND ELI BALDEA - CROWN POINT, IN

Winter is almost done for here in Northwestern Indiana and we are looking forward to Spring. Eli keeps wondering if he can still tackle planting a couple of tomato plants which he very much liked to do.Warm weather never seemed to be here soon enough for him but the last two years when he started making excuses for not planting I knew then his health began a downgrade.

His back is the number one problem, then comes his prostate, then comes his dental problem, then the worst is his memory problem.

He drives well enough but to know where to turn is sometimes very bad. It's a good thing I'm now the navigator. I will buy a cap through Ken and Kathy and add tiny military pins. This will feel good to represent a navigator on one of our lead crews!!

Well, as long as Eli doesn't forget my name and call me "Baldy" (the name his crew called him) all will be fine.

We are looking forward to the March issue of MM.

****

GARY FERRELL - SHELBY, NC

Thought the group might be interested in a recent trip I took to the National Archives in College Park, MD. I spent a full week there digging through and copying the mission reports of the 34th. BG. I managed to get copies of all but four of the 170 missions, plus the six food drops and a POW pick up mission. The kind of records I copied were the formation charts, the after mission lists of planes and pilots with the bomb load and notations of where the bombs were dropped and indications of battle damage or crew injuries. I also copied the crew loading lists and some bomb plot maps, any Missing Crew Reports and various other interesting items.

From these records, I can follow the combat mission record of any plane or crew that was with 34th. during its W.W.II service in England. As an example, today I researched the record of a B-24, serial number 42-52755, which I believe was "Dynamite 'n Dodo". I found this plane listed 37 times in the records, 20 of which listed Noble Wright as the pilot, the rest were flown by various other pilots. I then looked up the record of the Wright crew and found it listed 35 times, again 20 of these flying 42-52755 and the rest flying various other planes.

Except for the Aug. 28, 1944 mission, one of those four I'm missing, I have entered all the basic B-24 information into my computer and am just beginning to get the B-17 information entered.

I hope eventually to identify a large number of the B-24s and B-17s flown by the 34th.BG. Unfortunately, the mission records I copied mention the name of a plane only once. Even where forms, like MACR's had a place to list the name of a plane, none were listed, even in those cases where, from other sources, we do know the name.

There are other records (second set) of 34BG records at the National Archives that I did not get into due to lack of time. In the brief look I had at these records, it seems they include a detailed list of all mechanical troubles and damage to the planes after each mission, plus narrative reports from the Command Pilot, the Group Navigator and Group Bombardier for each mission. Another trip to College Park seems necessary but may have to wait a while.

****

FRED BERGLUND - ENGLEWOOD, FL

I would like to thank you for putting my poem in MM. My writers' class thought it was pretty good. Appreciated John Doronsky's column "As Time Goes By", volunteering and using time wisely. I have tried to do this at my church for the past 10 years. I am my Pastor's right hand man and help him with visitations of the sick and elderly. I also golf with him and see to it he has some fun.

DEXTER JORDAN - HUNTERSVILLE, NC

Received MM April 5th. I especially enjoy reading all the special articles about the experiences while in the war and after returning home. I also want to thank everyone who had any part in organizing the 34th. reunions and Mendlesham Memories. It has reunited so many friends and gives us many happy days together after all these years of separation and not knowing, yes and good reason to travel to many of the States. Keep up the good work, you're all doing a great job.

ARNOLD BRYANT - HOOKSETT, NH

I have just finished reading my copy of the history of the 34th. Bomb Group and was very impressed with its contents. Tom Brokaw (The Greatest Generation) could have written a book just on the tremendous accomplishments of the men of the 34th. The list would go from the persons that worked at their regular positions to lawyers, company presidents, missionaries in foreign countries, CAP's, professors, research scientist for NASA, to the guy who had his own business in Anytown, USA.

Your thoughts about more input from the members of the base personnel sure would help an ex-flyboy to understand what was required just to get a single aircraft in the air.

The article that Pete Gray wrote about the requirements of gasoline for a mission made me realize how little we flyboys knew what it took to complete the overall mission of the entire group.

A belated 55 year bow and THANK YOU to all members of the ground forces of the 34th. Bomb Group.

****

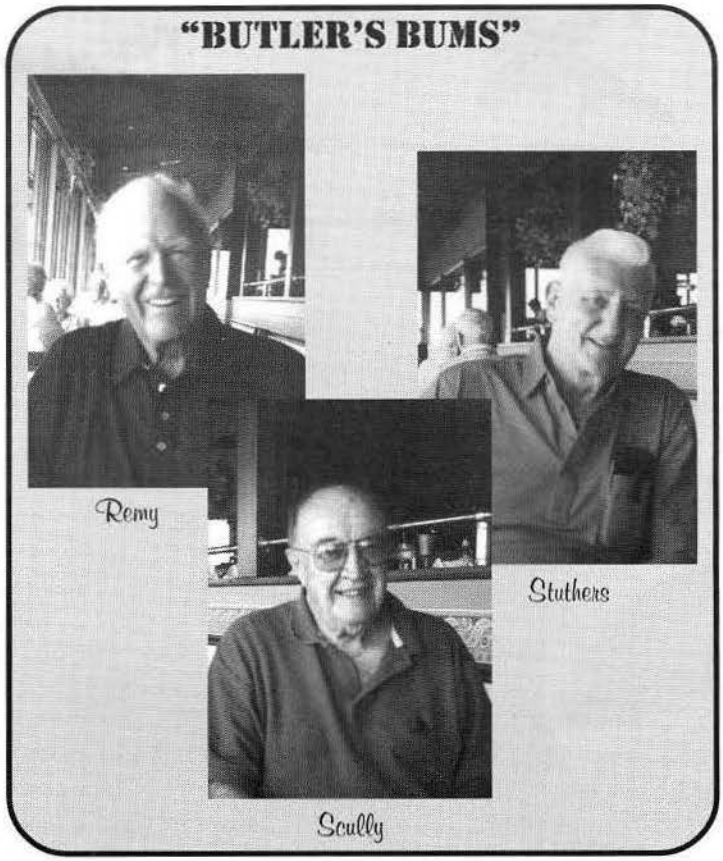
HENRY AND AUDREY TOBIASON - REMER, MN

Audrey and I wanted to send you a note to let you know what a terrific job we think you are doing with the Mendlesham Memories. We both read each issue cover to cover, sometimes it gets to be a contest as to which one of us is fast enough to get to it first. (I usually win).

We really enjoyed the trip to Boise, it was a great reunion and the trip was beautiful. It was the first time that we had driven out west and it is truly a sight to behold. We both feel that the reunion committee deserves a huge thank you for a job well done.

I thought you might like some "Then and Now" pictures for a future issue of MM. The one of me in uniform was taken in England in 1944, the other one is of Audrey and I just 50 years later in 1994.

Keep up the good work and we hope to see you in Des Moines in September.



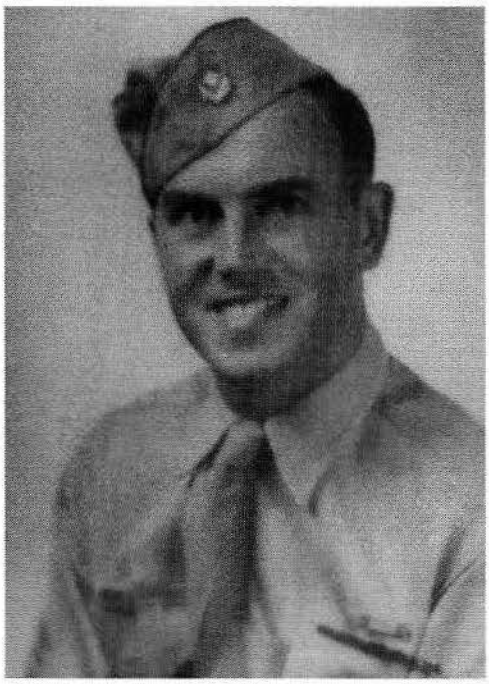
JIM STUTHERS - NOKOMIS, FL

Dick Scully, Joe Remy and I spent four hours together at the "Fishermans' Wharf " restaurant in Punta Gorda, Florida on March 23rd. It has been almost 54 years since we flew 20 missions together on Bob Butler's crew. I was toggalier/nose gunner and was bumped from the crew when they went to lead. I flew 7 missions with other crews and "Butler's Bums" went on to fly thirty three missions.

Dick Scully, the navigator lives in Sarasota, FL., Joe Remy, the ball turret gunner lives in Philadelphia, PA. and I live in Nokomis, FL. I have been trying for 15 years to find our pilot, Bob Butler without success, but I'm still searching. As far as I know the only other member of the crew still alive is Ed Renowden.

Then and Now

DEXTER & BEULAH JORDAN



1944

1999

HENRY & AUDREY TOBIASON

1944

1994

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LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BOWER	WALTER R.	391-4	PO BOX 257	ISLEBORO	ME	04848
CAMP	JOE WATSON	391	1600 OLD CARTERSVILLE	DALLAS	GA	30132
JALVING	MARVIN	7LM	17538 PARK PL CIR	SPRING LAKE	MI	49456
WEBSTER	GEORGE C	7	333 MTN. VIEW UNIT 48	TALENT	OR	97540
MARTIN	JOSEPH B	18	RR 1 BOX 4R	MONTICELLO	MS	39654
ISRAELSEN	ALLEN O	4LM	8800 WALTHER BLVD.1319	BALTIMORE	MD	21234
VEON	ELLIE					
	%S. KLEPPER	7ALM	4770 STATE RT303	RAVENNA	OH	44266
COBB	JUNIUS	18	1276BELLE ISLE RD	UNION HALL	VA	24176
BUSH	RALPH A	7LM	4402 TULANE	SPRINGFIELD	IL	62707
GRAHAM	ALAN A	18	11435 BENTON ST.	LOMA LINDA	CA	92354
VANBUSKIRK	WILLIAM	4	1860 MICA RD.	SUN CITY W.	AZ	85375
BOARMAN	WILLIAM	391	3330 BERKSHIRE CR	JOHNSON CITY	TN	37604
MYERS	RAYMOND	18	315 BELVEDERE DR.	EUTAWVILLE	SC	29048
UNWIN	JOHN, J	391	12731 N. FOREST CANYON	PARKER	CO	80134

NEW FOUND

NAME	ORG	ADDRESS	CITY	STATE	ZIP
PAYMENT, RICHARD(BUD)	TRANSPORTATION	BOX 51	COHASSETT	MN	55721

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
SWORDS	WILLIAM	18	03/28/99	108 BERRY ST.	WASHINGTON	IL	61571
PARROTT	RODNEY B	18	96	NE 142 AV	SILVER SPRINGS	FL	32688
GORSKI	CLARENCE	7LM	11/14/98	10901 NORTHSTAR WAY	TACOMA	WA	98498
JONES	JOHN L	391	02/06/99	2560 FRUITLAND	NORTH OGDEN	UT	84414
CANNOCK	TOM F	18	03/27/99	1117 E. 28TH. ST.	SAN BERNARDINO	CA	92404
ARMSTRONG	DENTON	R 4-18	10/30/98	2916A WEST LONG CR	LITTLETON	CO	80120
DIX	RICHARD	18LM	09/27/98	6146 CHINQUAPIN WAY	BALTIMORE	MD	21239

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TOM CANNOCK	BEQUEATHED
RICHARD DIX	HIS WIFE

50TH WEDDING ANNIVERSARY IN 1999

LAST NAME	FIRST NAMES	WEDDING DATE
Jordan	Dexter and Beulah	November 3rd. 1949

THE EIGHTH AIR FORCE'S BIGGEST BOO-BOO??

This story comes to us from Fred Berglund, 7th sqd, and is not about the 34th. (thank goodness!!). It's an account of a mission as told by Fred's neighbor in Englewood,FL. by the name of Captain Jim Myers who flew lead bombardier for the 445th bomb group based in Tibenham, England in WWII. Colonel Jimmy Stewart, the famous movie actor was Myer's pilot for 13 of his 35 missions.

As the story goes, on November 27th. 1944, the 445th. took off on a bombing mission to Kassel, Germany - target, the Herman tank factory. There were 35 B-24's from the 445th on the mission and the lead navigator missed the target completely, even though being warned by other navigators in the group that he was off course. The fatal mistake took the 445th. away from the main bomber stream of 1200 planes and the protective cover of the fighter escort.

A huge armada of German FW 190's and Messerchmitt 109's estimated at 150, ran into the 445th. group,almost by accident,and within 3 to 5 minutes shot down almost every one of the hapless bombers. Several German fighters were shot down by the American gunners but only five B-24's survived the attack, four of them made it back to their base in Tibenham. Only one B-24 had no major damage. Luckily, Jimmy Stewart and Myers were not on this mission, the most damaging of the entire air war in WWII.

Intelligence reports credited this German victory to the elite Storm German fighter group who fifteen days earlier hit the 493rd. B-17 group near Magdeburg, Germany and shot ten of a squadron of twelve bombers out of the sky. The loss of 250 young men over Kassel was the worst air disaster of WWII.

Memorial reunions for the survivors have been held at the Hessen Forest near Kassel for the many wounded survivors who were helped by the German farmers and townspeople. No enmity remains.

Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on Feb. 1, May. 1, Aug. 1, and Nov. 1 for the March, June, September and December issues.

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TROUBLE OVER TACOMA

There have been many stories of problems encountered by crews while in operational training in the States prior to overseas' duty, but perhaps none more harrowing than the situation Ted Blomquist and his crew found themselves in on October 18, 1944 while on a night navigational training mission from their base, Gowen Field, Boise, Idaho to Tacoma, WA. They had reached their destination and had made the turn to go home when the left inboard engine started to lose power and oil pressure - Ted picks up the story from there.

We shut off the fuel, feathered the prop and all seemed to be OK and I felt we should have no problems getting back to base. About 15 minutes later, the right outboard engine started to run away causing severe control problems and we were forced to shut it down and feather the prop. We had a real problem now in that we were losing 200 feet a minute and couldn't maintain altitude without possibly stalling out. It was pitch black outside and we were over mountainous terrain. I called the navigator and requested a possible landing area. The best he could come up with was an emergency strip at Baker, Ore. a 2500 ft. runway with no lights other than marker lights at each end. I made the decision at that time not to bail out the crew over wild, mountain terrain and would try to set down on the strip. We came down right on the edge of the runway, both Stu (co-pilot) and I stood on the brakes and half way down the runway turned off all electrical and fuel lines. We went off the end of the runway, hit an irrigation ditch and came to a stop just feet from a highway - thank God, no fire. The crew was in crash landing position, as required by regulations, except for the navigator who had to look out the side window to see what was going on. He was the only one to suffer any injury.

Blomquist's Crew
Standing L to R - Blomquist, Stuermann, Kincaid, Nichols
Kneeling L to R - Mink, Thomas, Simpkins, Chappell, Eaton, Fox

All of the crews in our Operational Training Group were shipped out to Foggia, Italy as replacement crews. Our crew was detained for an accident inquiry board headed up by Col. "Killer Kane". the man who led the low squadron in on the Ploesti raid - and survived. We were exonerated of any guilt in the incident. Col. Kane thanked me for providing the base with a mock-up plane in fairly good shape for training purposes. We were sent to Topeka, KA and then to Boston and boarded a troop ship for England and then to Mendlesham where we were warmly greeted by Maj. Roy Tavasti of the 7th. squadron.

In the picture, Francis Nichols was replaced by Jim Ralls as our navigator, Eddie Mink was dropped as an unneeded gunner and later Bob Fox flew with another crew. We had never flown together as a B-17 crew but after 10 -12 hours of transition we were ready to go. As you see, Fate has a funny way of altering lives and I for one am grateful for the way it all turned out.

By the way, we flew most of our missions in a 17 called "Fancy Nancy". If anyone has information on the history of that plane I would sure love hearing about it.

Malcolm "Ted" Blomquist,
7th. Sq..

I Am Old Glory

For more than ten score years I have been the hope and freedom for generation after generation of Americans. Born amid the first flames of fight for freedom. I am the symbol of a country that has grown from a little group of thirteen colonies to a united nation of fifty sovereign states. Planted firmly on the high pinnacle of American Fair my gently fluttering folds have proven an inspiration to untold millions. Men have followed me into battle with unwavering courage. They have looked upon me as a symbol of national unity. They have prayed that they and their fellow citizens might continue to enjoy the life liberty and pursuit of happiness, which have been granted to every American as the heritage of free men. So long as men love liberty more than life itself, so long as they treasure the priceless privileges bought with the blood of our forefathers, so long as the principles of truth, justice and charity for all remain deeply rooted in human hearts, I shall continue to be the enduring banner of the United States of America.

Our Flag was originally written by Marine Master Sergeant Percy Webb (1879 - 1945). Seargeant Webb wrote this famous flag tribute which was widely publicized by being included in the original "Our Flag" booklet first distributed at the Chicago World's Fair in 1933. Our source for the flag tribute was obtain from the Purple Heart magazine with their permission.

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(409) 273-3561

34th Bomb. Group

4 7

VALOR TO VICTORY

18 391

Address Service Requested

From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

VOLUME XXIV NUMBER 3 SEPTEMBER, 1999

MENDLESHAM MEMORIES

VALOR TO VICTORY

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON | 18TH SQUADRON | 391ST SQUADRON | 7TH SQUADRON

MUTUAL RESPECT

MENDLESHAM MEMORIES

Newsletter of

The 34st. Bomb Group Assoc. inc.

e-mail www.excel-tech.com/34th/

This newsletter is published four times a year (March, June, September, December). All material for publication is welcome and should be sent to:

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http://members.tripod.com/VALORtoVICTORY
www.shelby.net/ferrellumm/34BGpart3.txt

share—

a thought.

With this issue, I will have completed my first year as editor of your Mendlesham Memories newsletter. Most of you know the story of how I acquired the position, but few, if any, I'll bet, know of what has transpired in my life in the past twelve months. I left the Boise reunion full of anxiety and indecision but determined that I would put out a newsletter no matter what. The rest is history.

I said at the time, that due to the fact I was starting from scratch, with no backup material, I would need a lot of input from the membership and boy - did they respond. I can't say enough for those who have sent in ideas, suggestions and stories never before told of their lives not only in the service but also before and after. You've read the material and from your feedback I believe you enjoy reading of your fellow members lives, experiences and accomplishments as much as I do.

As for me, I am still not entirely comfortable in this position. I have been frustrated at times, and have logged many hours of computer time but thanks to our publisher, who has had to put up with my shortcomings, I am becoming more and more familiar with the many facets of the trade. It's a new experience for me and your kind words of encouragement have been appreciated.

After saying all this, what makes it all worthwhile is that I get to communicate with the membership. So keep those stories coming by letters, telephone calls and e-mail.

A very popular part of the newsletter is the "Notes from Friends" section. Drop a note anytime, about anything, just to let us know what's on your mind and how you're doing, where you're traveling, who you're seeing or just say hello. Keep those stories and correspondence coming, they're the heart and soul of the newsletter.

And now, on to Des Moines and then into the next millennium with as much enthusiasm and gusto as can be mustered in these Golden Years.

Jack Share, Editor

DEADLINE

All Material and items for the December issue of Mendlesham Memories should reach me on or before October 20, 1999 That is the date our final copy goes to the printer.

PRESIDENT'S MESSAGE

This being my final report as your President, I thought to relate an experience the "Gotta Haver" crew had on our fourteenth mission.

It all began in our briefing room that our target was Hamburg, Germany and we are told to expect some heavy flak. Well they were certainly right. After we had just dropped our bombs over the target we were hit with a huge barrage of anti aircraft "88" guns.

Two of our engines were "knocked out" and it caused us to leave the bomber stream and fly alone. Darkness was setting in as we made it to France but just then our third engine stopped running.

Our pilot gave us the order to jettison our guns and anything with weight as we began losing altitude at an alarming rate. The gunners deposited their guns over France and our radio operator, Frank Fogg threw out all of his radio gear. This not smart decision cut us off from any communicating link with our forces.

Our plane was continuing at a perilous 15 degree angle and was losing altitude. Our pilot, Paul Rosher, asked our navigator, Lou Long, to try and guide us back to England. Thank God for his knowledge on the heavenly bodies (stars). Lou, with his equipment, directed the pilot on our western course.

As we crossed the Channel at approximately 2000 feet Paul told me to check the tail wheel for a "crash landing".

In a B-17, when the ball turret is gone there is nothing in the waist but a gapping hole. I had to slowly walk around the narrow platform to reach the area of the tail wheel section. This was very difficult with the plane flying at a steep angle the wind blowing up at me through the opening.

As I checked and found the tail down I called the pilot on the intercom to advise him. Ten seconds later we crash landed on a P 51 air strip and I was tossed around the waist section like popcorn.

The plane started to burn and the ground crew hosed us down with foam. We were then driven by a truck back to Mendlesham where Bruce Southern, our Crew Chief was sweating us out.

Because we crash landed, we were given a two week "vacation" to Southport, England on the Irish sea coast to what the Air Force called the "Flak Shack". After the two week rest we returned to the base and continued to fly our missions.

As I look back, I could never understand why our pilot and navigator were never given the "Distinguished Service Cross" for their exceptional call above duty in bringing us back on a "wing and a prayer".

Continued on page 4

TREASURER'S REPORT

Writing on July 20, 1999 about something that you will read sometime around Labor Day requires some deep thought about what should be mentioned that would be of interest to all of our members. July 20 to September 19—that means in less than two months we will have met in reunion at Des Moines and most of us will be on our return journey to our homes! Back in 1983 before I started attending reunions I didn't have a thought about how I would feel about attending a reunion. At that time I didn't know anyone in the group except my crew and I didn't know where most of them were living. But now, after missing only two in that time frame, I, and Jan, eagerly look forward to attending each reunion that comes along and to seeing the many many friends we have made in the interim! It is not a normal year unless we can go to the reunion! If you haven't been to one you ought to try it.I think you'd like it!

Most of you, like me, have been impressed with the job Jack Share is doing with our Mendlesham Memories and avidly look forward to getting and reading the Memories. Jack can't do it all, he needs some copy of stories which only some of you can tell. Those of us who flew know very little of the daily jobs of the ground crews and we'd really like to know more! And I'm sure that some of our kids would appreciate reading about the job that Dad did durinig WWII. I'll bet you never sat down and told your child what you did! And they really want to know. One internet page is full of requests for information regarding what Grandpa, or great-uncle did during the war. Get that pencil out and write it down. You'll be glad you did! And especially proud when you see the article in the MM!

We received a great many notices from the Postal Service that it wasn't possible to deliver a copy of the June MM. Granted that some haven't been in touch with us for several years and never were members. But too many were Life Members and members who failed to notify Jack Share or me of their recent move. In one case I know the change of address was a single digit on the street number, from204 to 205. But with the way the USPS operates now, it is necessary for you to let us know when such items change. I'd hate to think about missing an issue of MM. I suspect you would also!

I'm still looking for birthdays, wedding dates, and e-mail addresses. If you haven't sent me one of these items—PLEASE DO! I need to leave Jack some room. I hope to see a goodly number of you in Des Moines!

God Bless, Hal

1999 RAY SUMMA 34TH BG SCHOLARSHIP APPLICANTS

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COBLE, AMY	ALBUQUERQUE, NM	REID McCLOSKEY	7TH BS
CORD, MEREDITH	ROSWELL, GA	CHARLES SAKAL	7TH BS
DYSON, CARL S.	GREAT MILLS, MD	LLOYD E. WILSON	1276TH MP
FECHKO, KATIE	PARMA HEIGHTS, OH	RICHARD W. FECHKO	391ST BS
FRIEDMAN, JARON B.	ORANGE CT	HERBERT MERMELSTEIN	391ST BS
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HEFKO, JASPER A.	MADISON, WI	JOHN BLOCZYNSKI	18TH BS
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PARISE, DANIEL	WESTBORO, MA	EARL J. MACIEL	391ST BS
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RUSSELL, MARGARET	OLYMPIA, WA	FREDERICK G. SCHOCH	7TH BS
SHARE, BRENDA	SPRING, TX	JACK SHARE	18TH BS
STEMEN, ADRIENNE L.	CARDINGTON, OH	CARL B. STEMEN	7TH BS
WISNER - GROSS, ALEX	NEW HYDE PARK, NY	ROBERT H. GROSS	7TH BS

Congratulations to all the applicants and especially to the sponsors for raising such smart children! Hopefully the committee will have judged and selected the winners by 15 August, 1999. The names of the winners will be announced at the September reunion in Des Moines.

PRESIDENT - Continued from page 3

In conclusion let me thank you for the privilege of being your 1999 President. Every ending is part of a beginning. Though we may have grown misty eyed when we hear "Auld Lang Syne", our hearts may have skipped a beat with anticipation of the new year to come.

Like blank pages of a notebook, it waits for us to fill it with dreams and moments of happiness. Each new year is a gift - live it to the fullest.

Sometimes feeling pressured by the demands of our hectic lives, we forget what makes our lives truly worthwhile. Every now and then we need to take a few minutes and remember all the blessings we have.

John Doronsky

Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on Feb. 1, May. 1, Aug. 1, and Nov. 1 for the March, June, September and December issues.

1999 DUES ARE DUE

Mail $10.00 to:
Hal Province
153 North Hill Drive
Carriere, MS 39426

Also please send self addressed, stamped envelope if you want a membership card.

DONATIONS TO THE RAY I. SUMMA SCHOLARSHIP FUND

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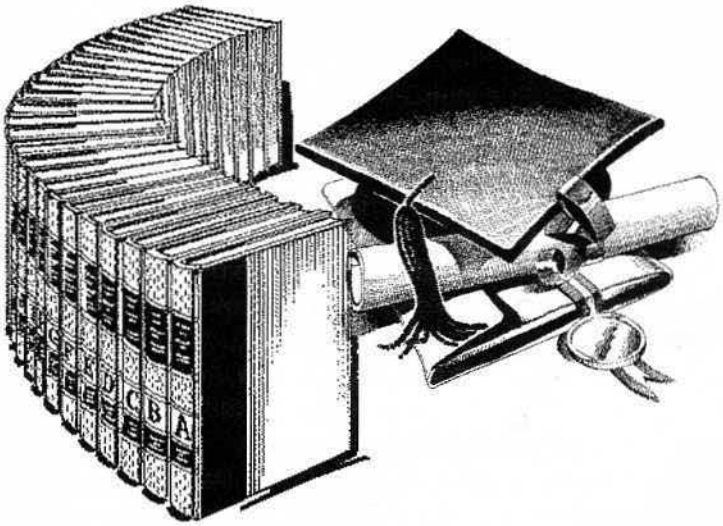

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ONE MORE RIVER TO CROSS

This is the incredible story of Lt. Col. Ray Kubly's USAAF (Ret) 8th AF bombing mission on October 7, 1944 and the events that followed after the crew was shot down. Pilot Jim Heiby and his crew of ten were assigned to 7th. Sq.. 34th Bomb Group and Ray was the navigator. As the story unfolds the crew left Mendlesham enroute to bomb the synthetic oil refineries in Meresberg, Germany.

All went well, as Ray relates, until we started the bomb run. Our plane was hit several times by flak, forcing us out of formation. We were losing altitude as smoke and fire were coming from number one engine, then we lost number three engine. Number one prop was feathered and the pilot was able to extinguish the fire. Number three engine could not be feathered and was wind milling causing us to lose altitude faster than we wanted. We thought we could make it back to England at first, but a short time later the pilot decided to try for Eindhoven, Holland which was then in Allied hands. P-51,s and English Spitfires came along side to escort us to Holland but we were still losing altitude and wondering whether or not we could reach Eindhoven. Suddenly, the pilot called to prepare for ditching, then the buzzer rang for everyone to bail out.

We all made it out of the crippled aircraft and as I was swinging in the air, I heard shots and then a sharp sting in the calf of my right leg. I knew I was hit and could feel the warm blood running down my leg. As I landed and was pulling in my chute, two Jerry's came running up with their rifles pointed at me yelling, "Comrade! Comrade!, for you the war is over." I was a POW.

The Germans saw I was wounded, the bullet having passed through my leg. They allowed me to dress the wound with sulfa powder and compresses from my first aid kit. Then they carried me to their headquarters 1/4 mile away. We had bailed out right over the German front line staging area.

Shortly, they brought my pilot, Jim Heiby up on a stretcher, he had been shot in the back and was bleeding internally. He kept asking for a doctor, but done came. A medic gave each of us a shot of morphine but Jim died that evening. Wiley Moore, our radio man, was brought up with a broken leg, from the parachute landing. I never saw any of the rest of the crew. It was my understanding they were taken to a POW camp in Germany. Later that afternoon a German Lieutenant told me our waist gunner, Hubert Betterton, was killed - his chute failed to open. We bailed out at less than 1000 feet so there was little time for error.

That night I was taken, with other wounded Germans, to a front line first aid station. We were only 5 to 10 miles behind the front line and could hear the artillery shells going off and lighting up the sky.

The next morning the wounded Germans, the radio man and me were loaded on a truck and headed for Utrecht, Holland and the St. Antonious hospital filled with 300 to 400 Germans and about 20 wounded allies, all nationality, POW's. We slept on the floor with two blankets, one to lie on and one for cover.

On October 26th. 1944, a Dutch engineer, named Mr. Dekker, came to us and asked if anyone would like to escape. After much thought and consideration, six of us, including the radio man and myself, decided we would take the chance.

The plan was to go to the basement of the hospital and crawl through the heating system inspection tunnel and follow the hot, insulated steam pipes to the furnace room. There were civilian clothes for us to change into in the tunnel. The Dutch underground people met us with bicycles outside the main furnace building and all went like clock work. By the time the German guards came around for bed check, we were safe with three different families outside Utrecht. The Germans made several attempts to find us with road blocks and house to house searches, but thanks to the Dutch people they never found any of us.

I was at the Mythisan family's home in Utrecht and while there, I became ill with a high fever and sore throat so severe I couldn't swallow. Fortunately, I was directed to a member of the underground who had some brief medical training and he discovered a bad case of tonsillitis. Without an anesthetic, he proceeded to crush the inflamed tonsils with a pair of pliers.

After about a week, the underground decided it would be safer if we moved out into the country. The Dutch guides moved us first to Ziest and then to Doorn ending up at the Hulsker's home in Leersum. We felt secure and had a pleasant stay for 10 or 11 days waiting for a chance to escape through the front lines.

At about this same time over in Arnhem, Holland another drama was unfolding. As a result of the failed Market Garden operation, 130 trapped British paratroopers, with the help of the Dutch underground, were engaged in their own" Great Escape" from the clutches of the German army. Somehow, they made their way through enemy infested territory and finally, on November 14th. 1944 ended up with us in Leersum. We all had a little party at the Hulsker's home prior to our departure and for our attempt to escape through the front lines.

Two of us were led by two girls to the home of the Idenburg family. While hiding in the chicken coop,

the girls brought us some "Speck" which they thought to be a treat. We got "Speck" sick, but survived the ordeal. While there, a German patrol came through the area looking for any one suspicious. We hid under some evergreen trees and could see the Germans' feet as they walked by. Luckily we were not spotted.

Gerit Van Ee, an underground guide, took us next to some woods between Ede and Otterlo where we rendezvoused with some of the English rangers and airborne fellows and were issued English uniforms. We were ordered to hide in the woods for the arrival of Major Maquire and his underground friends. We got going on November 18, 1944 on a very dark and overcast night with the experienced English rangers and airbornes leading the way and us "flyboys" bringing up the rear. We were all excited because they said we would be across the Rhine and be drinking wine on the other side by midnight. We were to cross the river between Renkum and Wageningen. There were about 50 of us in the group.

Reit & Jan Klooster - Ray & Ruth Kubly

After walking across fields and through fire lanes in the woods, we heard a voice calling "Halt". All at once someone yelled "Germans!" Then machine gun fire erupted ahead of the group. We threw our English sten guns into the woods and ran as fast as we could back in the direction from which we had come with the intention of getting back into the woods where we could re-assemble and try to contact the underground again.

From the 50 men who started out, 40 or more were taken prisoner with 8 being wounded and one killed. As far as I know, the two of us who had been together throughout were among the few to have evaded capture.

After several hours we were wet and thirsty, quenching our thirst by licking moisture from the evergreens. We lay down on some dry leaves and pine needles and spent the night.

At daybreak, extremely thirsty, hungry and tired we made our way to a small farm building in a clearing in the woods. As we approached a dog came barking at us followed by an old farmer. We told him we were "Tommies" since we were wearing English uniforms and asked for something to eat and drink. He took us into the house and gave us some warm milk and some kind of porridge - boy did that ever taste good! He showed us to the barn loft where we covered up with hay and slept all day.

When we awoke, the farmer was gone so we decided we would try to find the underground again. After walking about an hour we stopped at a house and asked if they knew anyone in the underground. Soon someone came and took us to a little country guest hotel named "LEPERKOEN" owned by a Mr. Schreuder who told us we could stay in the attic so done of the guests would know we were there. They presented us with strict rules that we could only go down to the toilet when the guests were out or eating a meal in the dining room.

After about 10 days at below freezing temperatures, the attic was no longer the place for us and we were finally taken to the Dries Klooster home in Barneveld, Holland. Mr. Klooster was the postmaster and knew a lot of people and whom to trust. After about 4 days Mr. Klooster said we would have to move again as the Germans would probably be coming to their house looking for us. That evening we were moved to the Cor Lof home on the outskirts of Barneveld.

The time between December 5th. to late February, 1945 went slowly as the "Battle of the Bulge" was going on nearby. The Cor Lof family was our contact with the underground.

We were joined at this time with several of the British airborne group who had also evaded capture or had escaped from the Germans. Many ideas were discussed as to how we could get across the Rhine to freedom.

A new route through the "Biesbosh" on the river Waal through which many escapees were being successfully repatriated during February and March 1945 was developed but first we had to get across the Rhine. So another attempt was being organized with the help of Cor Lof's underground group. They led us to the Chris Cornelius home in Amerongen, Holland.

From here we were to go to Schoonhaven, but as we were to cross a dike near Vianen we ran into a check point and the men ahead of us got stopped. I

was next in line and when I saw what was happening I turned around and said, "let's get out of here." We rode our bikes "Hell Maal Schnell - footsie," which means get the hell out of here!

We got back with the underground group at Vreeswjyk. In a few days another attempt to cross the river would be made. Our guide took us to the Henk Ryneveld farm near Schoonhaven where we finally crossed the Rhine without any problem; but this area between the Waal and Rhine was still in German hands. After we crossed the river another underground group took charge of us and we biked to Sliderecht on the north shore of the Waal River. The "Biesbosh" is a marshy area forming the mouth of the river as it flows into the North Sea.

After a wait for a dark, moonless night, the underground said we were going through the "Biesbosh" and would be free by midnight. Four of us set out in a small row boat with a Dutch guide. German patrols were watching the area for any activity so we had to be very quiet - this was the front line!

The Canadian Army, with whom we had radio contact, was positioned on the south shore of the Waal. They knew when and where we were to land and would be waiting for us. As we hit the shore, some one yelled "Halt!" I remember yelling back, "Don't shoot, we are Americans." They told us to come up and over the dike with our hands over our heads and informed us, "You are now free!" What a great feeling. This was March 12th., 1945 - 156 days since being shot down.

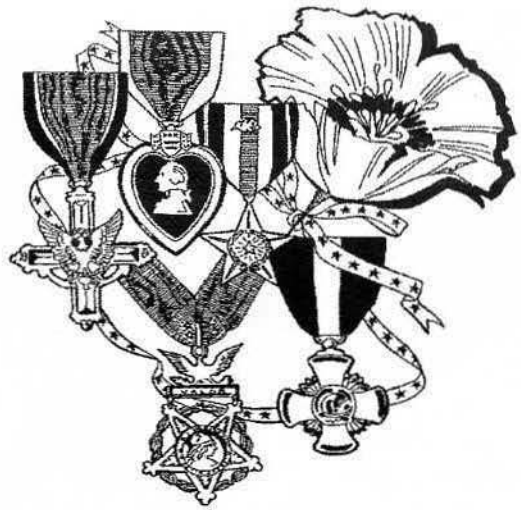
We were taken to headquarters for a wonderful welcome and, with the wine provided, toasted our new freedom.

After being interrogated by the British and Canadians in Antwerp we flew to Paris where we spent another few weeks being interrogated by the American Intelligence Services. After which I was sent to 8th. Air Force Headquarters to lecture on escape and evasion tactics at bomb groups through out the 3rd. Air Division.

With the end of the war on May 8th., 1945, I returned to the states by ship and then to my home farm. After 3 years on the farm I decided to go to the University of Wisconsin, graduating with a BS degree in agriculture in 1952. Since then I have been associated with the seed business, the last 32 years with Dairyland Seed Co., West Bend, Wisconsin. I am still working part time and was active in the Air Reserve, retiring in 1973. I have served on the school Board, am active in the Reserve Officers Association and have been Executive Secretary of the Wisconsin Reserve Officers Association and editor of the "Wisconsin Reservist".

A three week trip to Holland in 1992 has prompted a completion of this lifelong memory. Many thanks to all my Dutch friends for their gracious hospitality and the cooperation in visiting many of the places I stayed at.

Ray Kubly
7th. Sqd.
34th. Bomb Group



GO AHEAD, SMILE
Here's a collection of "thoughts about life".

1. I started out with nothing, I still have most of it.
2. Funny, I don't remember being absent minded.
3. If all is not lost, where is it?
4. If at first you do succeed, try not to look too astonished.
5. The first rule of holes: If you are in one, stop digging. (No small number of politicians need to frame this and keep it on their desks.)
6. I went to school to become a wit, but I only got halfway through.
7. It was all so different before everything changed.
8. Some days you're the dog - other days, you're the hydrant.
9. I wish the buck stopped here. I could use a few.
10. It's hard to meet expenses. They are everywhere.

LIAN'S LEGACY

Elmer T. Lian, USAAF Lt. Col.(Ret) from Grand Forks, ND flew with the 18th. Sqd. 34th. Bomb Group and was shot down in 1944. He was captured and held prisoner for nine months in Stalag Luft I. He is now a member of the 34th. BGA and, since retiring in 1964, has become an amateur historian documenting his experiences as a POW and encouraging others to write down there recollections, which he compiled in booklet form. From that he expanded into video and began conducting home videos with his own camcorder. He soon came to feel that the work deserved a more professional treatment than he could provide alone and contacted the director of the AeroSpace Network audio-visual department at the University of North Dakota from which he graduated in 1940. They immediately recognized the tremendous historical value of the project and videotaped twenty two former POW's and informally named the series the Kriegerland Collection, "kriegie" being short for kriegsgefangenen, the German word for prisoner of war.

The result is more than 32 hours of taped interviews. The entire collection has been turned over to the Chester Fritz Library Department of Special Collections and is available for reviewing by students, scholars, and the public as part of the Carleton Elliot Simenson Military Heritage Collection.

While the majority of those interviewed were World War II aviators shot down over Europe, the series also includes men captured by the Japanese and prisoners from the Korean War.

Lian said he plans to conduct interviews with about 10 other POW's this summer and , if funding is available, will develop a comprehensive documentary from the collection.

The AreoSpace Network plans to convert the series into a digital archive suitable for distribution on CD-ROM or over the Internet.

In a letter accompanying this excerpt from the Grand Forks, ND newspaper, Elmer writes:

Dear Sirs:

At this time I have in my possession about 50 professionally made video tapes (total 60-75 hours). These tapes are the stories of American ex-prisoners of war in which they relate their experiences as prisoners in various enemy POW camps.

The ex- prisoner of war stories cover the range of wars all over the World; Germany, Africa, Italy, Poland, Japan, Korea, etc. Our camp included military prisoners from various countries.

The video tapes were produced at the AeroSpace school at the University of N. Dakota.

I am looking for someone, or some organization, to help me reduce the mass of raw material into various printed, or video, documentary tapes suitable for showing in schools, churches, and on television.

If you know of someone that I could contact to further this project, it would be greatly appreciated.

To the best of my knowledge this is the only comprehensive collection of stories as told by a number of ex-POW's of the Twentieth Century.

I am over 80 years of age so consequently I lack the physical skills necessary to complete this historic project.

Sincerely,
Elmer T. Lian, 18th Sqd - 34th BG

Elmer's address if anyone could be of help in this most worthwhile project is:

Lt. Col. (Ret.) Elmer T. Lian
2520 Chestnut Street
Grand Forks, North Dakota 58201
Telephone - 701-772-3807

WESTOVER FIELD HISTORY

A Mr. William R. Butman is writing a book titled "Westover—Yesterday and Today" He has obtained information from the Air Force History Office that the 34th. Bomb Group was there from 29 May 1941 to 22 January 1942. He is looking for any information, experiences, and photographs from our membership who were there during that time frame. Any information and photos that are used will be properly documented from it's source. The photos will be scanned and returned back to the sender. In the event you have some information, his address is:

Westover: Yesterday and Today
William R. Butman
637A Pendleton Ave.
Chicopee, MA 01020

MY MARCH 1996 REUNION IN ENGLAND

At around this time of the year, I look at my calendar and see the circle around the 6th. June and recall that day when I sailed as the coxswain on a Royal Air Force High Speed Rescue Launch, with thousands of others, from a base near Southampton to take part in Operation Overlord. These were exciting times with lots of action and ado, but let's forget what happened in between and advance ten months to the 5th. of April, 1945.

RAF High Speed Rescue Launch

My boat, HSL 2579 was operating out of the old German E Boat pens at Ostend, Belgium. The afternoon of that day we were on a standing patrol off the entrance to the Scheldt awaiting the recall to base when we received a Crash Call saying that there was a ditched Flying Fort down off the entrance to Dunkirk harbor, which was still in German hands. As we headed out into the North Sea towards the downed Fortress, we were picked up by a Thunderbolt which guided us through the terribly rough seas and extremely foul weather to the crew of Dinah Mite who had been in dinghies for some five hours about a mile or so off shore and wondering what was to happen, as they were suffering from wounds, exposure, and shock and darkness was setting in fast. We picked up the six survivors and this, as it turned out, was my introduction to the 34th. Bomb Group and the beginning of my story.

As the survivors were made comfortable and the wounded being administered to, we made a very high speed dash back to our base, reaching it about a couple of hours later and the crew was whisked off for hospital care. The following day another crew man and I visited the hospital in Blankenbergh, Belgium where Jack Share, the wireless operator, had been taken. He had, by then, had his right leg amputated and his left leg in a cast. He was alert and seemed especially glad to see us. On leaving, he asked if I would write his mother and tell her he was really OK - he said she would never believe him! A few days later, I paid him another visit but he had been moved to an American hospital in Antwerp. I did not see him again. I wrote to his mother and had a very nice reply. A year or so later I wrote again expecting that to be the end of the relationship - and was it? NO!!

Fifty years later on our Battle of Britain Remembrance Day I received a telephone call asking if I was Aubrey Meadowcroft and did the name Jack Share mean anything to me? I was aghast. It transpires that having found his mother's letters, Jack had been trying to find me for years. As a last hope, this was achieved with the assistance of Peter Gaskin, a member of FOTE (Friends of the Eighth), who I learned later was an honorary member of the 34th. BGA and had, on occasion, attended their annual reunions in the US where he met Jack. After mulling over the chances of finding me they went their respective ways. One year later, 1995, I was found through the RAF Air-Sea Rescue Association, of which I am a member. At that time I learned the 34th. was having it's reunion in Huntsville, AL. I phoned the hotel where they were staying and after a few calls back and forth we made contact. When I told him who I was, there was, for a moment, complete silence on both ends, we were both overcome with emotion, as you can imagine. But, this is not the end of the story.

In March 1996, while home in Dorset, England, I received yet another phone call from George Mehling, the pilot who was flying Dinah-Mite on that fateful day. He stated that he and his wife, Jody were visiting England and could he come to see me? Could he!! I'll say he could and after hugs and handshakes we got down to talking, over lunch, at my golf club. He had continued for 25 years in the USAF and I had been employed by the British Government. In the picture are his wife, Jody and my wife Joan. Did anybody ever finish up at St. Lukes Hospital in Guildford? - nurse Joan Nelson might have given you a blanket bath.

Reunion in England: George and Jody Mehling Joan and Aubrey Meadowcroft

Jack and Marian Share have also visited us and shared our home for a short while. This story is so important because seldom, if ever, did ASR Launch crews know what had happened to the men they rescued, even a day or so later; but to find that out fifty years on is something very special. I now have two of the finest friends that one could ever wish for, and long may it remain that way.

George Mehling----1944---Aubrey Meadowcroft

I can not let this narrative end without paying a tribute to George Mehling - and he will probably kill me for saying this. It was not because of the RAF that his crew survived that day, had it not been for his courage in deciding to put that crippled aircraft down in the sea, his skill in landing it just right, and his strength in holding it all together on impact, this would never have been written.

I had worked for a great deal of time on a flying boat base off the northern isles of Scotland and seen probably hundreds of aircraft designed to operate off water, take off and land, some with disastrous results and believe me when I say that it was not even flying boat weather conditions on April, 5th. 1945 and we were told that an ASR Catalina had decided against trying to land before we arrived. George, I salute you and send my best wishes to all members of the 34th BGA, especially those "dragged out" of the drink by the RAF.

Aubrey Meadowcroft

ED. Aubrey has since become an associate member of the 34th. BGA.

EIGHTH AIR FORCE REUNION
SAVANNAH, GEORGIA
27-31 OCTOBER, 1999

Details of the reunion will be announced in the June issue of the 8th, AF NEWS. If you do not receive that publication, contact Harold C. Rutka, 11 East Artavia St. Duluth, MN 55811 Telephone - (218) 724-1667

GRANDMA'S BUMPER STICKER

She writes:

The other day I went to the local religious store where I saw a "Honk if you REALLY know Jesus" bumper sticker. I bought it and put it on the back bumper of my car and I'm really glad I did. What an uplifting experience followed.

I was stopped for the light at a busy intersection....just lost in thought about the Lord, and didn't notice that the light had changed. That bumper sticker really worked!! I found lots of people who love Jesus. Why, the guy behind me started to honk like crazy. He really must love the Lord because pretty soon he leaned out of his window and yelled, " Jesus Christ" as loud as he could. Why, it was like a football game with him shouting, "Go, Jesus Christ, Go"! In a clear ringing voice, somebody behind him yelled, "move along for Christ's sake!" Then everyone else started honking too, so I leaned out of my window and waved and smiled to all those loving people. There must have been a guy from Florida back there because I could hear him yelling something about a sunny beach, and I saw him waving in a funny way with only his middle finger stuck up in the air. I had recently asked my two grandsons what that meant. They kind of squirmed, looked at each other and giggled and told me that it was a Hawaiian good luck sign, so I leaned out the window and gave him the good luck sign back. A couple of the people were so caught up in the joy of the moment that they got out of their cars and were walking towards me. I bet they wanted to pray, but just then I noticed that the light had changed again and I stepped on the gas. It's a good thing I did, because I was the only one to get across the intersection. I looked back at them standing there. I leaned out the window and gave them a big smile, and held up the Hawaiian Good Luck sign as I drove away. Praise the Lord for such wonderful folks!

Love ya all,
Grandma

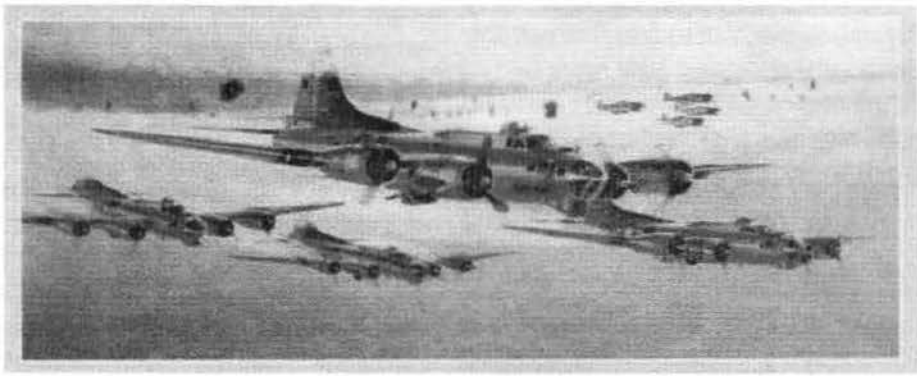
REUNI0N COMMITTEE REPORT

The reunion committee is preparing for the "Year 2000" at the Adams Mark hotel in Buffalo, New York. This hotel will be completely remodeled before we arrive on 6 September, year 2000, departing on 10 September. The hotel is located downtown and has free shuttle service to the airport and train terminal. If you can't make our Des Moines, Iowa reunion this year, plan on meeting with us as we "SHUFFLE OFF TO BUFFALO" in year 2000.

Harold C. Rutka
Bruce Sothern
Robert Wright

"Dies Irae" Day of Judgement

A New Work by Raymond Paul, Moats



Winter 1944, 27,000 feet, deep over Germany...

Bombers of the 34th. Bomb Group and Fighter escort from the 359th Fighter Group ..." 'Dies Irae' Day of Judgement is beautiful, impecably executed! It is also chilling!...a reminder to those that understand what tis unfolding in this image, in the hearts and minds of the air crew as well as those on the ground..."Roger Allen Moats

A limited edition full color art reproduction of this work is available on museum quality stock. 17" x 34", 185 prints, 18 artists proofs, 21 press proof copies, certified, signed and numbered.

Issue price **$128.00/$147.00**

Remarques, custom or graphite available *from* **$50.00**

This limited edition reproduction is available to members and relatives of the 34th. BG and 359th. FG for the special price of **$78.00** *You must have your name on the official mailing list of your group association to qualify for this offer.*

Special Remarques are available for **$25.00**. Please supply a picture or details of the aircraft or subject for your remarque. Free shipping in continental United States, priority mail, certified. U.S. funds only.

Please, feel free to contact me

Raymond Paul, Moats, Jr.

38 "R" Oak Boulevard, Lansdale, Pennsylvania 19446

Telephone 215-393-0638 / e-mail, hmoats@prodigy.net

World wide web, http://pages.prodigy.net/hmoats

In Memoriam

Robert Bice, Jr. 1920-1999

Robert Bice died as he slept on April 8 of this year. He did not respond to his daughter and granddaughter's calls to dinner that day. His wife Zelma had died three years to the day before that.

Bob had an interesting career in the Air Force. He retired as a Lt. Col. in 1965 and was a painting and wall covering contractor until retiring again in 1990.

Bob's experiences with the 34th. Bomb Group began in Blyth. There he was assigned as co-pilot of crew number 1. As co-pilot of a lead crew, he flew several missions in the tail gunners station as " eyes to the rear" for Command Pilots Wackwitz, Gerhard, Bostrom, Burton and Garrett. After the disastrous events of the June 7, 1944 mission, bob was selected as pilot of Crew 17 and he flew his remaining missions with his crew in "Picadilly Tilly". He also flew seven missions in B-17's.

Bob and Zelma Bice drove cross-country to many of the reunions of the 34th Bomb Group Associations beginning with Nashville in 1984. After Zelma's death in 1996, Bob continued the cross-country trips including a trip, in his new Mustang, to the reunion last year in Boise, Idaho. He will be missed at Des Moines and the reunions to come.

Then and Now

RAY & RUTH KUBLY

1948

1998

CHANGE OF ADDRESS

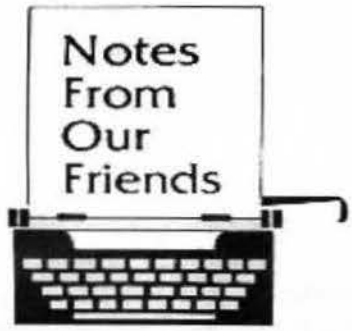
LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
AITA	PATRICK, A.	391	1513 NOTTINGHILL LN	HAMILTON	NJ	08619
ACKERMAN	HARRY	HDQLM	55 N. PARK BLVD	GRAPEVINE	TX	76051
BARRON	JACK, D.	391	1420 WOODLAND CIR	JUNCTION CITY	KS	66441
CHAMBERS	WILLIAM, H.	418	170 W. CARRIAGE DR.	CHAGRIN FALLS	OH	44022
COLE	SANFORD	7	PO BOX 501	SIMSBORO	LA	71275
CONNELLY	ALFRED, T.	7	115 RAND CIRCLE	OAK RIDGE	TN	37830
FOX	ROBERT, C.	18	18 S. MAIN ST.	VILLA GROVE	IL	61956
GIBSON	JAMES, L.	7	C/O BARN 149 POBOX 15507	ST. PETERSBURG	FL	33733
GRIFFITH	FRANK, R.	4	17475 FRANCES ST. #2028	OMAHA	NE	68130
HASSETT	ROBERT, H	4	204 CENTRAL AVE	HOUMA	LA	70364
HAVRON	WILLIAM, A.	7LM	121 DRY BRANCH RD	BLUE RIDGE	GA	30513
HOHNSTREITER	JOHN, I.	7LM	560 S. MAIN ST	MARTINSVILLE	IN	46151
IVERSON	RICHARD, J.	4	3395 LAKE GLENN DR	EUGENE	OR	97408
JELLUM	WALTER, H.	391	1112 5TH ST NE	WASECA	MT	56093
JOHANSON	ALF, H.	4LM	1231 WILLOWICK CIRCLE	SAFETY HARBOR	FL	34695
JOHNSON	DONALD, R.	EWACSLM	2768 MANUEL DR	LILLIAN	AL	36549
LETALIEN	EUGENE, J.	1ST	PO BOX 5627	VACAVILLE	CA	95696
MUNNIS	ELDON, L.	391	22219 84TH AVE W	EDMONS	WA	98026
OWENS	HAROLD, G.	7	1614 LINDSEY CEMETARY RD	DUE WEST	SC	29639
SCHMIDT	HAROLD, C.	7	1113 PINEHURST CT	MANSFIELD	TX	76063
SEAMONS	RICHARD, L.	4	2312 BETA ST SE	LACEY	WA	98503
SLAUGHTER	HERMAN, F	391	1215 FOREST DR.	HURRICANE	WV	25526
SMITH	PAULINE	7A	2440 ROBERTA LN	CLEARWATER	FL	33764
STARR	JOHN, J.	391	444 BURROUGHS DR	AMHERST	NY	14226
SWAN	RAYMOND, F.	7	925 RIVER RD	ENGLEWOOD	FL	34223
VAN BUSKIRK	JOSEPH, P	4	18510 N PARKVIEW APT 322	SURPRISE	AZ	85374

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BICE	ROBERT, G. JR	4	4-8-99	4091 DEERWOOD PARKWAY	SMYRNA	GA	30082
GALT	GEORGE, T.	7WP	11-98	480 SHERWOOD AVE	SATELLITE BEACH	FL	32937
HARRISON	JOSEPH, J.	391	5-16-99	25 WOODBINE AVE	PITTSFIELD	MA	01201
KRYSTOF	JOSEPH, P.	391LM	?	31 WOODHAVEN DR	KENSINGTON	CT	06037
LONERGAN	EDWARD, J.	7LM	5-20-99	6013 FOREST VILLAS CIR	FORT MYERS	FL	33908
METZLER	JAMES, L.	391	12-10-97	1940 EAST 4TH. ST.	COLBY	KS	67701
MISLAK	FRANK, C.	HDQW	4-19-99	35 W AKARD ST	LUDLOW	MA	01056
POCHTER	IRWIN, P.	7	6-20-99	2501 E. CALLE SIN PECADO	TUCSON	AZ	85718
RASPICA	JOHN	391	?	401 W. SPRING	STAUNTON	IL	62088
SCIMECA	ANTHONY, V.	7-4	3-21-98	102 OVERLOOK RD	GOLDSBORO	NC	27534
SIGOURNEY	DAVID, W.	7	7-01-99	530 BOWSPIRIT LANE	LONG BOAT KEY	FL	34228
SWENSON	ELBERT, H.	7	?	10293 ARROWHEAD DR	PUNTA GORDO	FL	33955
TURNMIRE	LEE	18LM	2-?-99	519 WEST TAYLOR ST. #276	SANTA MONICA	CA	93458
WALKER	RALPH	391	9-27-98	1008 CLOVER LANE	OKLAHOMA CITY	OK	73131

WEDDING ANNIVERSARIES

LAST NAME	FIRST NAMES	WEDDING DATE	NO OF YEARS
KUBLY	RAY AND RUTH	SEPTEMBER 4, 1948	51
JALVING	MARVIN AND LOIS	JUNE 23, 1951	48
PRILLAMAN	ARNOLD AND GEORGIA	AUGUST, 1947	52
YATES	FRANK AND MURIEL	JANUARY 5, 1942	57
JALVING	MARVIN AND LOIS	JUNE 23, 1951	48



BIRGIT LONERGAN - FT. MYERS, FL

It is with deep sorrow that I must inform you of the death of my husband Edward on May 20th. 1999.

He was so very proud of his Air Force and 34th Bomb Group Association and always looked forward to the yearly meetings where he could gather with "the boys" and swap tales of his youth. Not only will I miss him, but I'll miss seeing all the friends we have made over the past fifteen years together. I have no definate plans as yet, but perhaps I may see some of you in Des Moines in September. I wish you continued success with your wonderful group.

****

WALTER STURDIVAN - STOCKTON, CA

I received my 34th. Bombardment Group Volume II from Turner Publishing Co. and discovered that on page 98 they had reversed my picture with James A. Stutheis (possibly Stuthers), Sr. I'm sure that James is as disappointed as I am. Although Turner has promised to correct our personal copies, that does nothing for the hundreds of other copies shipped around the world. Anyway those of our members who read this will know the difference.

****

JIM STUTHERS - NOKOMIS, FL

It's sad that the new edition of the 34th. Bombardment Group Volume II was a dissapointment when it arrived and I found my name spelled wrong, my wife's and my picture in the middle of Mr. Walter Sturdivant's biography. Also Mr. Joe Remy's picture taken in 1945 mistakenly showing our radio man "Kal" Martin Kallinen as Joe. I am glad to report that Mr. Mark Thompson, the editor, requested I mail back my book for "corrections" for my personal book and a full refund of the book price. Naturally, that does not correct the other two hundred and fifty copies that were published and sold to members of our 34th. Bomb Group Association.

Ed: This was a most unfortunate situation for those parties involved, and there is no doubt it should have been more carefully proof read, at least to catch glaring errors such as this. However. in all fairness to the publisher, it would be virtually impossible to publish a book of this magnitude with out some errors.

****

HERB ROY - ST. LOUIS, MO

After the trip back to England with the group, I stayed over most of July and toured Italy. A great experience but it makes me a little late getting the photos from the group trip processed. I hope I am not too late with these. If you need identification, Harold

These are the members, with wives, at the Mendlesham community center

Rutka is better qualified than I am to sort them out. The trip was marvelous. The arrangements and schedules, made by Harold and Tamarac Travel, were perfect — particularly the hanger dance; it was something I'll never forget. I'm only sorry that everyone couldn't have been there.

****

IAN HAWKINS - BACTON, STOWMARKET, ENG.

Thank you very much for the latest Mendlelsham Memories. Very interesting, as always. I hope you and your family are doing well and you are enjoying the early summer. Here in England all the plants and trees are at their best. Two or three weeks ago various coloured blossoms, etc., created vivid picture postcard scenes.

Alice, our daughter, (now 19) is now at Camberwell College, London, studying art, graphic design and photography. She has a natural talent for drawing. She is going to north western New Jersey during the summer holidays with an organization called "Camp America" to assist in supervising young

American children in a range of activities and sports. James (17) is still at the Royal Hospital School, Holbrook, Suffolk, studying for his four A-level exams which he takes later on this month. He wants to go on to University and study product design, but it all depends on his exam results. Youngsters these days have so many pressures, etc., and the threat of unemployment is much greater than it was. I attended RHS, (a boarding school teaching Royal Naval traditions and discipline) from 1950 to 1956.

The 390th BG Memorial Air Museum is going from strength to strength. It incorporates the whole 8th Air Force and has several RAF exhibits and two display cabinets of WWII Luftwaffe exhibits. A recent small addition is the British Resistance Organization (BRO) Museum, a kind of last ditch effort dating from the early summer of 1940.

Mary is still working, five mornings a week, at a lawyer's office in Stowmarket. She keeps busy and active in her spare time, Bacton Parish Council, gardening, housework, tennis at Stowmarket and Mendlesham, British Legion, taking our dog, a flat-coat retriever called "Bramble", for her daily walks around Bacton, in addition to her cooking, etc.

I'm knee deep in researching for a book about the nine Royal Navy "B" Class destroyers (1939-1945), and finishing off the book concerning my Saudi Arabian experience, etc. There aren't enough hours in the day.

Regarding the present war in the Balkans, (one of about 30 going on in various locations around the world): Let's all hope for a speedy and successful conclusion.

Our best wishes to all the members of the 34th. Bomb Group

Sincerely,
Ian Hawkins and family

****

ARNOLD PRILLAMAN - MARTINSVILLE, VA.

I want to express my appreciation to you for becoming editor of the Memories which we look forward to receiving each month and read from cover to cover. I also want to express my gratitude to Eli Baldea for his many years of service to our organization.

My wife, Georgia, was diagnosed with lymphoma in 1996 and it's been almost a continuous battle since then, and I had prostrate cancer surgery in June of 1998. Incidentally, Georgia and I celebrated our 50th wedding anniversary in August 1997 and I failed to report this.

Our navigator, Tom Wright, (Lt. Eugene James crew, 7th squadron) died in January, this year. Tom finished his tour in the 34th bomb group and flew in the Korean War as a B29 navigator. Then he flew many sorties as a navigator on B47's flying out of Turkey, served a stint in the Pentagon and at Sac Headquarters in Omaha. He retired about 1970 as a Lt. Col. Whenever I hear the expression, "An officer and a gentleman", an image of Tom Wright flashes through my mind.

We regret missing the Boise reunion but did have a mini-crew reunion at Savannah in November with Fred Schoch and Eugene James. Fred was recovering from serious surgery and Eugene was favoring a broken ankle at he time.

Georgia and I were fortunate to spend a couple of weeks in Tucson, Arizona during spring training in March. I visited the Pima County Air Museum and was lucky to hear an hour-long speech by George Litzenberg on the history of the B29 Sentimental Journey and her crew. This plane has been beautifully restored and is under roof at Pima

If the Lord is willing, we hope to see our many friends in Des Moines in September. A passing thought; flying combat missions and playing the stock market have one thing in common; in flying a mission there is always doubt about the outcome, when you go into the market there is doubt about the income.

****

HAROLD & GEN RUTKA - DULUTH, MN

Milton Hansen and Sandy Krepps and the Rutkas all from the 34th bomb group joined members of the 100th, 303rd and 447th bomb groups for a trip to England on 7-15 July, 1999. We visited Cambridge, then on to Rattlesdon, the home of the 447th bomb group. We were picked up by Leslie Lummis and Peter Gaskin and had a very brief visit to Mendlesham. Milt and I place two wreaths on our memorial there. The memorial is still being well maintained and had the usual fresh flowers. We had a delightful lunch prepared by Sylvia Lummis and then back to Rattlesdon and our bus to Cambridge. The 447th bomb group had a turnout of about 80 members. Sunday morning we presented a wreath in memory of the 8th Air Force members at Madingly cemetery. The next stop was Duxford Air Museum and the air show that was spectacular. The next day it was on to the RAF Bomber Command museum and then to London. Some went shopping, some sight seeing and we took in a theater show at the old London Palladium Theater where we saw "Saturday Night Fever", which was great. We then departed for the return to our home base.

HARRIET SOUDER - FAIRFIELD BAY, AR

I have saved all the issues of MM and am going to give them to my grandchildren. I have Walter P. Souder's war time diaries in my lock box and have tried to construct a story for my 5 daughters and 12 grandchildren. They are now interested in helping me. One grandson is a computer whiz.

At some future date you may be interested in part or all of his diary story.

Ed. We'll be looking for it. Stories like this are what make the newsletter interesting.

****

ROSE HARRISON - PITTSFIELD, MA

Joe Harrison

Enclosed is the death notice of my husband Joe who passed away on May 16th. of this year. I am not sure of this picture, in uniform, was taken, probably around 1942 or 1943. (I didn't meet my husband until April, 1956.)

He always looked forward to receiving the Mendlesham Memories newsletter. He enjoyed reading it so much.

I will miss him so much. He was a wonderful, kind and thoughtful husband to me.

****

JACOB GREENSPAN - CHESTNUT HILL, MA

I have read your latest issue of Mendlesham Memories with great interest, to say the least, and could not help but be touched with nostalgia of the WWII period. Enclosed is a check for the yearly dues and a stamped and addressed envelope for a membership card, as your offer.

****

JOSEPHINE BLAND - PASADENA, TX

I will not be able to attend the 34th reunion but wish to support their worthwhile activity to honor my late husband, Jack Wallace Bland, Sr. who died on January 22, 1996

To the Ray L Summa, 34th Bomb Group, Memorial Scholarship Fund:

From my children and I:

Josephine Bland - wife
Kerry Bland Gries - daughter
Jack Wallace Bland, Jr. - son
Gregg Bland - son

I enjoy reading Mendlesham Memories and save every copy for my grandchildren.

DOROTHY M. METZLER - COLBY, KS

This letter is to inform you that my husband, James L. Metzler, died on Dec. 10, 1997 of a pulmonary embolism from complications from hip replacement surgery.

We had anticipated celebrating our 50th wedding anniversary on April 30th, 1998. It wasn't to be. My children, Sharlyn, Jeff, Roger and their families and I miss him.

Jim was with the 34th bomb group 391st sqd. stationed at Mendlesham as a cryptographer.

I am sending you a copy of the story our son, Roger of Sugerland, TX recalled as a memory of his Dad in our memory booklet.

I am enclosing a check for $10.00 and a self addressed stamped envelope for which please send me a membership card for 1999. Jim enjoyed the Mendlesham Memories and so do I.

Stories, traditions and recollections of Roger Metzler, son of James L. Metzler:

With respect to Dad's service in World War II:

Dad spoke very little about his service. One story that I do recall, relates to the invasion of Normandy. This was a major offensive by the allied forces that are often credited with turning the tide of the war. Dad's base was under blackout and bomb alert. The base commander was secure in a bombproof bunker, which was not to be entered or exited during a blackout. Dad received and decoded the orders for the base's participation in the Normandy invasion to take place the next day. The orders directed Dad to immediately deliver the orders to the base commander. This required him to breech blackout from his facility; as well as enter the bunker. Despite the importance and critical nature of the orders, Dad received a serious chewing out from the base commander.

****

BOB HARTLEY - RANCHO CORDOVA, CA

I was only with the 34th bomb group for about two months at Blythe Cal. In early 1944, I still enjoy getting your newsletter. I spent my combat days with the 493rd bomb group at Deback, England, about which I have never heard a word since I left the group in August of 1944. The only thing I've ever heard about the group was in your newsletter of June of this year in the article titled "The 8th AF's Biggest Boo-Boo". The 34th BG had B-24's when I was with them.

MALCOLM BLOMQUIST - PALOS HILLS, IL

I thought you and the membership might be interested in the enclosed obituary that was published in the Chicago Tribune on June 20th 1999 (Father's Day). The length of the obituary certainly pays tribute to an extraordinary individual.

ED: Irwin " Bud" Pochter and his wife Bev died June 8th while flying to their home in Tucson, AZ. Although, because of his many endeavors and humanitarian contributions to his fellow man, Irwin Pochter's obituary is much too long to relate in its entirety, but and interesting portion follows:

His greatest joy was flying for over 3 decades. A most important contribution during his life was his service through the United States Air Corps during World War II. He was a member of the 8th Air Force, 34th Bomb Group and achieved the rank of 1st Lieutenant. He received an honorable discharge on April 28th, 1944 and shared stories of his adventures and memories throughout his life with his family and friends.

****

DONALD E. CONNELLY - McALESTER. OK

I'm writing to let you and all the readers of Mendlesham Memories know that my Dad, Alf T. Connelly of Oak Ridge, TN passed away February 26, 1998.

Born in Lyles, TN May 3, 1912, he entered the service in April, 1942. After basic training and having been moved to several different locations, he found himself stationed in the desert just west of Blythe, CA in late 1942 or early 1943.

As a supply sergeant with the 7th Squadron, he went, with his unit, to England in the spring of 1944. When the war with Germany was over he returned to the United States in August 1945 and was discharged one month later.

All during my upbringing, and on into adulthood, I never tired of listening to the stories of his experiences during the war. One of the tasks he said he found most difficult was his sad duty to gather the personal belonging, for shipment back to the States, of bomber crews that didn't return from a mission. He also spoke, with pride, of having tried his best to shoot down the German aircraft that had infiltrated a bomber formation downing four B-24's just as they were returning from a mission.

Throughout his life, he was very proud of his wartime service and would have been pleased to know that he was buried with military honors.

ROSE'S COLUMN

Greetings and Salutations,

I guess I should explain why I, and not my mother am writing her column this month. Well for starters I guess I should tell you that after being single for the past ten years I finally found someone to share my life with. I would ask if you believe in miracles but I know you already do, and now so do I. Mom has been busy trying to arrange all the particulars for this wonderful event. I would be doing more myself but unfortunately I injured myself at work (torn muscle in my abdomen) I lifted a pan that was much heavier then I expected and felt something tear and go pop. So I am busy in physical therapy and recovering slowly. So mom being mom has graciously pitched in and is helping me out. Since I can not lift much nor spend to much time on my feet (walking up the isle doesn't count) mom has been doing a lot of the running for me, so I told her I would write her column for her.

Since the upcoming nuptials will be a simple tea, champagne punch and sweet table, I thought I would share a recipe for the champagne punch I decided to serve. We already tried it out and boy is it good! It got even better as we tried more and more of it.

Sparkling Champagne Punch

24 oz. Frozen lemonade concentrate thawed and undiluted
24oz. Pineapple juice concentrate thawed and undiluted
6C. Water
Ice cubes or ice ring
2- 33.8 oz bottles ginger ale chilled
28 oz. Tonic water; chilled
1-25.4 oz bottle champagne chilled

Instructions:

Combine first 3 ingredients; chill well. To serve punch, pour juice mixture over ice in a large punch bowl. Gently stir in ginger ale, tonic water, and champagne.
Yield: 7 quarts

When you make this punch please raise a toast to us and keep us all in your mind as well as in your prayers, and as mom would say "God bless you all".

Marianne McCombs(formerly Mandich formerly Baldea)

'Roses daughter'.

SORTIES RECALLED

ROBERT J. FILIP- LAGRANGE PK. IL

It's a long story as to how I happen to have this issue of "AIRPOWER", on hand, as I read Fred Berglund's account of the German suicide planes in the March issue of MM. The underlined portion (pg. 52) of the attached article indicates the ramming. The yellow tailed B17's were most likely from the 487th. BG based at Lavenham. The 94th. BG based at Bury St. Edmonds had yellow tails with a vertical red band just in front of the vertical tail.

Editors note: The article to which Bob refers was from the Nov. 1977 issue of the magazine "AIRPOWER" describing, in detail, the reasons for the gradual decline of the German fighter force from supremacy to annihilation - 1942 - 1945, from the German viewpoint. The pg. 52 portion to which he refers coincides with Fred Berglund's account of the mid-air collisions on the April 7th, 1945 mission against 16 targets by 1300 B-17's assembled in three massive air divisions. One unit of this mighty armada, belonging to the 3rd. air division, lost ten planes, five of them to mid-air ramming.

****

FRED BERGLUND - ENGLEWOOD, FL

I was a WWII B-17 pilot based at Mendlesham, England with the 34th. Bomb Group. In the spring of 1945, we took off on a bombing mission to a target in Germany. A B-17 from my squadron took off just minutes before us - (on their first mission). Minutes later, while we were climbing to 25,000 ft., through heavy mist, the B-17, which had preceded us was observed spinning down out of control with many parachutes blossoming from it's doors.

To make a long story short, the same pilot who spun down, out of control, that day, did the very same thing on the following days mission! All the crewmen bailed out again, except the courageous bombardier, who helped the hapless pilot pull the B-17 out of the spin before they hit the ground. They landed downwind and the B-17 rolled into the mud at the end of the runway. One wing was bent up about two feet higher than the opposite wing. The entire crew, who never completed one mission, was sent back to the States, possibly to teach parachuting technique.

****

ROBERT WRIGHT - SOUTH BEND, IN

I was reading Walt Sturdivan's book and I noticed I was on my first mission to Kassel, Germany on 22 September 1944 when the two aircrafts came together over Buren, Germany, piloted by McDermott and Whitehead. Both planes broke apart and started for me. I had to pull out of formation to let them by, otherwise I would have gone down with them. Wally Brauks and McDermott got out alive. I thought, if this is combat I really got initiated fast - scared the hell out of me!!

INGEMAR MELIN - SWEDEN

Mr. Melin is a native of Sweden who saw Rev Gary Ferrell's web site on 34th bomb group missions One aircraft, "Near Sighted Robin" caught his eye since it landed in Sweden on 24th of August 1944. In his letter written to Rev. Ferrell he relates wha actually took place after the aircraft landed ir Sweden:

Dear Mr. Ferrell:

I found your posting on Daniel Stockton's wet page with photos of B24H "Near Sighted Robin", 41 28851, from the 34th BG that landed in Sweden 24th August, 1944. The plane did not land at Bulltofta Malmo. Instead, it went down on a grass field callec Sovde, located around 30 miles east of Bultofta. I have some contact with one of the Assistant Engineering Officers, 1st Lt. Barrick, who was one of the internec Americans that belonged to the repairing anc maintenance group based at Bulltofta during 1944 1945. The group consisted of USAAF pilots navigators, engineers, radio operators and gunners all crewmen from force landed American bombers tha came down in Sweden. Lt. Barrick was leading a sma group that repaired a number of B24's and B17's tha had force landed at Sovde airfield during the summe of '44. One of the planes was "Near Sighted Robin' See below a part from a technical report of th aircraft.

"...the worst headache of the whole job was the B2 "Near Sighted Robin". This airplane had majc damages from flak, and a right waist window had bee thrown out, smashing the leading edge of th horizontal stabilizer. We estimated a long job, afte surveying the battle damage, but we had a bit of ba luck when we tried to taxi it out of a mud hole to ramp. The nose wheel had been previously damage due to the Swedes moving the aircraft without a guid bar for the nose wheel, resulting in the nose whee collapsing and causing major damage to the nos structural members. The aircraft was jacked up, a ne nose wheel assembly installed and moved to the ramp

The sheet metal crew removed all damage parts, replaced plexi-glass with sheet metal an salvaged parts from wrecked aircraft at Malm Another B24, with approximately the same damage Malmo, took one month for eight of ABA's high trained men to complete. Whereas, four men - Branc Gooding,McDaniels and Thompson, under th direction of Lt. Grosscup completed their job in tw weeks time. On the same aircraft, No 4 engine wa changed, including the electrical wiring and junctic box. Both vertical stabilizers were removed ar repaired. The horizontal stabilizer was replaced. Th wiring to the No. 1 and No. 2 superchargers were sh through in two places resulting in many difficulties f all of us, especially T/Sgt. Marcotte, our electrician

I thought you might find this interesting ar also that you maybe wanted to add these details your records. Best regards, Ingemar Melin, Sweden

The Forgotten Man

Through the history of world aviation,
Many names have come to the fore
Great deeds of the past in our memory will last
As they're joined by more and more.

When man first started his labor
In his quest to conquer the sky
He was designer, mechanic, and pilot,
And he built a machine that would fly.

The pilot was everyone's hero,
He was brave, he was bold, and he was grand.
As he stood by his battered old bi-plane
With his goggles and helmet in hand.

To be sure, these pilots all earned it,
To fly then you had to have guts.
And they blazed their names in the Hall of Fame,
On wings with bailing wire struts.

But for each of our flying heroes
There were thousands of little renown,

And these were the men who worked on the planes,
But kept their feet on the ground.

We all know the name of Lindberg,
And we've read of his flights into Fame.
But think, if you can, of his maintenance man,
Can you remember his name?

And think of our wartime heroes,
Gabreski, Jabara and Scott.
Can you tell me the names of their crew chiefs?
A thousand to one you cannot.

Now, pilots are highly trained people
and wings are not easily won,
But without the work of the maintenance man,
Our pilots would march with a gun.

So when you see the mighty aircraft
As they mark their path through the air,
The grease stained man with the wrench
in his hand,
Is the man who put them there.

Author unknown

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(409) 273-3561

34th Bomb. Group

4 7

18 391

VALOR TO VICTORY

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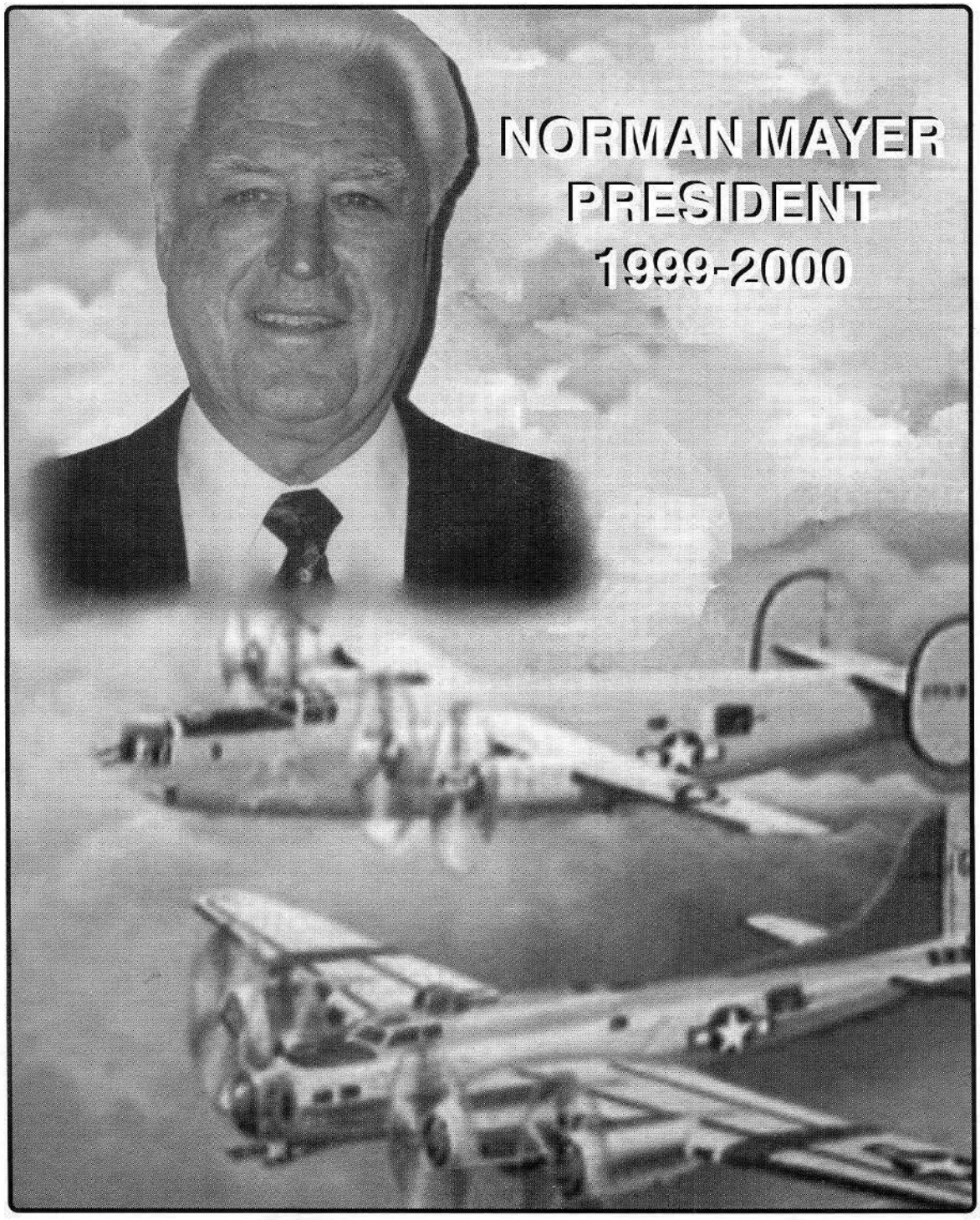
From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

VOLUME XXIV NUMBER 4 DECEMBER, 1999

MENDLESHAM MEMORIES

VALOR TO VICTORY

VOICE OF THE 34TH BOMB GROUP (H)



4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES
Newsletter of
The 34th Bomb Group Association, Inc.
e-mail www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Bruce Southern	3354 Ulysses St. NE Minneapolis, MN 55418 (612) 789-2225

Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.html

DEADLINE

All Material and items for the March issue of Mendlesham Memories should reach me on or before January 20th, 2000 That is the date our final copy goes to the printer.

share—

a thought.

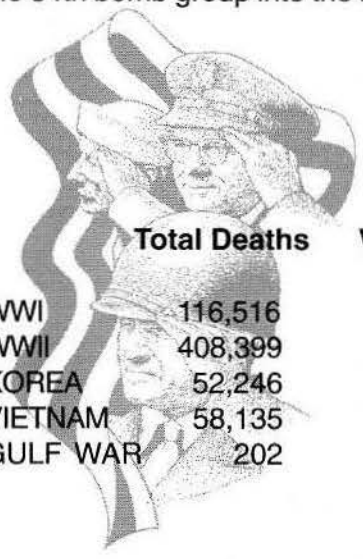
Another successful reunion has come and gone and most of us are now back in our respective homes - safely, I hope. As expected, due to a number of reasons - attrition, illness, hurricane Floyd - turnout was a bit lower, 213 last year - 187 this year. But that didn't dampen the enthusiasm of those present and I might say a good time was had by all.

Highlights were the presence of five first timers and an ever-increasing number of offspring who were either escorting their parents or chose to join them in something of great importance. If the historical significance of the 34th bomb group is to be preserved, it will have to come from future generations. Could the baby boomers and Gen Xer's be the answer? We encourage them to come to our reunions, take part in the proceedings, and see the camaraderie and respect that exists. You cannot help but be impressed.

There was some serious discussion at the board of director's meeting regarding this very subject. It was thought that perhaps we should consider changing our by-laws to include other people interested in preserving the memories and incidents of the 34th bomb groups participation in the Great War, which was so much a part of your parents/grand-parents lives. Something must be done - soon. We are running out of manpower.

As I write this column, soon after returning from the reunion, I would be remiss if I didn't pay my regards and thanks, again, to the reunion committee for another fine job, to Ken and Kathleen Paxton for their PX and also to the outgoing President, John Doronsky, his officers and board of directors for seeing us through another successful year. Also, congratulations to our newly elected President, Norman Mayer, and his staff who will carry on the tradition of the 34th bomb group into the next century.

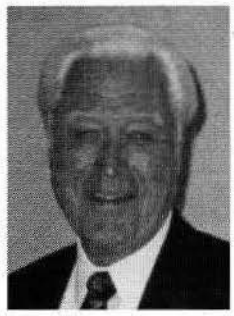
Jack Share, Editor



Lest We Forget

	Total Deaths	Wounded	POW-MIA
WWI	116,516	204,002	
WWII	408,399	670,846	78,773
KOREA	52,246	103,284	15,177
VIETNAM	58,135	153,303	2,267
GULF WAR	202	467	

PRESIDENT'S MESSAGE



Being your president for the 2000 will give me a great deal of pride and honor. Thank you all for giving me the opportunity to serve you. I'll do my best.

This may be a first - a president from the West coast - Huntington Beach, CA. I'll be number 20 in the 2000 (34th Bomb Group); so, just call me 20 -20!

Our reunion in Des Moines was a huge success. Although the attendance was slightly down, those who came had an enjoyable experience. Please try to join us in Buffalo, NY next year.

Our Friday seven-hour bus tour of Des Moines was rewarding and informative. The Capital building was the highlight of the day. Our hotel, The Savery, was in the downtown area. I was very impressed with the city's modernization of the surrounding area. Saturday night, at the banquet, the guest speaker was Preston Daniels, Mayor of Des Moines. He may be Iowa's next governor. Although, he was unable to stay for the entire evening, he did manage to squeeze us into a busy schedule for a brief speech. We thanked him for his time.

There are so many people to thank for putting the reunion together. I'll not write all their names as they have been thanked many times in the MM. All I can say is, "Thank you for a great job, one and all".

Before I close, it has come to my attention that a World War II Memorial in Washington, DC is in the works. The national chairman is Bob Dole. I will fax a copy of my brochure to Jack Share, our Editor, to publish in the next Mendlesham Memories. Sounds like a good idea to me. For more information regarding the memorial, the website is http://www.wwiimemorial.com/.

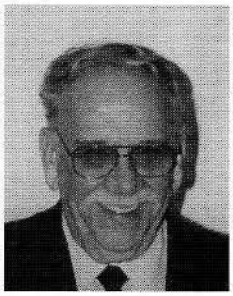
Till the next issue,
Norman Mayer 20-20

Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on the first day of February, May, August and November for the March, June, September and December issues



TREASURER'S REPORT

Season's Greetings to all the 34th bomb group association members and their families who may be reading this! I guess I should have wished this to you who attended the reunion but that was a little early! Those who attended will know what a great reunion we had at Des Moines. I'm truly sorry that all couldn't have been there. We had a great time! And to those on the East Coast, who were rained out, I hope you have been able to dry out a little!

I've had inquiries about what happens when a member dies - what happens to Mendlesham Memories? I've been carrying on the practice that Ray Summa instituted and see no reason to change. For those members who pay annual dues, we continue to send MM through the end of the year for which dues have been paid. If I receive notice of a death late in the year, we send the next issue that lists the member's death in TAPS even though the dues are past.

We welcome any widows who wish to be Associate Members and will continue to send MM as long as dues are paid. All Associate Members receive MM and are encouraged to attend the reunions, as all members are.

When a LIFE MEMBER dies, we merely add the widow's name to the roster and continue sending MM.

I send a Welcome to Carol Guertin, Associate Life Member, Robert White, former 1st Sgt. of the 7th squadron, and Aubrey Smith,18th squadron and his son. They were FIRST TIMERS at the Des Moines reunion and we hope to see them at our reunion in Buffalo, NY next September.

Best wishes to all! May year 2000 hold all of the prosperity and health that you can stand!

Hal

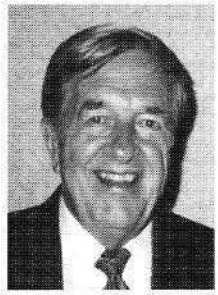
PX REPORT

Our new book "Prescription For Nutritional Healing" was popular at our reunion but unfortunately I left our inventory on the book at home and had only a borrowed copy to show. This book combines traditional doctor procedures with alternative supplemental care. Many people, including many doctors, feel this is a very effective approach and keeps our body in much better condition to recover from serious illnesses and surgery and will prevent a lot of unnecessary sickness.

We really enjoyed the reunion (as always).

Ken Paxton

PAST PRESIDENT'S MESSAGE



The Des Moines reunion was a success. I'm sorry that we had so many comrades missing due to illness and passing. I missed Ray Palmer, Jack Farley, and Eli Baldea. I personally feel that we should improve the hospitality room for the convenience of those who visit. Make sure we have a "rest room" available, more chairs for us to sit on, and snacks available on tables. I was busy with my presidential obligaitions which kept me from entertaining in the hospitality room.

I'm looking forward to our next reunion in Buffalo and hope we continue to keep our attendance at the same level or better.

John Doronsky, Past President

REUNION COMMITTEE REPORT

Des Moines, Ia. 14-19 September, 1999

Our 15th annual 34th bomb group (H) reunion is now history, and from comments heard it was successful. The hotel personnel were very cooperative and this helped to make our reunion enjoyable. The "Apple a Day" at the registration desk helped to keep us all healthy!!! The number of attendees was down a bit but that is to be expected in our age group. The hotel personnel even came up with a better PX room than we had expected - bigger and with a view of the streets and lots of seating area.

Bob White, one of our "first timers", joined us at the young age of 92!!. And he intends to be at the Buffalo reunion next year. He answered one of the notices that had been posted in Veteran's magazines. He said that he probably wouldn't know anyone, but found an old friend and made many new ones.

Our reunion in Buffalo will be held at the Adam's Mark hotel. It has been completely remodeled. They will provide free shuttle service from the airport and train depot, and back. Our usual Friday tour will include a visit to Niagara Falls. Please mark your calenders and join us next September 6 - 10, year 2000 in Buffalo, New York.

The officers and board of directors want to continue having our own reunions so the reunion committee will be looking into Savannah, Georgia for year 2001.

The reunion committee,
Harold Rutka
Robert Wright
Bruce Sothern

The Munster Raid: Before and After

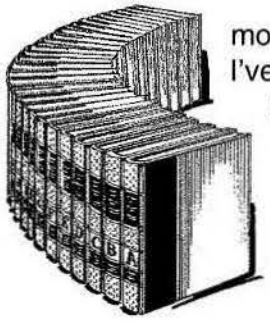
Once in awhile, you find a book which stands above the rest. "The Munster Raid: Before and After" by Ian Hawkins is one of those books. This updated and expanded 543 pages, hardbound book gives a detailed account of the famous Munster mission. This mission was flown during "Black Week" of October, 1943 when the 8th Air Force lost over 100 heavy bombers in a week! It was after the loses of this week that the High Command seriously questioned the advisability of massive daylight bombing. Their decision to continue on led to the eventual defeat of the Luftwaffe's effectiveness in the air. The mission to Munster was known to be one of the worst in terms of enemy defenses, loses of American airmen, and destruction of a German industrial city. Profuse with photos from the mission preparation to the present time. Hawkins' book is precisely written with emphasis on the people who were there.
The book (543 pages, 120 photographs, 9 maps), price $32.00, is published by and can be ordered from:

FNP MILITARY DIVISION
6527 Main Street
Trumbull, CT 06611

Good Grades & Long Hair

A young boy had just received his driver's license. He asked his father, who was a minister, if they could discuss the use of the car. His father took him to his study and said to him, "I'll make a deal with you. You bring home good grades, study your bible a little and get your hair cut and we'll talk about the use of the car.

After about a month the boy came back and again asked his father if they could discuss use of the car. They again went to the father's study where his father said, "Son, I've been real proud of you. You have brought your grades up, you've studied your bible diligently, but you didn't get your hair cut!"



The young man waited a moment and replied," You know dad, I've been thinking about that. You know, Samson had long hair, Noah had long hair, and even Jesus had long hair..." To which his father replied," Yes, and they WALKED everywhere they went!"

MINUTES

MINUTES OF THE BOARD OF DIRECTORS' MEETING , SEPT. 1999

The annual meeting of the Board of Directors of the 34th Bomb Group Association was called to order by President John Doronsky at 3:00 P.M. on Sept. 16, 1999 in the Savery Hotel at Des Moines, IA. The Pledge of Allegiance was led by Pres. Doronsky. Chaplain James Martin gave the invocation.

Pres. Doronsky asked for a roll call. Present were: Pres. John Doronsky, 1st VP Norman Mayer, Treas. and Cor. Sect. Harold Province, Rec. Sect. John Feda, Archivist Wallace Brauks, Past-Pres. Allen Israelsen, Editor Jack Share, PX Manger Kenneth Paxton, Chaplain James Martin, Board Members Carl Freysinger, James Stuthers, Paul Shull, Claude Conklin, Claude Gibbs, and Reunion Committee members Harold Rutka, Robert Wright and Bruce Sothern. Absent were: 2nd VP Edward Lonergan (deceased), Eli Baldea and Jack Farley.

Motion by Sothern, second by Stuthers to accept the 1998 Board meeting minutes as printed in the Mendlesham Memories of December 1998. Motion carried.

PX Report by Kenneth Paxton.

Sept. 1998	Cash on hand	$239.09
	Receipts- Merchandise sold	712.75
	Postage collected	64.00
	Total :	$1015.84
	Disbursements:Miscellaneous	21.53
	Telephone	13.67
	Checks to Province	742.80
	Total:	$778.00
August 1999	Balance on hand	$237.84
	Accounts receivable	none
	Accounts payable	$675.17

Motion by Rutka, second by Shull to approve the PX Report as given. Motion carried.

Treasurer's Report by Harold Province.
The 1998 and 1999 finances of the 34th Bomb Group and its various funds are represented in the following tables:

	1998	1999	
General Fund in England	$ 380.29	$ 380.29	Lloyds Bank
Checking account	1,099.75	82.35	Hancock Bank
Money Market	1,405.00	1,157.99	Hancock Bank
Certificate of Deposit	3,031.51	742.58	
Sub-total:	$ 5,916.55	$ 2,363.21	
Life Membership Fund	$ 25,504.66	$ 25,759.66	
Scholarship Fund	7,267.70	12,832.70	
Memorial Fund	1,055.89	1,055.89	
General Funds		2,363.21	
Grand Total:	$ 39,744.80	$ 42,011.46	

Money Market Funds at Edw. Jones	$ 10,390.83
CD Account at Edw. Jones	30,390.00
General Funds at Lloyds and Hancock	1,620.63
GRAND TOTAL	$ 42,011.46

Permission was given at Omaha by the BOD to utilize the Life Membership money whenever the General Fund was depleted. In the past I have had to withdraw money from the Money Market Fund at Edw. Jones to pay our bill for the Mendlesham Memories. I haven't received a bill for the September MM as yet but will have to withdraw money from the Edw. Jones to pay for that bill. Outstanding debts estimated are: 1) the Mailing House for approximately $3,000 and 2) I have not submitted my expenses since the Boise Reunion which may be less than $350. Jack Share and Kenneth Paxton may also have some expenses which have not been submitted.
Respectfully submitted by Harold E. Province, Treasurer.

A detailed listing of all the receipts and disbursements will be reviewed by the audit committee, which will then report to the general membership on Sept. 18.

Motion by Sothern, second by Wright to approve the Treasurer's Report as given. Motion carried.

Pres. Doronsky appointed an audit committee of Freysinger, Hanson and Stuthers.

Reunion Committee Report by Harold Rutka.
He reviewed the arrangements for the 1999 Reunion in Des Moines. There are 188 registrations at present. Arrangements have been made for the 2000 Reunion to be held in Buffalo, NY, on Sept. 6-10 at the Adam's Mark Hotel for a room rate of $82. The committee is working on satisfactory arrangements for the reunion for 2001 to be held in Savannah, GA.

Motion by Conklin, second by Israelsen to approve the Reunion Committee Report as given. Motion carried.

Scholarship Committee Report by Ambers Hanson.
Twenty-one applications were received from very outstanding students. Three scholarships were awarded. First: $1000 to Alexander Wissmer-Gross of New Hyde Park, NY; Second: $750 to April Langhammer of Kansas City, MO; and Third: $500 to Meredith Cord of Roswell, GA. The grandfathers were called to inform their grandchildren that they had received these scholarships.

Motion by Mayer, second by Freysinger to approve the report as given. Motion carried.

TheMendlesham Memories Report was given by Editor Jack Share.
Editor Share was commended for his excellent work this past year. He expressed a willingness to continue and requested material from all the members.
Motion by Conklin, second by Stuthers to have Jack Share continue as editor. Motion Carried.

It was reported that Associate Member Rev. Gary Ferrell had done considerable research on the missions flown by the 34th in the official government records. He has all the B-24 missions on his computer and will soon have all the B-17 missions as well. He offered to search all the missions for an individual pilot and his crew.
Motion by Rutka, second by Martin to reimburse Rev. Ferrell $350 for his research expenses. Motion carried.

For new business Rutka reported on the annual trip to England and the effort to recognize the Mendlesham ladies who tend to the upkeep of the 34th Memorial.Motion by Paxton, second by Sothern to authorize an expenditure for the appreciation meal for the ladies and their spouses. Motion carried.

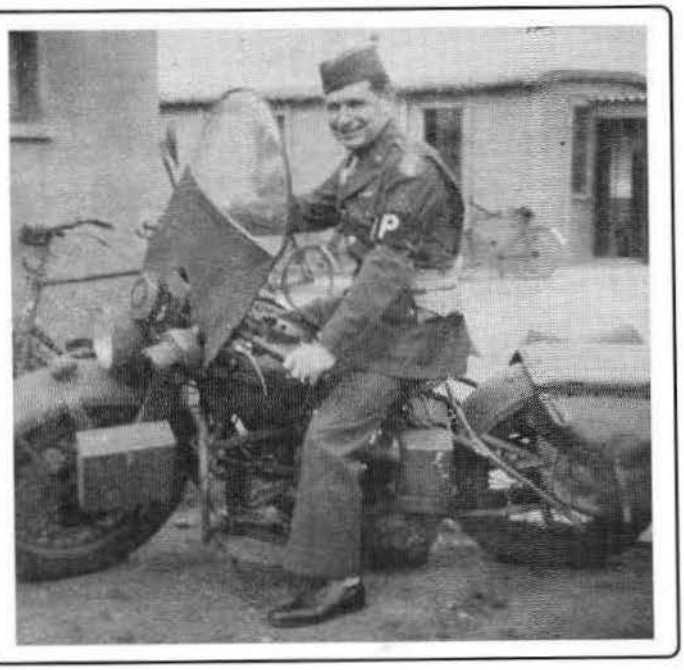
Pres. Doronsky read two letters requesting support from the 34th. One was from the Air Force Academy Alumni and the other was from a Senator requesting assistance in the restoration of McCook Air Base. Motion by Sothern, second by Israelsen to table both requests. Motion carried.

Nomination Committee chair Bruce Sothern outlined the offices to be filled for 1999-2000. He requested suggestions before the General Membership meeting.

Items discussed with no official action taken included: new items in the PX, associate memberships, long-range plans for the continuance of the 34th BG Association, mailing lists, Chowhound trip to Holland, and e-mail addresses.

Motion by Conklin, second by Wright to adjourn at 4:55. Motion carried.

Respectfully submitted by Recording Secretary John J. Feda John J. Feda



Do you remember Sgt. Whooley? He was the Sgt. of the Guard at Mendlesham and helped many of us out when we needed some assistance.

GENERAL MEMBERSHIP MEETING MINUTES - SEPT. 18,1999

The annual meeting of the 34th Bomb Group Association was called to order by Pres. John Doronsky at 9:00 A.M. on Sept. 18, 1999, at the Savery Hotel in Des Moines, IA. The Pledge of Allegiance was led by Pres. Doronsky. Rev. Gary Ferrell gave the invocation.

Motion by Rutka, second by Sothern to accept the minutes of the 1998 meeting as printed in the Mendlesham Memories in December of 1998. Motion carried.

Treasurer's report by Harold Province. (Refer to the minutes of the BOD meeting held Sept. 16, 1999, for the complete report.) Motion by Rutka, second by Clemens to approve the Treasurer's report. Motion carried.

Scholarship report by Ambers Hanson. (Refer to the minutes of the BOD meeting held Sept. 16, 1999, for the complete report.) Motion by Martin, second by McAllister to approve the Scholarship report. Motion carried.

PX report by Kenneth Paxton. (Refer to the minutes of the BOD meeting held Sept. 16, 1999, for the full report.) Motion by Sothern, second by Rose to approve the PX report. Motion carried.

Reunion committee report by Harold Rutka. He reported 188 registrations for the 1999 reunion. The reunion for 2000 will be in Buffalo, NY, at the Adam's Mark Hotel on Sept. 6-10 with a room rate of $82. Plans are being made for the 2001 reunion to be held in Savannah, GA. Rutka described the hospitality our groups have received when they have returned to England. He recommended that members should consider going if they haven't gone back for a visit to Mendlesham. Motion by Conklin, second by Martin to approve the Reunion committee report. Motion carried.

Nomination committee report by Bruce Sothern. The committee members were Bruce Sothern, Walt McAllister and James Martin. They presented the slate for 1999-2000 election.

President	Norman Mayer
1st Vice President	Claude Gibbs
2nd Vice President	Wayne Howarter
Past President	John Doronsky
Board member (01)	Everett Rose
Board member (02)	Franklin Sivret
Board Member (02)	Carroll Forister

Pres. Doronsky called for nominations from the floor.None were made.
Motion by Conklin, second by Rutka to close the nominations and instruct the secretary to cast a unanimous ballot for the slate as proposed by the nominating committee. Motion carried.

Current officers to continue for 1999-2000 are: Treas.Cor. Sect. Harold Province, Rec. Sect. John Feda, Archivist Wallace Brauks, Chaplain James Martin, PX manager Kenneth Paxton, Editor Jack Share, Directors James Stuthers (00), Paul Shull (00), and Claude Conklin (01).

Audit committe report by James Stuthers. The committee examined the Treasurer's report and the PX report and found them both to be in order. Motion by Howarter, second by Conklin to approve the Audit committee report. Motion carried.

Items discussed with no official action taken included: constitution changes needed to incorporate associate members, appreciation to Rose Baldea, telephone service, 34th BG website and scheduling future reunions in connection with the 8th AF reunions after holding our reunions separate for fifteen years.

Editor Share requested that all reunion pictures to be used for the December issue of Mendlesham Memories be sent to him by Oct. 20, 1999.

Motion by Sothern, second by Rutka to adjourn at 10:00 A.M. Motion carried.

Respectfully submitted by Recording Secretary John J. Feda John J. Feda

RETURN TO ENGLAND TOUR
31ST MAY - 8TH JUNE, 2000

There will be another trip to England , May 31 - June 8, 2000. This tour has been sanctioned by the board of directors at this year's reunion in Des Moines. The tour will be with the 100th bomb group and will start at "Dunston Hall" as we did two years ago.

The " Hanger Dance" at Molesworth is an experience that has to be seen, as it is hard to explain. Walking through the hanger door, the 1000 plus persons, dressed in their uniforms, and ours, of the '40's. We were preceded by a piper and everyone stood up and applauded our group - there were not many dry eyes among us.

The time we have to visit Mendlesham, the 34th memorial, the ladies who care for the flowers and the many 34th friends that we have depends on how many members of the 34th bomb group sign up for the tour. On our 1998 trip to England we had seventeen members on the tour and we were able to visit our Memorial, tour the area and attend church services on Sunday morning. Also, we visited Duxford and the new American Air Museum and the American Cemetery in Cambridge along with three nights in London

Information on this tour can be obtained from:
TAMARAC TRAVEL
5853 NORTH UNIVERSITY DRIVE
TAMARAC, FLORIDA 33321-4633
Tel: (954) 724-8200 or 1-800-228-9690
Fax: (954) 724-8811
Or:
Harold C. Rutka
Tel: (218) 724-1667

Return to England Tour Coordinator,
Harold C. Rutka

DUES

DUES ARE DUE ON JANUARY 1st, 2000 FOR THOSE WHO PAY ANNUALLY.

BETTER YET, CONSIDER A LIFE MEMBERSHIP FOR $85.00 AND QUIT WORRYING ABOUT ANNUAL PAYMENTS

SEND YOUR DUES TO:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

IF YOU WANT A MEMBERSHIP CARD PLEASE SEND A SELF ADDRESSED STAMPED ENVELOPE

Those widows whose husbands paid annually, will continue receiving the *MENDLESHAM MEMORIES* Newsletter for the remainder of the year. They can continue their membership in the 34th BGA by paying the annual fee thereafter.

Those widows whose husbands were Life Members will continue to receive the *MENDLESHAM MEMORIES* Newsletter and will still be considered members of the 34th BGA.

Really Honey

An elderly couple were experiencing declining memories, so they decided to take a power memory class, where they teach you to remember things by association.

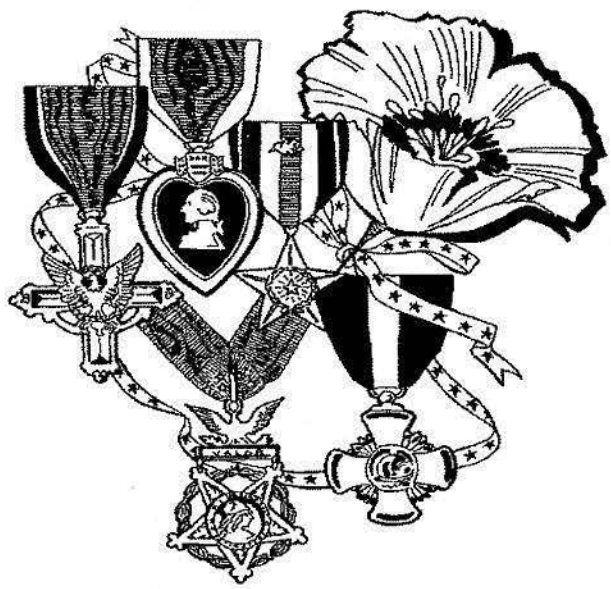
Later, the man was talking to a neighbor about how much the class helped him.

"Who was the instructor?' asked the neighbor.

"Oh, let's see," pondered the man. "Umm...what's that flower, you know, that smells real nice, but it has those thorns...?"

"A rose?" offered the neighbor.

" Right," said the man. He turned toward the house and shouted," Hey, Rose, what's the name of the guy we took that memory class from?"



REUNION ATTENDEES

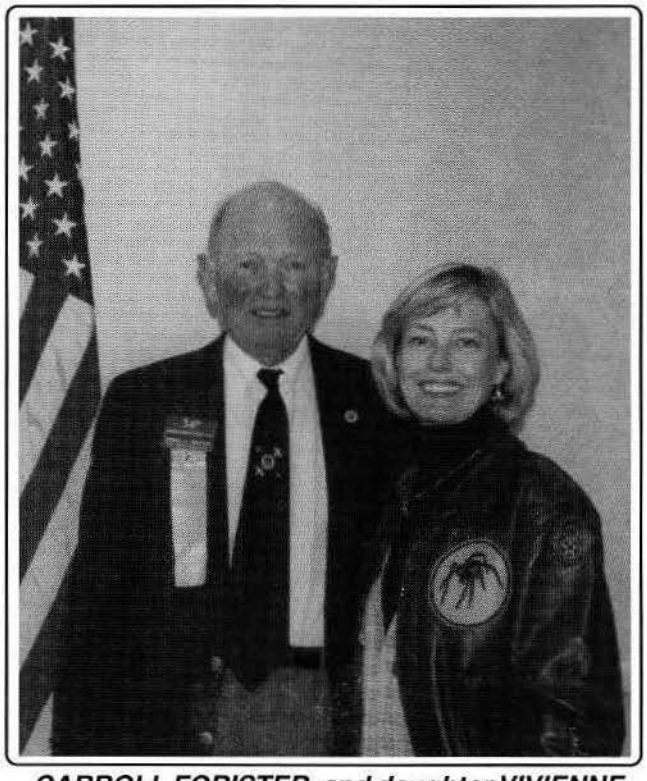
Donald Allen
Paul & Beryl Anderson
Bud & Lucille Babcock
Charles & Roberta Barclay
Carwin & Marlene Baxter
Thomas & Madeline Belleau
John & Marge Bloczynski
& guests, Roseanne Hefko & Charles Deming
Wallace & Doris Brauks
Ben & Mary Buckley
Bill & Margo Burnell
Ralph & Majorie Bush
James Clemens
Claude & Genevieve Conklin
Charles & Lorraine Conway
& guest Lucille Worst
John & Esther Demko
Lawton & Joan Dooley
John Doronsky & Bev Stearns
John & Betty Feda
Gary Ferrell
Herman & Nancy Fieber
Don & Betty Fillman
A.J.Z. & Ernestine Firestone
Carroll & Sylvia Forister
& daughter Vivienne Kueneke
Bob & Jean Fox
Dale & Esther Frank
Carl & Imogene Freysinger
Claude & Audrey Gibbs
Hugh & Virginia Goerner
Willis Griffis
Carolyn Guertin
Tony & Joan Habiger
William & Jessie Alder
Herbert & Doris Hall
Milton Hanson & Sandra Kripps
Ambers & Jean Hanson
Charles & Eileen Herget
Raymond Hinchee
Glenn & Vera Henry
Robert & Marilou Hess
Edwin & Rita Hiltner
Betty & Verbal Holcomb
Jack & Bonnie Hood
Wayne & Laverne Howarter
Al & Agnes Israelsen
& guests Ella Jakel & Nancy Bombich
Eugene & Helen James
Wyatt & Lavonne Jones
Dexter & Beulah Jordan

Dwight Kelley
Betty & Todd Lampey
Birgit Lonergan
& sons Dan & Jim Lonergan
Ralph Lundeen
Walter & Ruby McAllister
James Martin
Norman Mayer & Marci Campbell
Paul & Twyla Meeder
George & Faye Miller
Fred & Ginny Muente
George Neubauer
William Orton
Ken & Kathleen Paxton
Wanda Pine
& guests Dennis & Joan Pine
Robert & Ginny Pacholski
Phillip Podulka
Jan & Hal Province
Floyd & Miriam Richmon
& guest Thelma Warfield
Conrad & Patricia Ricker
Evan Rogers
Cleveland & Henrietta Romero
Everett & Margo Rose
Herbert & Dotty Roy
Harold & Genevieve Rutka
L.E. & Jeanne Salveson
Jack & Marian Share
Donald & Bonnie Shee
Paul & Pauline Shull
Ronald & Martha Simpson
Frank & Alda Sivret
Aubrey Smith
& guest Christopher Smith
James & Jane Smith
Bruce Sothern
James & Kay Stuthers
Dan & Evelyn Stufflebeam
Walter & Lois Sturdivant
Henry & Audrey Tobiason
James & Natalie Troup
Frederick & Blanche Voss
John M. Vronz
Oral & Jim Walker
Fred & Rachel Waltz
Robert I. White
Sam & Arlene Wolstencroft
Benson & Margaret Workman
Robert & Esther Wright
Charles Yockey
Ben & Edith Zeldes

A LETTER TO THE MEMBERS OF THE 34th BGA

Dear 34th Bomb Group,

As I reflect on the 34th bomb group reunion in DesMoines, so many thoughts crowd in and out of my mind. The first is how welcoming you all were to me - how special you made me feel. In reality, you all were the special ones. I have never been surrounded by a finer group in my life. Honor, bravery, valor, patriot, pride, charisma are all words that describe you unassuming guys. Not another generation in the world has as many of those qualities as you humble men of WWII. I only wish my generation (and my children's) would truly recognize this.



CARROLL FORISTER, and daughter VIVIENNE

Every man I met at your reunion had a quality aura about him. It is inconceivable to really understand how you endured the ravages of war, performed unbelievable tasks, sustained incomprehensible personal losses, and yet rose to the demands put upon you - not to mention how young you all were. Think what you were doing in your early 20's compared to most young men today. There is no comparison! It is no secret how Great Britain won the war with you on her side. Actually, you saved the world!!! I only hope and pray all who are reaping the benefits of your gallant efforts and selfless sacrifices will honor, applaud, and remember forever what you gave to the USA and the world.

As a teacher I will always paint your picture, toot your horn, raise your flag, and enlighten the newest generations to your honor. I am so blessed to have my Dad and Mom come each year to my school's 5th grade classes and share their stories about WWII. Dad tells about his missions, his horrific experience when shot down, how difficult it was to loose three of his crew, and his rescue by a wonderful Englishman, Andrew Kerr. My students are always wide eyed with mouths hanging open when they hear his stories. Mom comes later in the year and tells how it was to be a young child growing up in a country at war. Students are again"gobstruck" to hear what life was like - unimaginable food rations, bombing of neighbors and friends' homes, and everybody lost someone dear. My parents have been speaking to my classes every year for five years. I am so fortunate to have them willing and able. So are my students! Therefore, I encourage you guys to share your experiences, help educate other generations in hopes they won't have to experience what you did. If only record some of your experiences privately on video or tape, your important story will never die. (Like Nike says,"Just Do It"! - and do it NOW!)

Meeting all of you and your wives was such an honor, plus just plain fun. Those very special ladies in your lives are proud of you, too. It showed in their faces. They were such a delight to meet and also made me feel welcome.

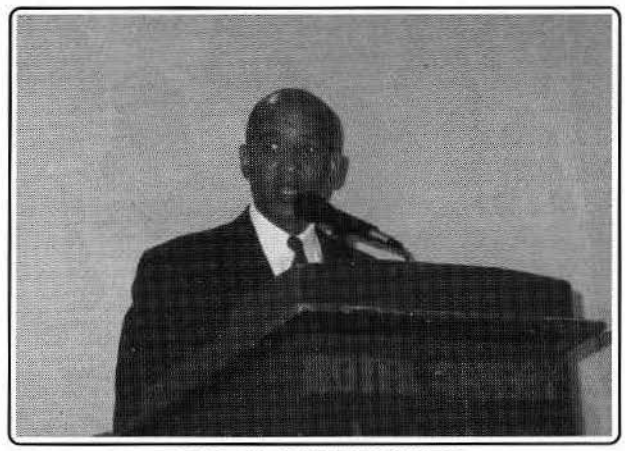
So, a big thank you to all for letting me "tag along for the ride". Buffalo next year, eh? I'll do my best to be there. . . until then, take care of your dear selves.

Vivienne (Forister) Kueneke
(Daughter of Carroll & Sylvia Forister)
553 Villa Gardens Dr.
Kirkwood, MO 63122-2571
vkueneke@brentwood.k12.mo.us

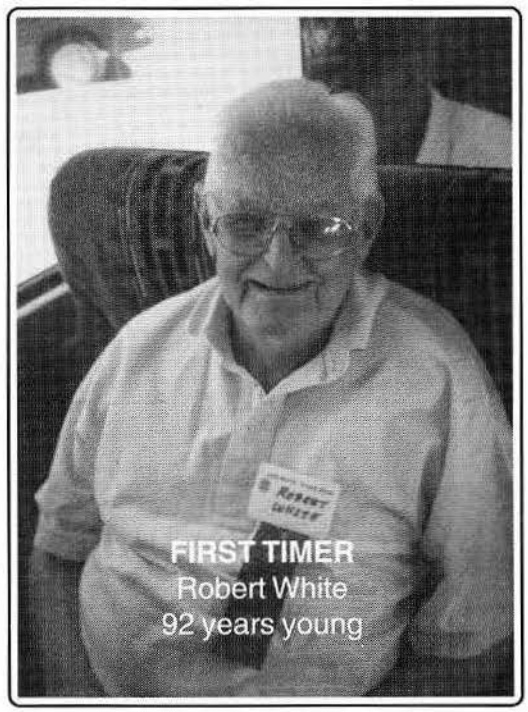
P.S. Congratulations reunion committee on an excellent job. Everything was so organized and well planned. You made everything look so easy, but I'm sure it was not! Way to go Harold, Bob, and Bruce.

HIGHLIGHTS
of the 15th Annual Reunion of the 34th BGA. Des Moines, IA

PASSING OF THE GAVEL
Out going president John Doronsky passes the reins of office to newly elected President Norman Mayer.

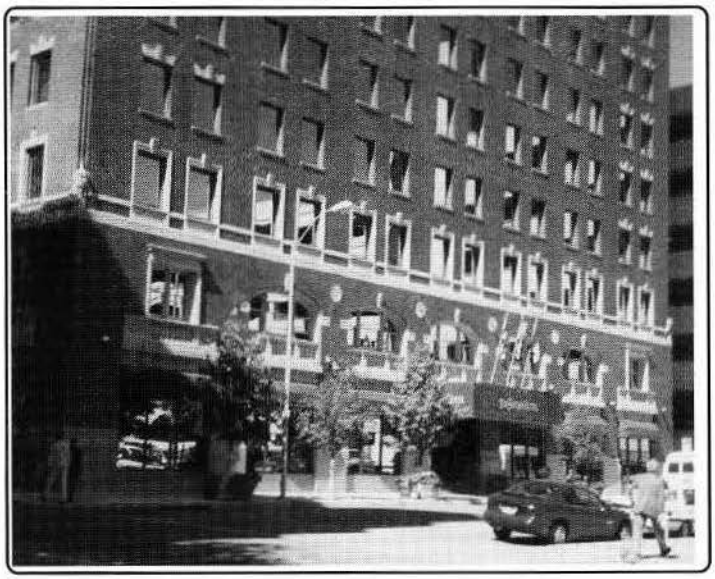


PRESTON DANIELS
The honorable mayor of DesMoines welcomes the 34th BGA to his city



FIRST TIMER
Robert White
92 years young

HEADQUARTERS
The Savery Hotel made the members of the 34th feel at home with their congenial staff, excellent accommodations and good food.



ENTERTAINMENT
At the Gala Banquet was provided by
PEGI JOHNS
song stylist.

HOTEL AREA

Des Moines Capital Building

Marci Campbell, Ralph "Pappy" Lundeen, Willis Griffis

Lunch in the Park

Savery Hotel

A DEDICATED STAFF

Genevieve Rutka & Esther Wright

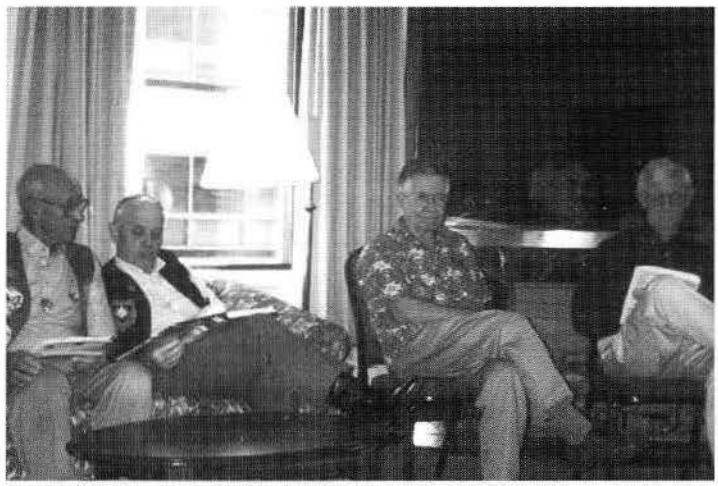
Bob & Esther Wright - Gen & Harold Rutka

Bob Wright & Bruce Sothern

Ken Paxton in PX

BOARD MEETING

John Doronsky, Ambers Hanson,
Hal Province & John Feda



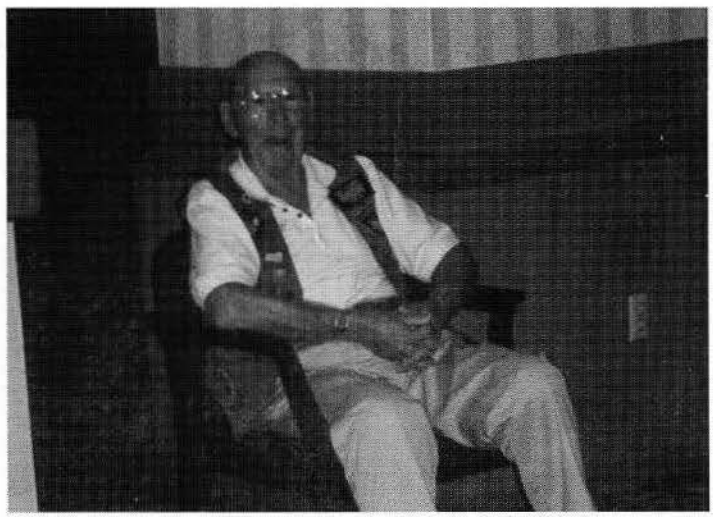
Bruce Sothern, Claude Conklin,
Al Isrealsen & Ambers Hanson

President calling
Harold Rutka & Bob Wright

Through these portals...

THE BREAKFAST SCENE

The Breakfast Gang

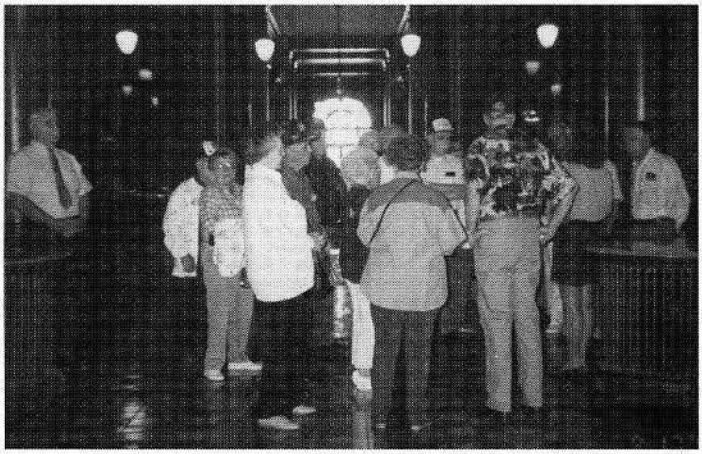


Show us the way, Bob

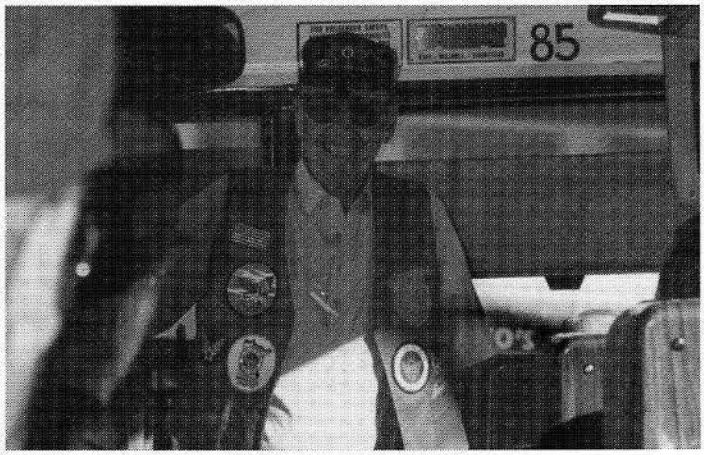
THE CITY TOUR

On The Move

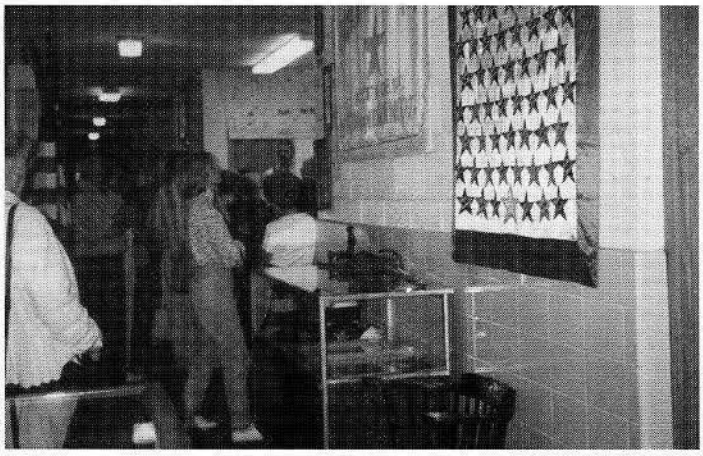
Waiting for the Bus



The Iowa State Capital

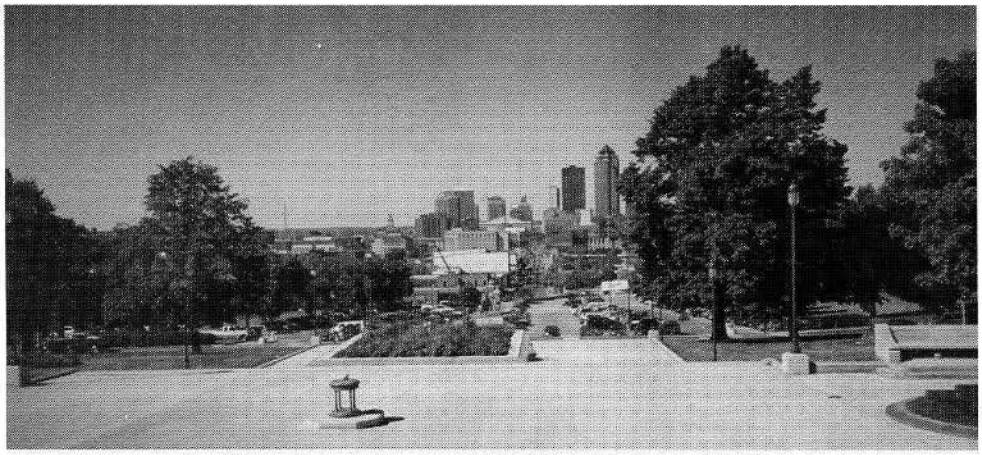


Everyone Ready?

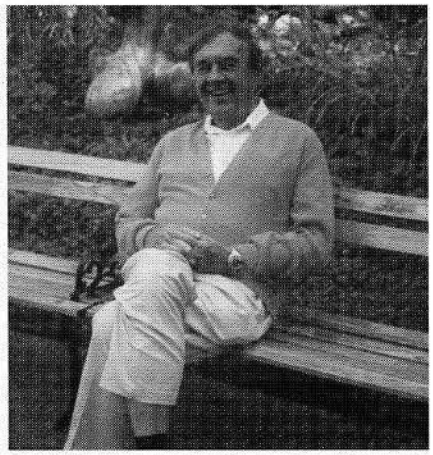


Iowa National Guard Museum

Claude & Gen Conklin

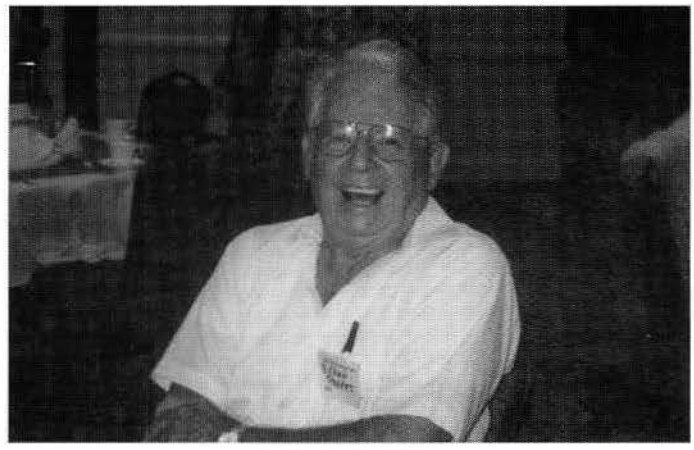


View From the Capital - Des Moines 1999



John Doronsky in Botanical Garden

Bob & Esther Wright



Evan Rogers

Herb Hall, Jack Share & Ben Workman

Tony & JoAnn Habiger

FRIDAY NIGHT

Lois & Walter Sturdivan

Wayne & Laverne Howarter

Hal & Jan Province

DINNER

Walter & Ruby McAllister

Cleveland & Henrietta Romero

Henry & Audrey Tobiason

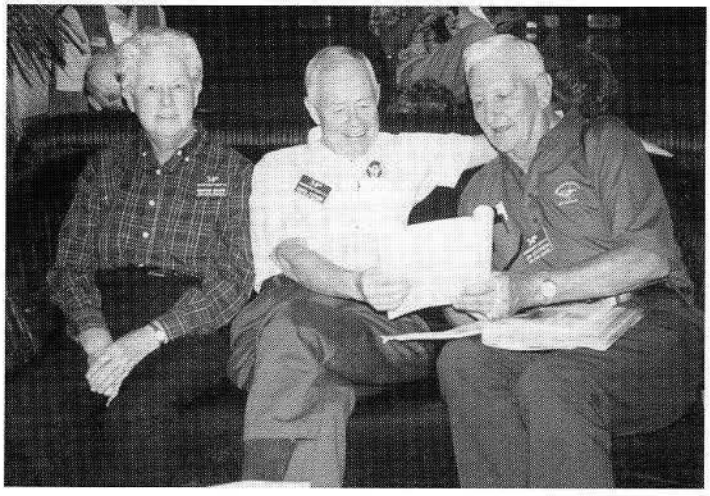
Betty Lampey & Son Todd

Paul & Beryl Anderson

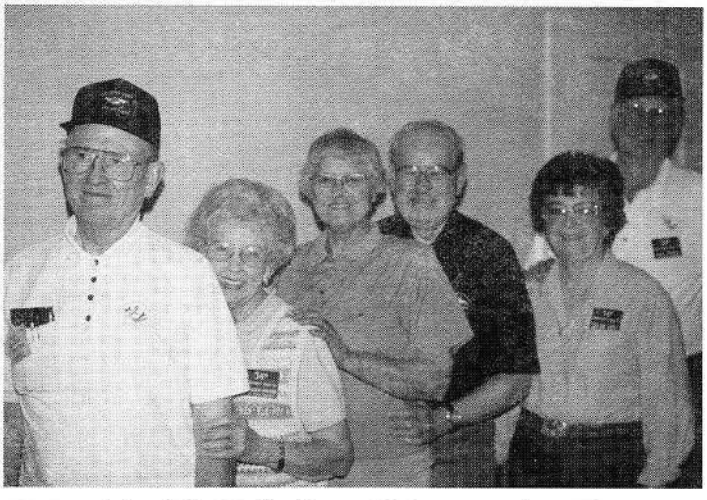
Bev Stearns & John Doronsky

Pauline & Paul Shull

At the Farmer's Market - Betty Lampey, Gen Conklin, Marian & Jack Share and Claude Conklin



Marian & Jack Share & Jim Stuthers



The PX Staff - Past & Present - L to R
Ken & Katheen Paxton, Paul & Beryl Anderson, Paul & Pauline Shull

Hal Province & John Feda

HANGING

Rev. Gary Ferrell - Our computer archivist

Harold Rutka, Wayne Howarter, Claude Conklin

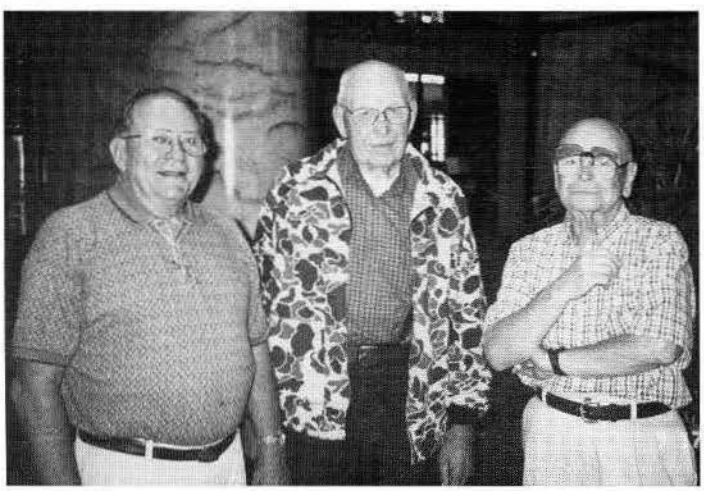
At Ease

John - At the Piano

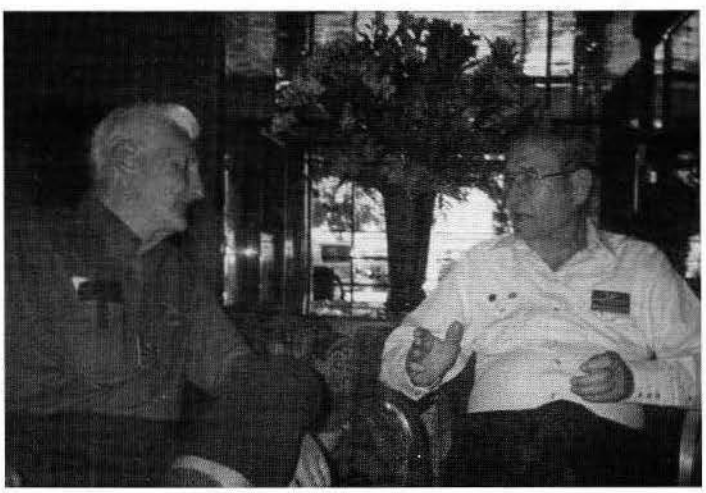
OUT

Carl Freysinger, Claude & Audrey Gibbs

Bill Brown, Carroll Forister & Leon Salveson



Herb Hall, Ed Hiltner & J.C Smith



Jim Stuthers & Walt McAllister

HOSPITALITY

Chit-Chat

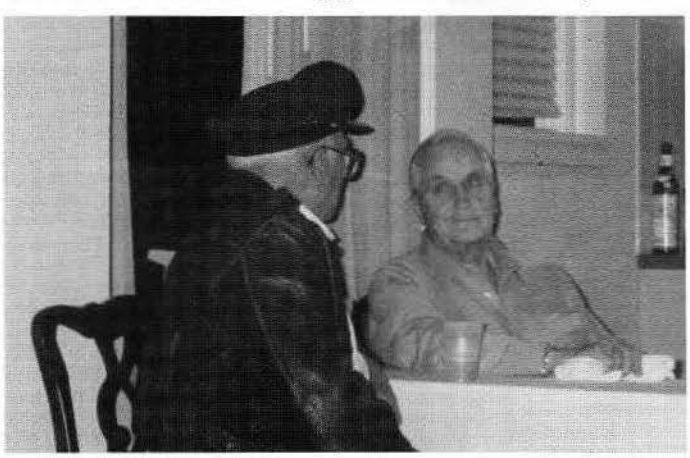
Service with a smile - Harold Rutka & Bob Wright

Marian share, Audrey Tobiason, Vivienne Kueneke & Sylvia Forister

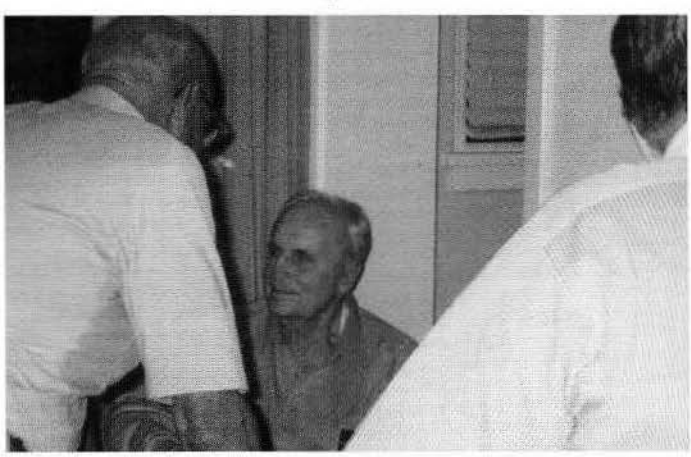
Nancy & Herman Fieber, Hal Province

Kathleen Paxton, Sam & Peggy Wolstencroft & Audrey Gibbs

What'll you have?



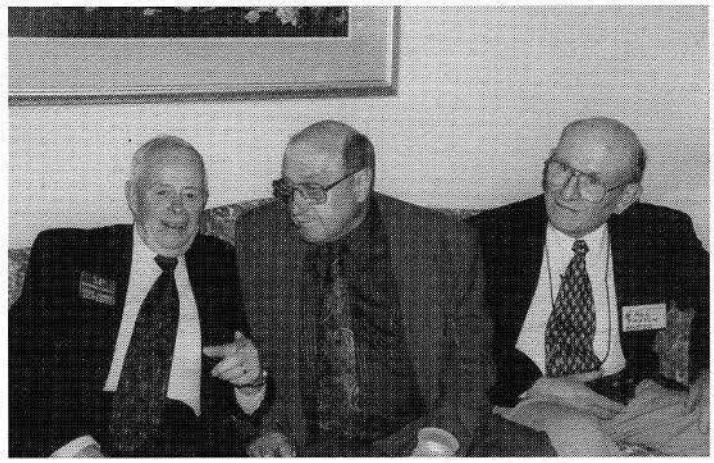
A good bartender listens...



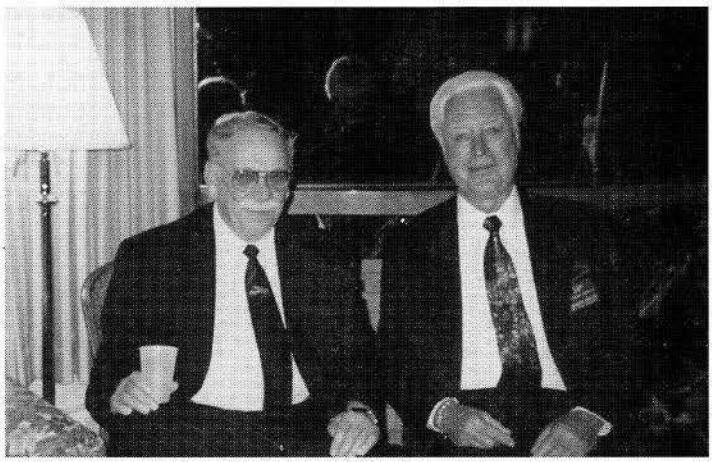
...and listens

ROOM

Nice looking bunch of guys!



Jack Share, Herman Fieber, Ken Paxton

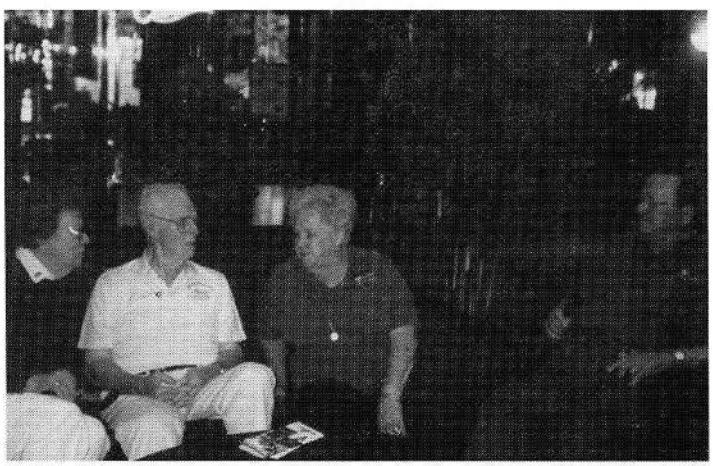


Hal Province, Norman Mayer

Ginny Muente, Vivienne Kueneke, Carroll Forister, Sylvia Forister, Fred Muente

Fred's serving

Hal Province, Norm Mayer, Marian Share, Bob Wright



Peggy & Sam Wolstencroft, Henrietta & Cleveland Romero

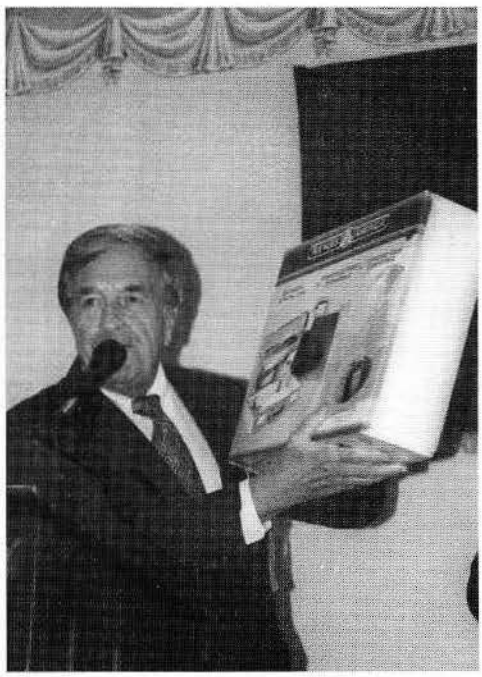
Some serious discussion

DIGNITARIES

Incoming President - Norman Mayer

Thanks, Bob

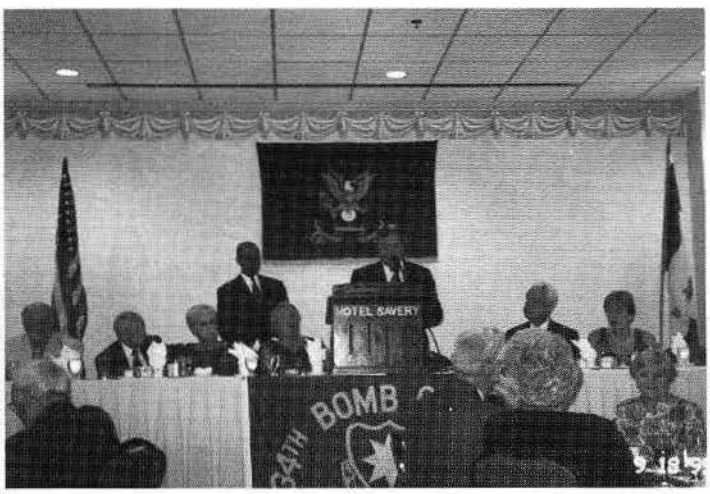
Past Presidents
Front - Walt Mcallister, Al Isrealsen & Ambers Hanson
Rear - Harold Rutka, Sam Wolstencroft,
Wally Brauks, Jim Martin & Bruce Sothern



The Past President's gift

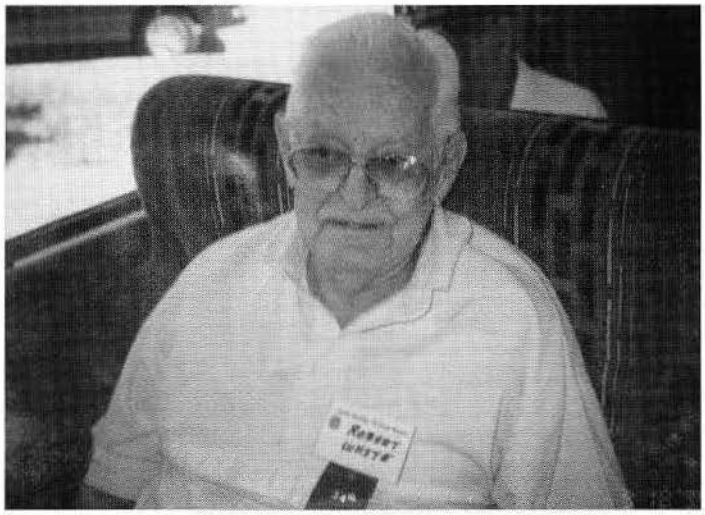
GALA

Outgoing President - John Doronsky



Head Table

FIRST TIMERS



Robert White

Carolyn Guertin

BANQUET

Aubrey Smith

Gary Farrell

HONORED CREWS

Ralph Bush Crew
L - R Conrad Ricker, John Uronz, Ben Buckley, Evan Rogers & Ralph Bush

Jim Glass Crew
L - R: Chas Herget, Chas Conway (a passenger back to the states in 1945) Chas R. Yockey, Benjamin Zeldes, Herb Roy & Don Shee

Jack & Bonnie Hood

Carwin & Marlene Baxter

Philip Podulka & George Newbauer

Jim & Kay Stuthers

Bennett & Miriam Richmond

Hal & Jan Province

Fred & Ginny Muente

Marge & Ralph Bush, Mary & Ben Buckley Patricia & Conrad Ricker, Evan Rogers & John Vronz

GALA

BANQUET

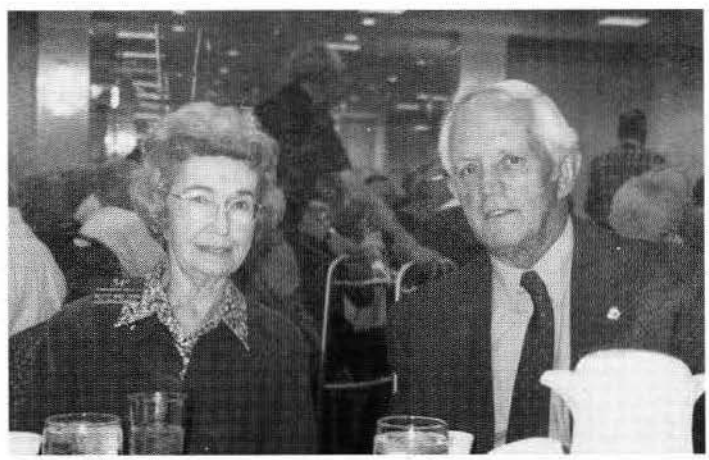
Dale & Esther Frank

Dottie & Herb Roy

Bruce Sothern, Bob & Esther Wright, Gen & Harold Rutka

Dexter & Beulah Jordan

Verb & Betty Holcomb



Betty Mae & John Feda

Bobb & Ginny Pacholski

Ben & Margret Workman

Birgit Lonergan, Claude & Gen Conklin, Jim Lonergan

Jim & Natalie Troup

Herb & Doris Hall

Lucille Worst

GALA

Aubrey & Chris Smith

Charles & Lorraine Conway

Eileen & Charles Herget

BANQUET

Allen & Agnes Isrealsen and Roberta & Charles Barclay

Gary Ferrell, Beulah & Dexter Jordan

Fred & Rachel Waltz

J. C. & Jane Smith

Paul & Pauline Shull, Beryl Anderson

Ray (Jim) Hinchee, Linda Zaino, Charles Deming

First Timer Carolyn Guertin, Sylvia Forister, Carroll Forister & daughter Vivienne Kueneke

Sam & Peggy Wolstencroft

Jan Province, Audrey & Claude Gibbs

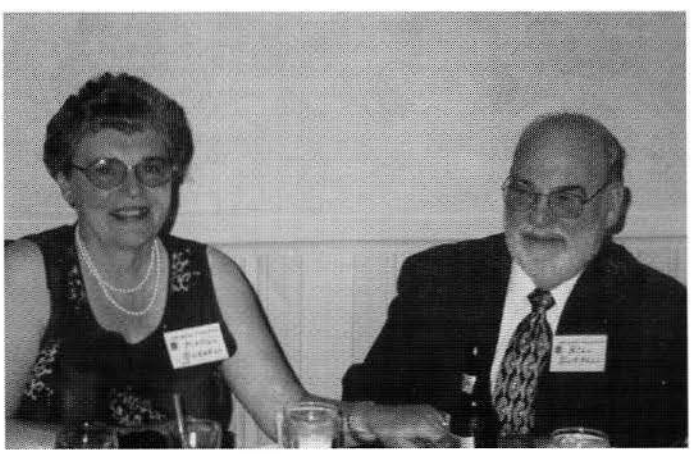
Charles R. Yockey

Dale Frank & William Orton

Bonnie & Don Shee

Edith & Benjamin Zeldes

Helen & Eugene James

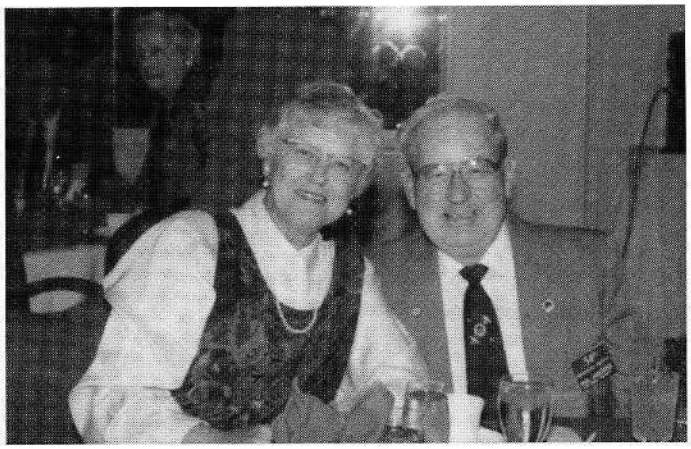


Mary & Bill Burnell

Ken & Kathleen Paxton, Herman & Nancy Fieber

GALA

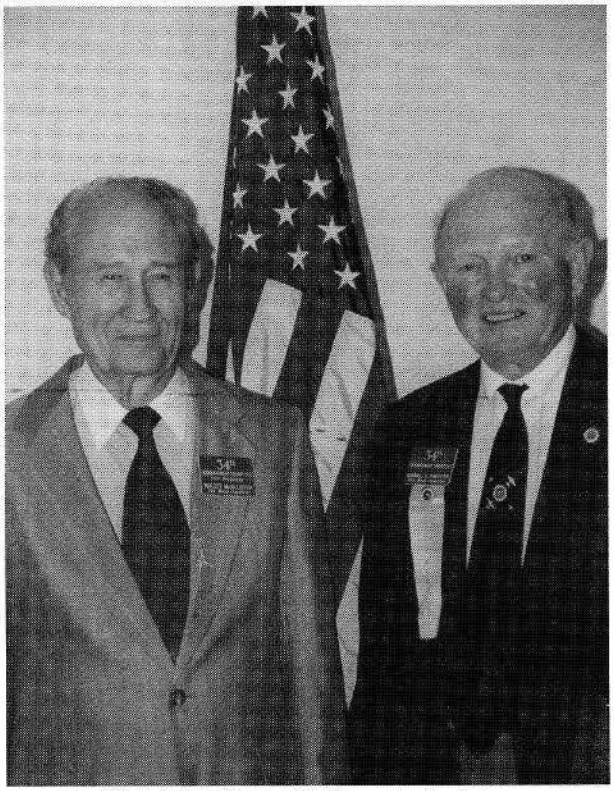
BANQUET



Beryl & Paul Anderson

Donald & Eveyly Stufflebeam

Paul & Twyla Meeder



Walt McAllister & Carroll Forister

L to R Standing: Ambers Hanson, Verb Holcomb, Betty Halcomb, Henry Liabiason and John Feta
Seated: Jean Hanson, Audrey Labiason and Bettymae Feta

Virginia & Hugh Goerner

WORLD WAR II MEMORIAL

The WWII memorial will be located on the National Mall in Washington, DC, at the east end of the Reflecting Pool, between the Lincoln Memorial and the Washington Monument. It will be a place to reflect on the sacrifices made by a special generation of Americans.

It will be the first national memorial dedicated to all who served during World War II and will honor all military veterans of the War, the citizens on the home front, the nation at large and the high moral purpose and idealism that motivated the nation's call to arms.

Primary funding for the $100 million Memorial must be raised from private contributions. All Americans can help build the Memorial by becoming Charter Members of the World War II Memorial Society and generously contributing $20, $30, $100 or more - all tax deductible.

Information concerning the Memorial and how to contribute may be obtained from:

AMERICAN BATTLE
MONUMENTS COMMISSION,
PO Box 96766
Washington, DC 20090 - 6766
Tel: 1-800-4WW2
e-mail http://www.wwiimemorial.com

34th. BOMB GROUP ASSOCIATION PRESIDENTS

1981 - Grady Deatherage
82 - Malcolm Corum
83 - Robert Wright
84 - Gerald Pine
85 - Harold Rutka
86 - James Martin
87 - Alfred DiNenno
88 - Edward Lawlor
89 - George Ritchie
90 - Walter McAllister
91 - Wallace Brauks
92 - Fred Schoch
93 - Bruce Southern
94 - Sam Wolstencroft
95 - Eli Baldea
96 - Ambers Hanson
97 - Raymond Palmer
98 - Allen Israelsen
99 - John Doronsky
2000 - Norman Mayer

MINI RE-UNION IN DES MOINES

Seems like there's always a new story to r elate on the B-24 " Near Sighted Robin". The original J.C. Smith crew flew the plane from Blyth and continued flying it on their missions with the 34th bomb group. On August 24th, 1944 the crew got a day off and another crew flew the plane, which was to be it's last mission, as it was severely damaged by flak over Kiel and headed to Sweden for internment for the duration. (See story by Ingemar Melin on p. 19 in Sept. '99 issue of MM) This mission ended the 34th's association with the B-24 when the group switched to B-17's.

The original J.C. Smith crew, along with their crew chief, rendezvoused in Des Moines, IA at the annual reunion of the 34th bomb group association in September. One of the crew members, the ball turret gunner, could not make it and two are deceased, but seven of the original crew were there.

They met, with their wives, in their own mini-reunion on Friday night at a catered dinner in a reserved room at the Savery Hotel. Not much information has come out of the meeting but at breakfast the next morning, Fred Muente, the bombardier, sported a nasty looking eye. Perhaps Ginny, his wife, will fill us in on the details sometime.

This crew meeting was indeed spectacular. I understand Herb Hall made the arrangements and Bobb Pacholski provided a lot of support. To get 7 crew members together after 55 years is amazing. Congratulations, to all of the crew, we enjoyed your company.

It is not difficult to see why they were so successful as a crew, since their closeness, even today, is much in evidence. A great bunch of guys and fun to be around. Thanks for coming to the reunion, good luck and we hope to see you next year in Buffalo.

Original crew of "Near Sighted Robin" at their mini-reunion in DesMoines.

Back L to R:
Dexter Jordan, crew chief - JC Smith, pilot - Jim Troup, top turret - Robt. Pacholski, navigator - Fred Muente, bombardier
Front L to R:
Ed Hiltner, flt engr - Ben Workman, radio - Herb Hall, tail gunner

PX ORDER FORM

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH.....$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition.....$49.95ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No).....$ 7.00ea.
LICENSE PLATE (34th Bomb Group).....$ 4.00ea.
LICENSE PLATE HOLDER (2 for $5.00).....$ 3.00ea.
PATCHES - 8TH AIR FORCE OR 34TH BOMB GROUP.....$ 5.00ea.
PATCHES - 8TH AIR FORCE (Gold & Silver Bullion Thread).....$ 9.95ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st.....$ 5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5".....$ 1.50ea.
BUMPER STICKER - 34TH B.G. - 3" X 12".....$ 1.50ea.
BELT BUCKLES - 34TH B.G. (VALOR TO VICTORY) OR B-17.....$ 8.50ea.
BOLO TIES - 8TH AIR FORCE - 34TH B. G. - B-17 - B24.....$ 6.00ea.
KEY RINGS - 8TH AIR FORCE - B-17 - B-24.....$ 4.00ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW.....$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN).....$ 3.50ea.
WINGS - 2 3/4" - PILOT - BOMBARDIER - NAVIGATOR - GUNNER.....$ 4.00ea.
WINGS - 2" CREW.....$ 4.00ea.
WINGS - 1" - PILOT - BOMBARDIER - NAVIGATOR - ENG - GUNNER.....$ 3.50ea.
TIE TACK - 8TH A.F. - 4TH - 7TH - 18TH - 391ST SQDNS.....$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE,
DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM.....$ 1.49ea.
TOTE BAG - CANVAS - 34TH B.G. DESIGN.....$ 6.00ea.
CAPS - SOLID ROYAL BLUE (New 34th B.G. Design).....$ 7.00ea.
CAPS - 34TH. B.G. (Mesh back).....$ 6.00ea.
CAPS - 50TH ANNIVERSARY - 8TH A.F (Royal Blue).....$ 5.00ea.
V.C.R. TAPE 58 mins. (" Start Your Engines + 50 Years").....$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM
(Hunter Green - beautiful) Large or X Large.....$24.50ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO
(no pocket) Med. or XX Large.....$24.50ea.
MEN'S POLO SHIRT (White W/ Emblem - no pocket) Large or XX Large.....$ 27.00ea.
LADIES POLO SHIRT (White W/ Emblem - no pocket)
Large or XX Large.....$27.00ea.
JACKET - ROYAL BLUE (W/Emblem) - Med. - Large - X Large.....$39.00ea.
SPORTS BAG - WHITE - W/Emblem.....$10.00ea.
NEW!! WRIST WATCH - 34TH B.G. Face W/Alarm.....$27.95ea.
RUBBER STAMPS (3 B-17'S IN FORMATION).....$ 7.95ea.
BOOK " Prescription For Nutritional Healing".....$19.95ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

Please add $1.00 postage for orders under $10.00 and $2.00 postage for orders over &10.00
Send check or money order to: 34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683 - 2900

SYLVIA COHEN - DALLAS, TX

I am writing you in regard to my husband, Norman Cohen. He was in the 34th bomb group. For the past ten months he has been in a nursing home (Golden Arm). The place is nice and clean, the meals are great, as nursing homes go, this one is the best of the worst.

Norman has Alzheimer's, it's so sad. He is such a wonderful person, good husband, father, and grandfather.

I am so lucky to have such wonderful children. We see that one of us is there for his lunch and dinner. Norman has never complained, not even now!

We tried to keep him home, but when he was in the hospital the doctor said he needed to go to a nursing home.

It surely was hard for us to take, we celebrated our 56th anniversary last September - (I try to remember all the good years).

Norman had often spoken about all the nice guys in his group. On several occasions we had planned to make one of the reunions, but we never made it, Norman seemed to be always working.

Just sent for the second Mendlesham Memories - I'll be anxious to receive it so I can show it to Norman.

Wishing you and the 34th BGA family good health and good luck.

THE FAMILY OF LLOYD AND BOBBIE BOREEN

As a son in law who was present at Omaha, Neb. Reunion in 1997. It is with the deepest regret to inform you of the passing of Lloyd Boreen of Winlock, WA. on August 23, 1999. He was preceded in death by his wife, Bobbie on Jan. 30, 1999. He put up a valiant fight against cancer but after Bobbie died his heart just wasn't in it. He is at rest now with his wife and looking down at your group that he loved so much. They are sorely missed but at least together again.

Lloyd was buried at the Olequa Cemetery in Winlock, WA on August 28th and was honored by a wonderful military funeral given by the chapter of the VFW. As a family, we extend our best wishes for your continued meetings and togetherness as long as the Lord is willing. It is wonderful that such old and renewed friendships continue in such a manner as your group. You are all wonderful people and showed us a warm welcome. God bless you all.

Ed: The 34th BGA sends it's sincerest sympathies to the family of Lloyd and Bobbie. We always enjoyed their presence at the reunions and they will be missed.

KIVETT IVEY - LAGRANGE, NC

As you guys wind up another reunion I am rolling my pant legs up because of all the water "FLOYD" dumped on my part of the country!! Today I am just about surrounded by water and as fast as it's rising I will soon have to get a boat. Fortunately I am on high ground, so don't expect it to get in my house, but hundreds are looking for a dry bed!! Sorry I couldn't make the reunion, hopefully next time we will be there. If any of you need some water, come get it. Hurry!!

WALTER R. BATCHELLER - MARGATE, FL

My father would have really enjoyed attending the reunion that you are having in a few days. However, he passed away in 1984. I remember, as a boy, coming across a box that contained service ribbons, photos, and a couple of books, When I asked dad about them, he told some stories about the airships and the men. Sadly, however, they have been forgotten.

My mother passed away in 1960. After mom's passing, dad had a difficult time readjusting. He remarried within 11 months, I went into the Navy. His second marriage ended and my stepmother disposed of most of his memorabilia.

My brother, sister and myself would greatly appreciate hearing from anyone that could tell us about places, men and events along with dates that our dad was involved in.

I realized that you will not have time to read this letter aloud at your September meeting. Maybe you could post this on a bulletin board and some of the men that knew my father would drop me a line or contact me on the Internet.

Thank you in advance for any information that you or the men of the 34th can provide us with.

Ed: If any members would like to help, his name and address is: Walter R. Batcheller
5180 SW 6th St.
Margate, FL 33068
e-mail — ba1ch@aol.com

JANE M. HALL - OCEANSIDE, CA

Re: 1st Lt. Marcus E. Hall

About a week ago there was a message on my answering machine from a man trying to locate my husband. He said he was part of his crew flying B-17's out of Mendlesham, England. Unfortunately, the man left only part of his phone number (661-926-_ _ _ _). I am hoping you will publish this so he can get in touch again.

Unfortunately, Marcus passed away on October 18, 1997. I apologize for not informing Mendlesham Memories. He was sick a long time and I miss him very much. Enclosed is a poem written by his granddaughter that you might want to publish. If any of this is published, please send me a copy.

Ed: Mrs. Hall's address is:

3625 - 10 Vista Oceana
Oceanside, CA 92057
Phone - 760 - 439-3823

In honor of Marcus E. Hall 1st Lt. - B-17 pilot.

GRANDPA
I miss my grandpa so much
He taught me a lot of things I know
He had pride and honor
He was a very good father
He was a pilot in the war
He always had enough of everything
And never asked for any more.
His war buddies called him grumpy
I thought that was kind of funny
He sometimes took us to the beach
But then he got very weak.
Two years ago he passed away
And it happened to be my birthday
Why did he have to go,
The one I loved so.

Kirsten Johnson

IAN HAWKINS - STOWMARKET, ENGLAND

Thank you very much for the Mendlesham Memories newsletters. I receive newsletters from several bomb groups, among them the 385th, 379th, 91st, 392nd, 95th, 100th, 390th, and the 361st. I send all of them to the Percy Kimbrel Memorial Library and Archives Dept. at the 390th Bomb Group Memorial Museum at Parnam Airfield, Framlingham, Suffolk so they can be seen and read by researchers of the 1939-1945 air war. The various newsletters reveal many rare and unique aspects of the people involved and their experiences.

For example, your ditching, rescue and subsequent heart-warming reunion years later with your rescuer cannot be found in any official history book, etc. Incidentally, the majority of the various news letters are sent to me from the USA via surface mail and take 3 or 4 weeks, but that does not matter - as long as they get here and are passed on to the library for the researchers, that's the important thing! It was the major worldwide war and will be written about and discussed for the foreseeable future.

PAUL GUSTAFSON - WOOSTER, OH

I have a feeling that most of us from the Eight Air Force know little about the R.A.F. (Royal Air Force), but have a vague feeling of camaraderie.

We did discover a book (and my wife gave it to me as a Christmas gift) which gives the reader knowledge of the far ranging activity of the RAF. It is a good read, opens eyes to the breadth of the activities across the whole geographic expanse of the British WWII experience.

The title of the book is:

" MEN BEHIND THE MEDALS"

the incredible endeavors of 21 air crew whose stories deserve to be told by Graham Pitchfork. The publisher is Lee Cooper of London and is dated 1998.

MARGARET RUSSELL BRUNDISH - MENDLESHAM, ENGLAND

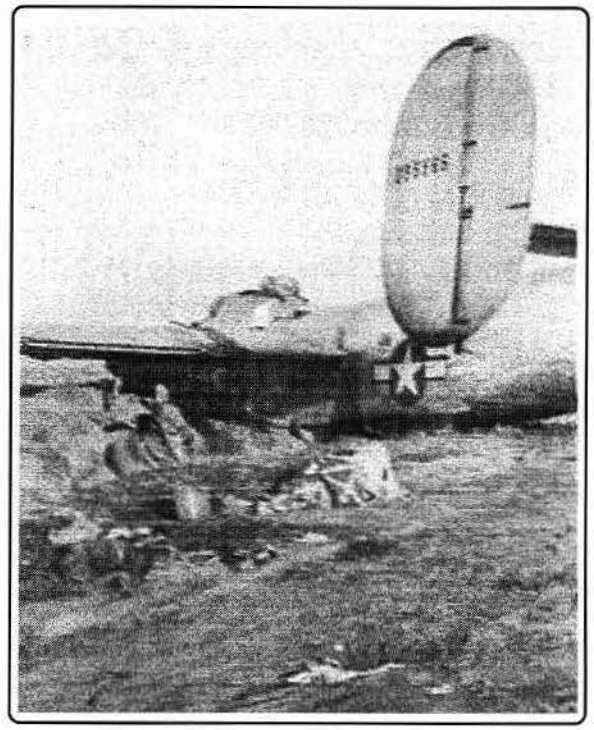
Just to let you know that I received the extra copies of Mendlesham Memories on Sept. 4th, 1999 and you only posted them on Aug. 30th, so they arrived very quickly. I have heard from Mr. Rutka that you were going to send them. I shall pass them on to the ladies who do the memorial to read.

Best wishes for the future. We have met Harold and Gen Rutka several times now when they have returned to Mendlesham. Kind regards.

DR. HORST WILHELM - SCHIFFWEILER, GR.

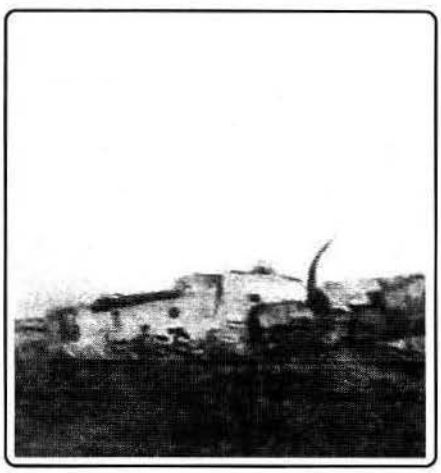
Hi friends: Today we had some of the most impressive hours in our lives. At about eleven thirty you could see the moon slowly moving in front of the sun. Then big dark clouds came and covered the sun until the total solar eclipse. The sun was totally black, you could see only the corona with its blue and red flickering. We could observe it completely because we had glasses special made for the solar eclipse.

Suddenly within a few minutes it grew dark. It was high noon but it became dark as midnight within seconds. No birds were flying, nearly no sound. Turning to the nearby woods and the street we saw them completely getting dark, street lanterns and the movement-reacting lights at our house switched on. Our dog Tina began to bark. This lasted some seconds when peace fell on earth and darkness and silence. We felt a light and cool wind. The heating system in our house turned on. And then it was gone and the dark clouds around the sun changed to pale and then to white and gray. Sun was shining again and birds started to sing again. While this period we found the atmosphere was somehow weird. Not frightening, but weird. It was so impressive that I forgot to shoot photos. I will wait for the next total eclipse in our area in the summer of 2135AD. Greetings from Germany where the sun is shining again like before. Horst and Margot.



END OF THE LINE

BOB FOX - INDIANAPOLIS, IN



I received my copy of the June issue of MM and read the article by Blomquist on his crash during a training flight, (Trouble over Tacoma). I was a crewmember on that flight and have some pictures of the plane before after. My wife and I re-visited the site last year after the Boise reunion, and the ditch is still there, including where we tore up it up after crashing into it. The weeds have all grown up around it, but it's basically the same. We talked to some of the locals and none of them remembered anything about it. We also stopped at the newspaper office and the editor didn't believe there had ever been a crash but after looking up the old editions found the articles. Eddie Mink had a dislocated shoulder, Lt. Gulley had a concussion, which resulted in his losing flying status after we got overseas. I had a cut on the top of my head requiring 10 stitches but other than that no one was injured. From the looks of the plane that was hard to believe. After reading your article, I thought you might like the additional information and pictures.

BONNIE SHEE - DOWNERS GROVE, IL

Enclosed are pictures from the Des Moines banquet. We hope that you'll be able to use them in the next MM, but we'd like them returned once you're finished with them. It was a great reunion and we look forward to Buffalo. See you then ——— and thanks to you for the great job you're doing.

KIVET IVEY - LAGRANGE, NC

Lucille and I always look forward and eagerly await the next copy of the Mendlesham Memories, such interesting stories! I can certainly "relate" to many of them! Funny how during that time I was too tied up with my own aircrew family and didn't realize that others were going through the same "trials and tribulations" as we were. Now that time is catching up with us we have more time to look back and wonder how we "made" it. We were just a bunch of "young squirts"! Surely, that tells us this "younger" generation today might just be a lot better than we think!

I regret that we will not make the reunion this year. Lucille's health is not good, the trip would be too strenuous for her. So to all who will be able to make it I hope it is a good one! Next time!

ED: Kivet has written a book on his army career, excerpts from which will be in the March issue of MM. The front cover underlay was his B-24, "TIGER RAG" on which he flew 23 missions prior to transition to the B-17.

PAUL ANDERSON - EVERETT, WA

Beryl and I enjoyed the reunion in Des Moines very much. The weather was great and our accommodations nice. When we signed up for the city tour of Des Moines, I didn't know we would be going to Camp Dodge, where I enlisted in the Army Air Corps back in September of 1942. Since I have a brother and sister in towns nearby, we got to do some visiting before heading home. We are now beginning to get ready for our yearly trip to Arizona.

I am enclosing some pictures we took at the Gala Banquet. If you can use any of them feel free to do so.

AL SADOWSKY -BOCA RATON, FL.

I am enclosing some incidents that occurred with the 34th bomb group that I hope you will find interesting.

I want to take this opportunity to express my appreciation for the wonderful job the officers are doing in bringing back the most gratifying time in my life.

I will truly plan on making next years' reunion so that I can thank you all in person.

DALE FRANK - WINTERSET, IA

Again, a wonderful reunion!! So well planned - the Savery Hotel, such a stately grand hotel.

It was great to visit with both Wanda Pine and Birgit Lonergon.

See everyone next September in Buffalo, N.Y.

HERB ROY - ST. LOUIS, MO

Enjoyed spending time with you at the reunion and I hope you can use some of enclosed photos.

At the reunion we had the distinct pleasure of meeting Charles Conway after 55 years. He was one the ground crew (Radar Repair) who we ferried home when the base was closed. We were flying an old wreck called "The Ghost" and still painted black, blue and assorted camouflage colors. Charley said that when he rode out to the revetment he couldn't believe his eyes. He said he thought all those old dogs had long ago been shot down or wrecked. He got on board with some trepidation and was not relieved when we took off for Prestwick, Scotland. Jimmy Glass, our pilot and Charles Yockey, copilot flew our B-17 like it was just a large fighter plane

As usual, we were flying through soup above and below and when I told the pilot we were over Prestwick he just looked for a hole in the layer, threw a wing over and slipped down to the airfield. Charles Conway said he had never flown like that before, but I told him that was how we always flew. We believed in Jimmy and Chuck and they believed in the Navigator and crew.

Good luck and hope to see you at he next reunion.

Herb leaves us with a little joke:

The man was going to church and as he mounted the front steps the people came running out of the church and obviously afraid. Nonetheless, the man entered and found only one pew occupied so he sat down next to the other person who turned to him and looked him in the eye.

"Do you know who I am?" said this other person.

"Yes, your Satan." replied the man.

"Aren't you afraid of me?", he asked

"No, why should I be, I've been married to your sister for 30 years.

WANDA PINE - WAUNAKEE, WI

Had a great time in Des Moines. Met so many friends and also missed so many. So glad to see Mrs. Lonergan and her sons, also Mrs. Lampey and her son.

CLAUDE GIBBS - CATAWISSA, MO

I am enclosing pictures of our table at the banquet on Saturday night. The reunion in Des Moines was, as usual, enjoyable and I was favorably impressed by the courtesy and helpfulness of the Savery hotel employees.

We are already looking forward to Buffalo, N.Y. and hope attendance will be better.

To those who guide our organization - my congratulations for the superb job they are doing.

WILLIAM J. ORTON - CASCADE, ID

Enclosed are a couple of pictures I took at the Gala Banquet. Hope they are good enough to use.
I really enjoyed the reunion in Des Moines.The golf game was great as well as the tour of the town.

Sure wish I could find some more of the 1446 Ord. S&M Co. survivors and get them interested in the association.

I should have some more pictures to send for the next issue.

IMOGENE FREYSINGER - CABLE, OH

Another great reunion, come & gone, so fast. We really enjoyed seeing our 34th family again. I don't know how long we will be able to keep going. The Taps list is getting longer all the time! I hope if, and when, my turn comes to spend the rest of my life alone, I can be as strong and brave as many of the wives of the 34th who were recently widowed.

I would like to thank all the sons and daughters of the 34th who came with their remaining parent. You must know how much the reunions mean to all of us! (I hope Sylvia's lovely daughter, Vivienne, gets that jacket)!!!

We missed some of our friends who couldn't come. The Stemen's, Finley's, Schroder's; we heard that Jack Farley was under the weather. Doesn't he know you can't keep a 34th'er down?

Hope to see you all in Buffalo!! Love.

BERNIE FARLEY - VERONA, NJ

During the 1988 reunion in Boise, we happily celebrated our 50th Wedding Anniversary. This year we were not able to attend the reunion because of Jack's illness. Jack was diagnosed with bladder cancer in March and in July underwent surgery for removal at Sloan-Kettering Memorial Cancer Center in New York City. Complications followed and continue to plague him. His tough, fighting Irish spirit brought him back from renal failure the end of September. Since the surgery on July 27th he's been in and out of the hospital and is still hospitalized as of this date, 10/15, but he's very much with it, off the morphine and - Jacks back! Many thanks for the card signed by so many of our friends at the reunion.

Ed: All your 34th friends missed you at Des Moines, you were in our thoughts and in our prayers. We are much relieved to hear you are doing better and wish you a speedy recovery.

Jack's area code has been changed, his new number is: (973) 239-2940.

E-mail Address Changes

Hanson, Amber & Jean....jahanson@mindspring.com
Hensler, Robert L.....baron1@michiana.org
Holcomb, Verbal.....Vol735006@aol

THE NIGHT BEFORE Y2K

'Twas the night before Y2K, and all through the nation
We awaited the Bug, the Millennium sensation.
The chips were replaced in computers with care,
In hopes that 'ol Bugsy wouldn't stop there.
While folks could think they were snug in their beds,
Others had visions of dread in their heads.
And Ma with her PC, and I with my Mac,
Had just logged on the Net and kicked back with a snack.
When over the server, there arose such a clatter,
I called Mr. Gates to see what was the matter.
But he was away, so I flew like a flash,
Off to my bank to withdraw my cash.
When what with my wandering eyes should I see?
My good old Mac looked sick to me.
The hack of all hackers was looking so smug,
I knew that it must be the Y2K bug.
His image downloaded in no time at all,
He whistled and shouted, let all systems fall;
Go Intel! Go Gateway! Now HP! Big Blue!
Everything Compaq, and Pentium too!
All processors big, all processors small,
Crash away! crash away! crash away all.
All the controls that planes need for flights,
All microwaves, trains and all traffic lights.
As I drew in my breath and was turning around,
Out through the modem, he came with a bound.
He was covered with fur, and slung on his back,
Was a sack full of virus, set for attack.
His eyes - how they twinkled! His dimples - how merry,
As midnight approached though things soon became scary.
He had a broad little face and a round little belly,
And his sack, filled with virus, quivered like jelly.
He was chubby and plump, perpetually grinning,
And I laughed when I saw him,
Though my hard drive stopped spinning.
A wink of his eye, and a twist of his head,
Soon gave me to know a new feeling of dread.
He spoke not a word, but went straight to his work,
He changed all the clocks, then turned with a jerk
With a twitch of his nose, and a quick little wink,
All things electronic soon went on the blink.
He zoomed from my system, to the next folks on line,
He caused such a disruption, could this be a sign?
Then I heard him exclaim, with a loud, hearty shout,
Happy Y2K to you all, and the lights all went out.

(Author unknown)

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ACKERMAN	HARRY	HDQLM	655 N PARK APT198	GRAPEVINE	TX	76051
ARNOLD	HARRY, C.	18LM	524 ANCHORAGE DR	NORTH PALM BEACH	FL	33408
ATTRIDGE	CHARLES A.	18LM	8202 WHITBURN CIR	HUNTINGTON BEACH	CA	92646
BARRON	WILLIAM M.	7	1072 S. PLYMOUTH CT	CHICAGO	IL	60605
BERRY	BOB	7A	3010 QUAIL DR	JONESBORO	AR	72404
BERRY	EDWARD G.	7	3614 LAFAYETTE LN	JONESBORO	AR	72404
FRANCO	GEORGE A.	18 4	108 EAGLE LN	HAMPSTEAD	NC	28443
GALLOWAY	JOHN H.	4	PO BOX 1585	MARS HILL	NC	28754
GERLACH	GEORGE A.	18LM	806 GASPARILLA DR	ST. PETERSBURG	FL	33702
HAVRON	WILLIAM A.	?	121 DRY BRANCH RD	BLUE RIDGE	GA	30513
NIATAS	STEPHEN	18	1 HUBER COURT	HIGHTSTOWN	NJ	08520
PARSONS	HARRISON,M	391LM	329-4 LAMAR AVE	SHELBY	NC	28150
SUMMA	HANNAH		2736 EAST 22ND ST	ANDERSON	IN	46012
THAETE	EDWARD H.III	18	23951 VIA MARAGALL	MISSION VIEJO	CA	92692
VANBUSKIRK	WILLIAM, F.	4	128510 PARKVIEW APT322	SURPRISE	AZ	85374

LOST SHEEP

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BOLDUC	NORMAN, H.		2552 GREENLEAF APT. 2083144	ANAHEIM	CA	92804
DANIEL	STANLEY	7	9792 SAGEBRUSH DR	PRESCOTT VALLEY	AZ	86314
WANFRIED	HAROLD		9141 SPRING BRANCH CT.	CHARLESON	SC	29406
HEID	MARVIN, E	GUNRY OFF	1940 NE 2ND AVE J-101	WILTON MANNERS	FL	33305

NEW LIFE ASSOCIATE MEMBER

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
GUERTIN	CAROLYN (Widow of Don)	6200 NICOLET RD.	RICHMOND	VA	23225

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BOREEN	LLOYD	18LM	08-23-99	BOX 203	WINLOCK	WA	98596
HALL	MARCUS E.	4	10-18-97	3625-10 VISTA OCEANA	OCEANSIDE	CA	92057
JOHNSON	WILLIAM R.	18	08-20-99	3139B STONY POINT RD	RICHMOND	VA	23235
LARMORE	CHARLES, W	HDQLM	07-06-99	720 E. DUSTMAN RD	BLUFFTON	IN	46714
NAVARRE	DONALD, G.	7	? 99	P O BOX 5244	TOLEDO	OH	43611
SHERMAN	WILLIAM V.	1239QM	08-21-99	7030 SW 64TH COURT	MIAMI	FL	33143

DONATION TO THE RAY SUMMA SCOLARSHIP FUND

DONOR	IN MEMORY OF
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1999 SCHOLARSHIP AWARDS

1ST - ALEXANDER WISNER GROSS----------SPONSOR - ROBERT H. GROSS, 7TH SQND
2ND - APRIL LANGHAMMER ----------SPONSOR - PETER GARCIA, 7TH SQDN
3RD - MEREDITH CORD ---------- SPONSOR - CHARLES SAKAL, 7TH SQDN

SCHOLARSHIP APPLICATION FORMS FOR YEAR 2000 WILL BE IN THE MARCH ISSUE OF MENDLESHAM MEMORIES

Season's Greetings and a Happy, Healthful & Prosperous New Year to All!

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(409) 273-3561

34th Bomb. Group

4 7

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VALOR TO VICTORY

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VOLUME XXV NUMBER 1 MARCH, 2000

MENDLESHAM MEMORIES

VALOR TO VICTORY

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

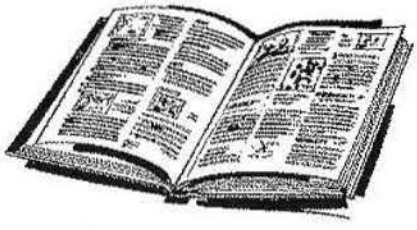
7TH SQUADRON

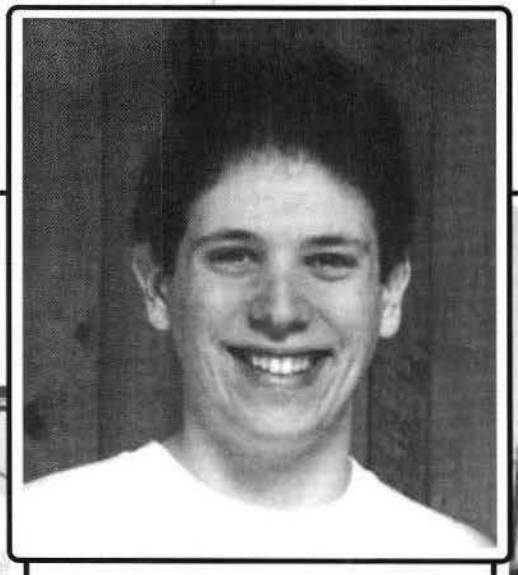
18TH SQUADRON

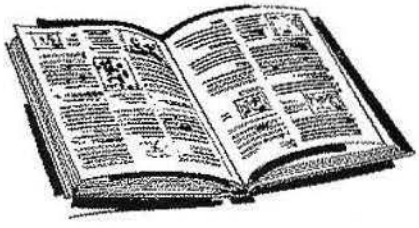
391ST SQUADRON

1999 SCHOLARSHIP AWARDS

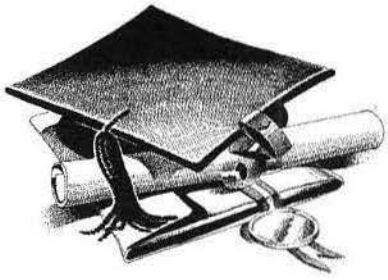
1st Place - $1000
ALEXANDER D. WISSNER-GROSS

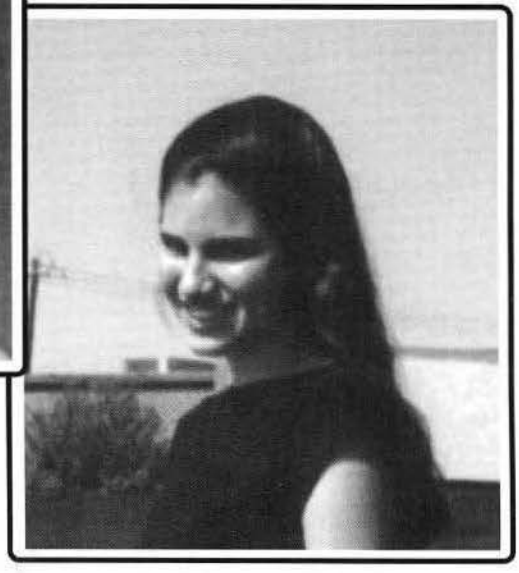






2nd Place - $750
APRIL LANGHAMMER





3rd Place - $500
MEREDITH CORD

MENDLESHAM MEMORIES
Newsletter of
The 34th Bomb Group Association, Inc.
e-mail www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Minneapolis, MN 55418
(612) 789-2225

Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.html

DEADLINE

All Material and items for the June issue of Mendlesham Memories should reach me on or before April 20th, 2000 That is the date our final copy goes to the printer.

share—

a thought.

I was recently hit in the face with a bucketful of reality. I have always considered my self fortunate to sustain reasonably good health over the years but it all seem to come to end on December 26th , the day after Christmas. Suddenly and without warning I became violently ill and my first thought was that I had fallen victim to the flu bug, yes I did have the shot. Aspirin and lots of fluids were not getting the job done and in the evening of New Years Day my condition deteriorated to the point I could take it no more and called 911. Within minutes, I was being loaded in an ambulance on my way to the emergency room seven miles away, since our hospital was filled to capacity.

X-rays revealed I had pneumonia and I was to spend the next five days on an anti-biotic IV program. Since my release from the hospital, my strength and stamina remain sapped and will be for sometime according to those in the know.

That is my immediate problem. As for the future, only time will tell. I certainly don't want to abandon the 34th BGA and say I'm through as editor of MM, but on the other hand if it is to be a deterrent to my health I would have no other choice. This ordeal has had a devastating affect on Marian as well so all things will have to be considered.

With help from our publisher, we feel obligated to put something out for June, since that is our re-union edition - beyond that I can make no promises but am hoping for a good outcome. Hopefully, the situation will improve and eventually return to normalcy and we can continue as before.

I want to thank all those who sent Marian and I Holiday cards, they were much appreciated. Hopefully, the June issue will bring more positive signs for the continuation of MM for some time to come.

Jack Share, Editor

PRESIDENT'S MESSAGE

What a relief!!

January 3, 2000, and no major Y2K computer problems. Not the end of the World, no planes falling out of the sky, nuclear reactors did not melt down, and ICBMs stayed in their silos. After years of anxiety, the technological glitch known as Y2K washed across the globe at midnight, leaving only a trace of mischief. Living in this world of high technology, as we all do, is frightening.

How did things go in your area? We only experienced a minor problem in this area. police breath analyzers, for drunk drivers, recorded the year as 1900 when they were used, but police say they will not have any problem convincing the judge the case is not 100 years old when it comes to court.

Now that Christmas is over and the weather across the country is in a La Nina mode, it is interesting to listen to people comment that what they miss most is not having snow for Christmas, like they did back home. I wouldn't know about that as I've lived in Southern California all my life. No snow, but Irving Berlin who wrote "White Christmas" had a perfect thought.

It may be too soon to put a pitch in for our September reunion in Buffalo, New York, but we're not getting any younger, so let's try and make it this year. You'll enjoy it. My one request is if anyone who lives in the Buffalo area could contact a person to be our guest speaker for the gala banquet, it would be greatly appreciated. Someone from the Niagara Falls Park Service would be perfect or any government agency would also work. Thanks for your help. Please contact Harold Rutka, Robert Wright or Bruce Sothern. Their phone numbers are in the MM.

Till the next issue -

Norman Mayer,
President

REUNION COMMITTEE REPORT

OUR 16TH ANNUAL REUNION OF THE 34TH BOMB GROUP (H) will be held on SEPTEMBER 6 - 10 at the ADAMS MARK HOTEL in Buffalo, New York. Now that you have your year 2000 calendars, you can mark the dates down and start making plans to meet us in Buffalo, New York.

Buffalo is located on the shores of Lake Erie and 55% of our nations population live within 500 miles. There is easy access via automobile, Amtrak, busses via Greyhound and Trailways and flying into Buffalo - Niagara International Airport. Anyone coming from Canada can travel over the Peace Bridge only five minutes from downtown. Shuttle service is available from the airport and railroad stations.

The ADAMS MARK HOTEL is located in the downtown area and has been newly redecorated, If you have visited the Adams Mark in other cities, you know that this is a quality hotel.

The June issue of "Mendlesham Memories" will have the REGISTRATION FORMS and more information about the reunion.

If there is anything else you would like to know about the Buffalo, New York area or the hotel, please contact the reunion committee.

The reunion committee:
Harold Rutka, Robert Wright,
Bruce Sothern

PAST PRESIDENT'S MESSAGE

The Des Moines reunion was a success. I'm sorry that we had so many comrades missing due to illness and passing. I missed Ray Palmer, Jack Farley, and Eli Baldea. I personally feel that we should improve the hospitality room for the convenience of those who visit. Make sure we have a "rest room" available, more chairs for us to sit on, and snacks available on tables. I was busy with my presidential obligaitions which kept me from entertaining in the hospitality room.

I'm looking forward to our next reunion in Buffalo and hope we continue to keep our attendance at the same level or better.

John Doronsky, Past President

TREASURER'S REPORT

This is the scholarship issue of MM and we urge anyone who has a grandchild finishing high school to consider applying for one of our three scholarships. This DOES NOT preclude a student already in college from applying also. Please urge your grandchildren to consider what such a scholarship might mean to them and then act accordingly! If more than one scholarship form is required, please make a "Xerox" copy and use that. .Scholarship applications should be postmarked before July 11, 2000 and sent to me at the address on the form.

In a previous issue of MM the Scholarship Committee suggested that we would accept $5.00 contributions to the Scholarship Fund from those members who could not attend the reunions. Since the inception of the scholarship program there has been a $5.00 per person fee added to the reunion registration and the monies collected from those registrations have mainly been supporting the scholarship program. To date there has been very little received in such contributions. The scholarship program is one of the most important functions of the 34th BGA and should receive your full support. If you can, and are willing, please include $5.00 when you pay your annual dues. If you are a Life Member we'll accept a $5.00 check by itself! Of course we'll take more if you care to contribute - and by the way such contributions are deductible on April 15th.

Hope to see many of you in Buffalo in September. Jan and I are also looking to see some of you in Holland in April at the 55th. Anniversary of the food droppings.

Cheers to all, Hal

Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on the first day of February, May, August and November for the March, June, September and December issues

A Request for Information Concerning Nose Art On 8th Air Force Bombers in WWII.

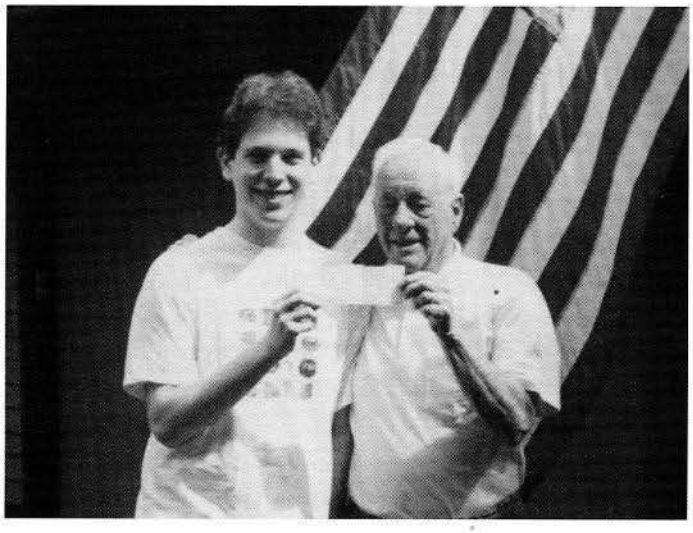
I am respectfully requesting your assistance in a reseach project (Masters Thesis) I am doing concerning the "Nose Art" applied to bomber aircraft of the 8th Air Force. I am especially interested in obtaining first hand information from 8th Air Force bomber crewmen concerning the "Nose Art" on their aircraft.

My questions are as follows:

a. Their name and rank
b. Their position on the crew
c. Bomber Wing/Group assigned
d. Bomber Tail Number
e. Bomber Name
f. What was the inspiration behind the name selected for your bomber
g. Description of the Nose Art selected for your bomber. (I will return all photographs provided)
h. What was the inspiration behind the nose art selected for your bomber.
i. Was the bomber name or nose art considered provocative due to nudity, sexually suggestive or alluring poses, language or political sensitivity? (Please describe the feature that was considered provocative and, if so, describe any attempt made to censure or change the name or nose art.
j. Who (crewmen, amateur, professional artist) applied the bomber name and nose art to the aircraft.

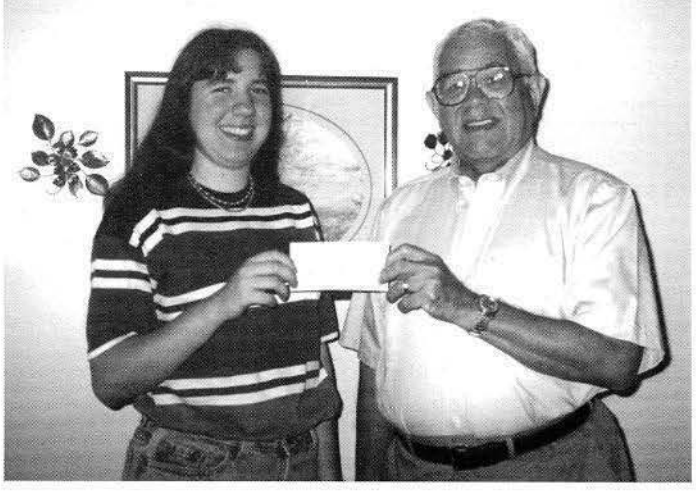
Any information provided would be appreciated. I want to ensure that the individual crewmen and aircraft are recognized within the document I am presently writing. I am more than willing to work with you concerning the gathering of this information. I would be more than happy to personally write letters to interested veterans. For correspondence, my name is: Greg Griffith; phone number (775) 969 3245; mail address is 415 Bit Court, Reno, NV 89506: e-mail is LeanGRnch@AOL.com

Thank you for your support.



ALEXANDER D. WISSNER-GROSS - 1st place winner with grandfather Bob Gross

From Alexander Wissner-Gross - I want to thank the scholarship Committee and the members of the 34th Bomb Group Association for the generous scholarship you have awarded me. I was extremely exited to learn about this honor from my grandfather, Bob Gross, a member of the 34th BGA. I have just begun classes, as a freshman at MIT in Cambridge, MA. I plan to double major in physics and electrical engineering/computer science. The scholarship will be most helpful in advancing my education. Thanks again for the award.



APRIL LANGHAMMER-2nd place winner with grandfather, Peter Garcia

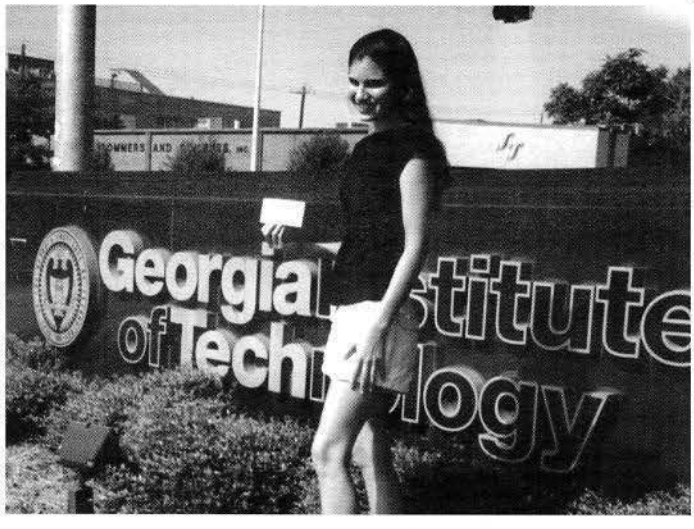
From April Langhammer - I am honored to have earned second place in the Ray L. Summa 34th Bomb Group Scholarship Award for 1999. I am very proud to represent the ultimate sacrifice for this country. My grandfather, Peter Garcia, has always stressed education and higher achievement, which has helped me to get to where I am today.

I have begun classes at Truman State University in Kirksville, Missouri and I am working toward a degree in Biology. Following the completion of this degree, I plan on attending medical school then completing the steps necessary to be a licensed doctor.

I will use the award money toward my college expenses. I will work hard to attain a good academic standing and to be an outstanding representative of this organization. Thank you very much for this opportunity.

From Grandpa Garcia - I want to express my sincere appreciation to the 34th Bomb Group membership for awarding a scholarship to my granddaughter April.

The Scholarship Committee selected a very deserving student who will make us all proud of her future achievements, thanks again.



M***ERIDETH CORD - 3rd place winner***

From Meredith Cord - To the Scholarship Committee and the 34th Bomb Group Association.

I was thrilled to receive the $500 scholarship awarded to me by your organization. I will work hard at Georgia Tech this year to make all of you, especially my grandfather, Charles Sakal, very proud. Thank you so much for this valuable scholarship.

The Ray L. Summa, 34th Bomb Group Association Scholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.

2. Applicant must have maintained a 3.0 grade point average on a 4 - point scale during his/her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4 - point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4 - point scale.

2000 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name:_____Phone ( )_____-_____
Address:_____
Name of Sponsor (paid-up 2000)_____Squadron_____
Address:_____
_____
Age of applicant:____Graduation date_____Best SAT/ACT score_____
Will pursue Academic Major:_____
Colleges and Universities of interest to you:_____
_____
Summary of academic achievements (e.g. scholarships, awards, honor society)_____
_____
Extra-curricular activities:_____
_____
Community activities you have participated in:_____
_____
Hobbies and Special interests:_____
_____
List any non-government funded jobs which you have held: (Full or part time)_____
_____
_____

(Use additional sheets as needed)

Applications must include and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: Latest ACT/SAT test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class (usually on the transcript).

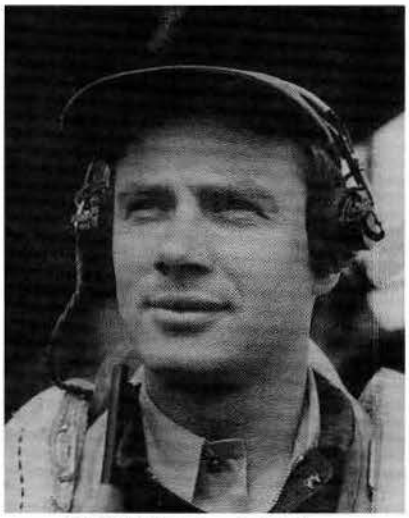
Applications must be postmarked no later than July 10, 2000. (We suggest you include a self addressed post card if you wish acknowledgment of receipt application).

Mail completed applications to: **Scholarship Committee,**
c/o Hal Province
153 North Hill Drive,
Carriere, MS 39426

LOVE, WAR and ATHLETICS - A Diary of World War II

Anyone who spent any length of time at the 34th Bomb Group's air base in Mendlesham, England, during World War II, was probably aware that the base had a very well organized sports program. The base fielded very competitive athletic teams in all sports, competing with other American bases in East Anglia. And anyone who participated in any form of athletics or physical training activity, while stationed at the base, undoubtedly knew Sergeant Walter Souder. Walter, best known for his athletic prowess, might just be the only man in the 34th Bomb Group to have flown as a combat crewman on its very first mission on May 23rd, 1944 to Etampes Mondesir, as well as the groups last mission, before VE day, a food drop to Holland, on May 7th. 1945.

This story is not about the exploits of a combat crew's experience while in combat over Germany, rather it is about two people's lives and how World War II effected them. It would no doubt make a much better movie script than the justice that can be given to it in the limited space that this publication provides.



WALTER - 1944

HARRIET - 1944

The story begins in rural, central Iowa in 1940 when Harriet, a high school senior and Walter Souder, a 1st year teacher, met for the first time in a summer school class. They broke a rule against teachers dating students when they went to a local, small town dance on their first date. Walter was a physical specimen who loved sports. He had his BA in chemistry and taught several subjects, including science, during the regular school period. After school he taught both boy's and girl's physical education.

Harriet became infatuated with Walter on their first meeting. They saw each other occasionally, and wrote letters, in between, for the next five years. Each meeting seemed to draw them closer together, but he talked freely of his many dates with other lady friends. Any jealously Harriet might have felt was not evident in her letters. However, she apparently soon came to realize that his two greatest loves were sports and girls, and he seemed proud of his accomplishments in both fields. She seemed content just being one of many friends.

His mother instructed her handsome young son, early in life, to abstain from sex, before marriage, and instilled high moral values in him in a deep sense of honesty and religious fervor that she hoped would make him choose to be a minister. Papa Souder told him sex would diminish his athletic skills and sap his strength. Walter had a gentle spirit, hated quarreling and thoroughly enjoyed the company of the opposite sex. It was not unusual for him to date two girls at one time and endup taking one of them home with possibly one good good-night kiss, but seldom more than three.

In September of 1941, with the United States involvement in the war imminent, Walter had thought about joining the Air Force, since he knew he would have to go even tually. He was concerned about his teaching job and to him war seemed senseless and he didn't think he would make a good soldier because of his viewpoints on war.

In October he filled out his draft card and in December was classified 1-A, but with a deferment until after the school year. In January, 1942 he took, and passed his draft physical. He began to change his views and decided it would be best to enlist in the Air Corps, before being drafted, in hopes of receiving a commission - but he didn't, not at this time.

He could have taught chemistry and science in a larger school but he honored his existing contract and with some kind of service career apparent in the near future, he was becoming disenchanted with teaching so got a job as a Government inspector in an ordinance defense plant. Although, he had a lot of time for girls and sports, he was very dissapointed with the job and in June of '42 took physicals for both the Army and Naval Air Corps. The Navy thought him to be too old (on paper) and the Army rejected him because of a knee he had injured playing baseball some years past. By now he was convinced that aviation was what he wanted and even considered the Civilian Pilot Training Program in the Army Reserve.

In October the Army Air Corps decided his knee was not too bad and he was accepted for cadet training,

but was put on a waiting list to be called. In the meantime he continued working in the defense plant, playing whatever sports were available, dating profusely and keeping up the correspondence with Harriet. She told him she would continue their friendship, but would be seeing other boy's since she couldn't hope that he would ever see her as anything other than a good friend. At this time the war seemed more important to him.

In March 1943 Walter finally got his orders to report for active duty as an Aviation Cadet and was sent to San Antonio, Texas where he was classified for pilot training. He, of course, found his way into the athletic program participating in track and team events, along with basic training, which he loved, with all its physical testing, obstacle courses, etc. Although older than most of the cadets, he easily outperformed them in all aspects of physical activities and endurance. After Pre-Flight he was sent to Bonham, Texas for Primary and had his first taste of flying, which he enjoyed immensely. Then on July 19th his fun came to an abrupt ending. On his first solo he made a bad landing, stalled and crashed upside down, demolishing the plane. Finally, after losing his confidence, and that of his instructor's, he washed out of the cadet program and learned he would be shipped to Sheppard Field, Texas. It did hurt his pride when he found out he had washed out of the cadet program but he went out that night, met a nurse from a local hospital and finished off the evening kissing her the maximum - - 3 times. He made arrangements to meet her again as soon as he could get a three-day pass, but the next day he was shipped out to Wichita Falls, Texas, and Sheppard Field. After testing, for what his future would be in the Air Force, he ended up in Harlingen, Texas for turret training as a gunner on a B-24.

It was while in Harlingen that he wrote Harriet and acknowledged that in spite of all of her good qualities and virtues, he didn't love her. He thanked her for all the good times they had shared and advised her to forget him and go out with other boys. But then he asked her to write and let him know her plans for the future (keeping her on the string).

At gunnery school in Harlingen, as at all bases, Walter had no trouble getting involved in whatever types of athletic programs were available, as well as finding girls, while corresponding with several from his departed bases. After finishing gunnery school, on Oct. 9th '43, he had a delay in route home to his family and his many girl friends he had left behind.

On Oct.27th he reported to Kearns, Field, near Salt Lake City. For the next month he was busy attending armorer's school and more turret and gunnery training. He still had time for basketball and football and attended several church functions where he met several girls at the dances they sponsored.

After Thanksgiving Day dinner on Nov. 25th , he met some of his crew and received orders to ship out for Blythe, California for crew training, prior to going overseas. Walter was assigned as a tail gunner.
While in Blythe he had a few two and three day passes which he spent in Los Angeles, dancing to the music of Harry James and other famous bands at the Palladium, dancing at the "Hollywood Canteen", breakfast at Sardis, meeting movie stars and seeing the town. He went to Phoenix, Arizona once on a pass and managed to meet and spend a couple of days courting a girl he had met in a USO. Besides the flight training, he found time for sports, and became interested in the church in Blythe. He was baptized, declared himself born again and vowed he would live a Christian life.

On March 26. 1944 the crew left Blythe, by Pullman, for the East Coast. After several stops along the way they arrived at Miles Standish camp, near Boston, on April 7th. On April 12th they boarded the S.S. Wakefield and the following day set sail for overseas, arriving in Liverpool, England on April 21st. They boarded the train and went to a great looking base near Ipswitch, called Mendlesham, located in the midst of the beautiful English countryside.

After settling in at Mendlesham, Walter bought a bike and started exploring the countryside around the base. In between practice flights and gunnery classes, he did some boxing, worked on the athletic field for touch football, and did some work on the volleyball court. He rode his bike to Stowmarket where he met an English girl, by the name of Eve, at a British Legion dance. She was very pretty (a must requirement), a very good dancer (another requirement) and was to become his constant companion, until later when he met Dorothy, an English girl in uniform.

With combat mission and gunnery training winding down, little time was left for anything except for occasional sports. He did manage to get to a service in the Mendlesham church but was not impressed with the Church of England. He didn't like the drinking of the communion wine.

Now it was time for combat and on May 23rd 1944 the 34th Bomb Group, including Walter's crew, took off from the Mendlesham airfield for their first combat mission to Etampes Mondesir, some 50 miles south of Paris. All planes returned safely. After that Walter's crew flew 32 combat missions without a casualty and except for occasional minor flak damage, without serious incident. On one of their missions they spotted a ditched bomber in the English Channel and wondered if anyone survived. They were low on fuel on another mission and thought of flying to Switzerland where they would have been interned for the duration, but decided

against it and safely returned to base. This made Walter happy since he had an important volleyball game the next day!! Their last mission to Kiel, Germany on August 24th, was their roughest with the loss of several planes, but his crew returned to the base, unscathed.

During the three month period when Walter was flying combat missions he had a considerable amount of free time due to scrubbed missions, aborts, rest periods and the usual 2 day passes. His time was never wasted. He thought idle time was a sin so kept busy writing letters, reading, going to base movies and of course athletics, and time for Eve. He was on the base track team and baseball team, played softball, football, volleyball, worked on the athletic field and the gymnasium. Also at this time the Red Cross opened the Aero Club and would bring girls in from neighboring towns for dances, and of course Eve was always present. He also went to Stowmarket quite often, where Eve lived, and spent a considerable amount of time with her and her family, with whom he had become very familiar. It was during this period that Eve was becoming quite fond of Walter and told him that she was falling in love. As Harriet described it, "after a girl told him she was falling in love, the hot romance waned and he wasn't ready to carry the ball further."

Although he continued seeing Eve, and other girls, his letters to Harriet were beginning to take on a more serious and caring note. He was becoming interested in all of her activities, encouraging her to further her education and also asking about her dating which he had previously encouraged - he even seemed a bit upset if he thought she was getting too serious with other suitors.

After completing his missions, he was given the option of returning to the States or staying at Mendlesham to work in Special Services, which in Walter's case meant the base athletic program. It was not a difficult decision for him, since by staying in England he would have the best of his two worlds - sports and girls.

His work in Special Services, besides playing on all the base athletic teams, consisted of grooming the athletic field and gymnasium, and scheduling all the athletic events. He also prepared the Aero Club for the dances and special events, which he always attended . He was a great admirer of the Red Cross lady at the base and helped her out whenever he could. The base chaplain (Ellers) took a special interest in Walter and they became very good friends.

Walter was being considered for a direct commission and decided to become a gunnery instructor to secure it. This gave him the opportunity to attend several schools around England and while in London, enroute back to the base ,on one assignment, he went to a dance in Covent Gardens, where he met Dorothy. This meeting would ultimately become a very big part of his romantic life for the remainder of his stay in England. She was from Manchester, where he visited many times, getting to know, and like, her family very much. On one of their romantic encounters he even kissed her 6 or 7 times - a record! It appeared things were getting serious until he got a letter from her saying good-bye since she would never leave England and he wouldn't be happy living there.

In the final months of 1944 and into 1945, Walter was enjoying life in the ETO and the letters between him and Harriet continued. His attitude towards her was gradually changing and becoming more serious and thoughtful. As the war with Germany was winding down, he was talking about what their lives would be like after he got home. The beginning and ending of his letters were taking on a more serious tone. From Dear to My Dearest to My Venus and From your Friend to With all My Love and Kisses. He also began winding down his association with his English girls since he knew he would soon be going home and seemed ready to break off all his romantic English contacts and focus more on what would be waiting for him on his return to the States.

WALTER AT MENDLESHAM

On April 27th 1945, Walter went back on flying status and on April 30th flew on the first food drop mission to Holland. He flew three more chowhound missions including the last mission of the 34th Bomb Group on May 7th, thus laying claim to having flown the very first and the very last missions of the 34th Bomb Group.

Walter's life after VE day was pretty much all athletics, movies, dances, church and travel about England attending gunnery schools, all the while keeping a couple of girls on the string, as Harriet put it, "he never gave up the chance for a little romance". Their letters were getting much more serious and he was, "counting the days when you'll be in my arms again".

On May 8th 1945 the war in Europe was declared over and although he would continue training gunners, his anticipated commission never got off the ground with the ending of hostilities in the ETO.

On June 19, 1945 Walter left for the States on a B-17, landing at Bradley Field, Connecticut on June 21st with stops in Greenland and Goose Bay, Labrador. Then, by troop train, to Jefferson Barracks, Missouri, and a furlough. He was reunited with Harriet on June 30th and they spent his entire furlough together visiting old friends and family and falling in love. He proposed, and on July 18th they were married in an elaborate church wedding. After his discharge on September 15, 1945 he taught school and went back to college, during the summer, under the GI bill and received an MA in Physical Education and Health. Later, in 1967, he received a second MA in Counseling, as near to the Ministry as he got. Civilian life sparkled for Walter, after the war, but it never could equal the life with the best athletes of the U.S. in the 34th Bomb Group of the mighty 8th Air Force.

Walter never wanted to talk about the war, so people never knew he had the best of all worlds while in England. With his days filled to the brim with sports and the wonderful opportunities to see the world, the best of shows, and stage plays, and his evenings filled with dancing and romancing beautiful girls. He came home with many medals, including the Distinguished Flying Cross. While it is true, it gets a little hairy when you are being shot at as the plane flies through flak - war is Hell - but Harriet thought Walter must have felt a little discomfort having all that fun!! Mums the word.

In looking back, she says, " Walter gave his many girl friends a lot of nice things, but he gave me 50 years and 5 beautiful daughters." They both taught school in Iowa until 1979 when they retired and moved to Fairfield Bay, Arkansas. Their retirement years were filled with family, sports, dancing, church activities and travel. Walter passed away on January 25, 1997.

Walter, Harriet & Grandchildren

ED: Harriet Souder is an associate member of the 34th BGA. She provided the material for the story and it is published with her permission.

A FATEFUL MISSION
The story of the Leslie C. Carter crew

On January 14,1945 the Carter crew took off from the 34th bomb group airfield at Mendlesham, England for a mission to Derben, Germany. Due to mechanical problems with their own B-17, "ol' Buddy" they were flying in another B-17 that day. Their position was left wing off the squadron lead and while enroute to the target, just after crossing into Germany about ten miles north of the Elbe river they encountered concentrated anti-aircraft fire. They took a direct hit with the shell exploding between the radio room and the waist window. The aircraft was then hit by three more bursts in the right wing. The explosion tore into the outer panel of the wing at a point next to the outboard engine nacelle destroying all but a foot and a half of the aileron. The aircraft rose slightly following the hit then veered to the right in an almost vertical bank. It then went into a spiral which developed into a very tight flat spin. The plane was last seen to crash in an immediate explosion 3 km east of Suderhastedt.

The only crewmember to escape the plane and parachute to safety was the tail gunner S.Sgt. Cleveland J. Romero, Jr. Upon landing he was taken prisoner of war, interrogated at Frankfurt, then sent to a POW camp at Nurnburg. They were later marched to Mooseburg on foot, where he was eventually liberated on April 29th, 1945 by Gen. George S. Patton's Third Army.

After returning to the states Cleveland returned to his home in Lafayette, Louisiana where he and his wife Henrietta still live. He is a long time active member of the 34th Bomb Group Association having served on various committees through out the years and has attended most all of our reunions.

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THOSE WIDOWS WHOSE HUSBANDS PAID ANNUALLY, WILL CONTINUE RECEIVING THE MENDLESHAM MEMORIES NEWSLETTER FOR THE REMAINDER OF THE YEAR. THEY CAN CONTINUE THEIR MEMBERSHIP IN THE 34TH BGA BY PAYING THE ANNUAL FEE THEREAFTER.

THOSE WIDOWS WHOSE HUSBANDS WERE LIFE MEMBERS WILL CONTINUE TO RECEIVE THE MENDLESHAM MEMORIES NEWSLETTER AND WILL STILL BE CONSIDERED MEMBERS OF THE 34TH BGA.

The Story of Hell's Belle and Anne

Those combat crews of the 34th bomb group who flew B-24's early in the war would have heard of the collision and eventual crash of the two aircraft over Germany on a mission to Saarbruecken on July 19th 1944. The account is well documented in a book written by a German author, Dr. Horst Wilhelm (*see June. '99 issue of MM)*. Dr. Wilhelm has devoted an entire chapter to this one incident alone and after interviewing many eyewitnesses, both American and German, he has written a vivid account of the action.

One of the eyewitnesses was John E. Rielly, a former member of the 34th BGA, now deceased. His wife, Glennis Rielly, is carrying on his membership and after seeing the article about Dr. Wilhelm's book in the June issue of MM wrote the following letter:

Glennis D. Reilly

13307 Peach Tree Rd. , Ocean City, Md. 21842-4534

Home Phone 1-410-250-8518 Email gdreilly@juno.com

Jack Share
Mendlesham Memories
34th Bomb Group Assoc. Inc.
22 So. Avonlea Cir.
The Woodlands, Tx. 77382

June 20,1999

Dear Jack Share:

My husband John E. Reilly died on Oct 18, 1997. He is interned at Arlington National Cemetary. I read your article about the WWII Book by Dr. Horst Wilhelm. John conversed with him & I have received this book in German. I do not have it here in Maryland.

Enclosed is a photostat of John Reilly's original diary that he kept of that mission that probably appears in this book. It best expresses the feelings of a twenty year old who was experiencing the reality of combat.

Thru the Mendlesham Memories, John conversed with William Hart & Hart told him the right wing of his airplane snapped off & pulled him & one other person out. Hart says he passed out for a moment but became conscious in time to open his chute. Hart became a P.O.W. and returned safely.

Last September I was fortunate to visit the Mendlesham 34th Bomb Group Memorial. I met with Fr. Philip Gray, St. Mary's Church in Mendlesham. He has compiled a book with the names of the men who died at this base during the war and remember them throughout the year. We said prayers for them when I was there. I know John would have enjoyed this visit.

I hope this information is of interest to you.

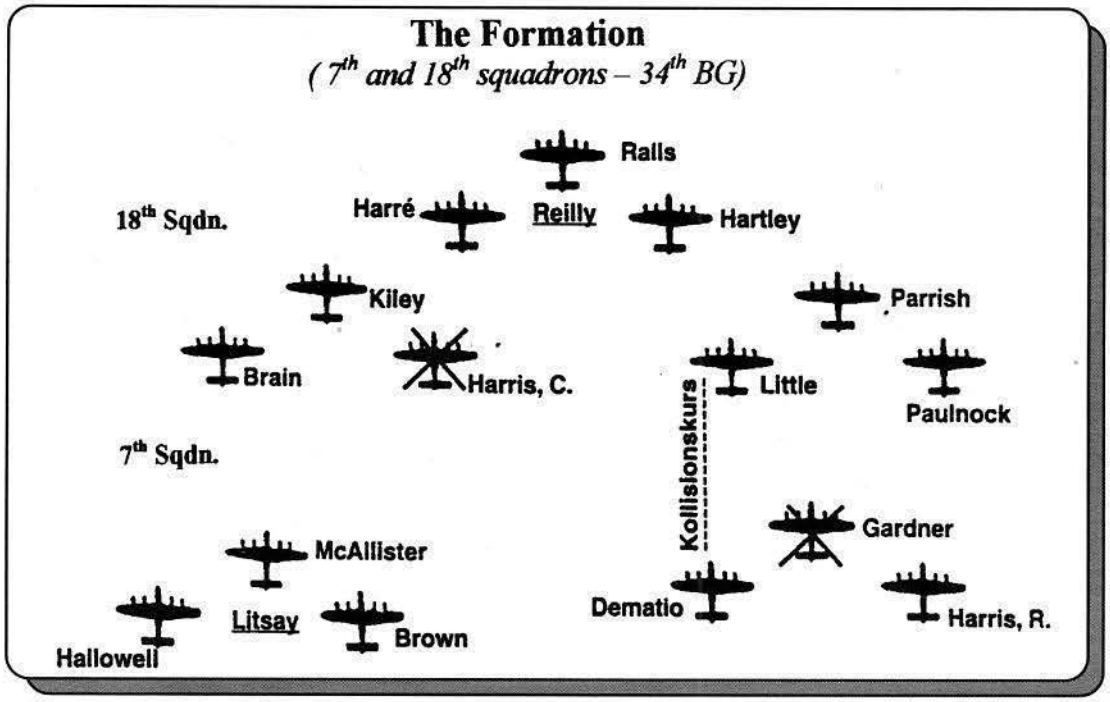
Sincerely,

Glennis Reilly

Glennis Reilly

FINAL MISSION

"Hell's Belle" and "Anne" were two B-24.s from the 34th bomb group that were part of a maximum effort mission of the 8th. Air Force to attack several targets in South-Southwest Germany. The date was July 19, 1944 as 1242 heavily ladened B-17's and B-24's took off over the North Sea, in the early morning hours. Included in this giant armada were 51 B-24's from the 34th. Bomb Group flying out of the Mendlesham air base.



As the 34th bomb group neared the coast of Holland, two B-24's piloted by Harris and Gardner, developed problems, left the formation and returned to Mendlesham, thus changing the integrity of the formation. Sergeant John E. Rielly, tail gunner on Paulnock's plane describes the mission in his diary which he wrote after returning from the mssion.

The Diary

7-19-44. (No 11)

Target : Saarbrücken S.W. Germany

Breafed : 02:45

TakeOff : 05:50

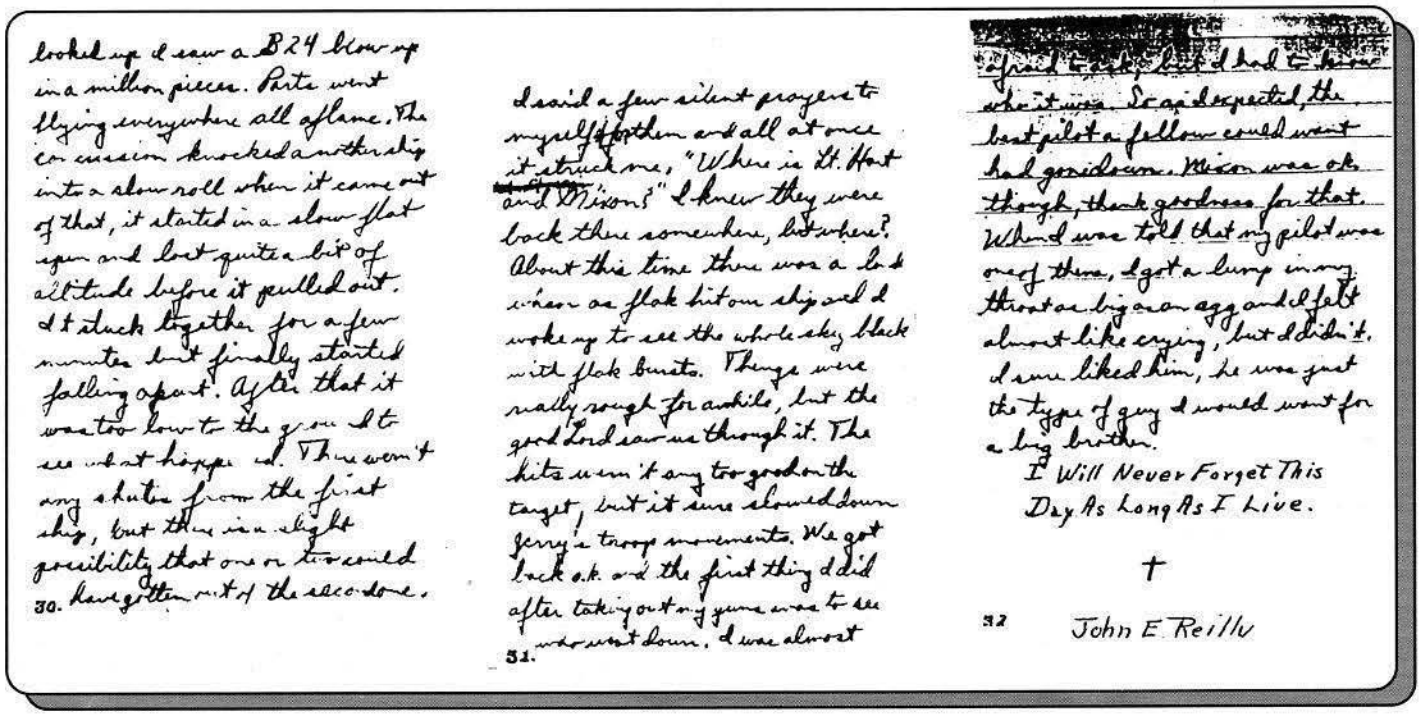
Landing : 11:52

Bombs : 12--500 Pounders

The target for today was marshalling yards and it was guarded by sixty light and forty heavy rel. mck! guns. I was once again flying with Lt. Paulnock

John E. Reilly

his a dam good pilot though and I like him o.k. Meson and Lt Hart are flying too, but in different ships. Things were pretty nice going over, no flak and no fighters. On our run in to the target, a couple of F.W.190's buzzed by out of firing range. The ship in the tail echelon in front of us caught fire so that he couldn't pass through them in case he should attack. I glanced away from the fighters for a minute to see if the fighters were shooting at us yet from below and I saw at least twelve flak guns spitting fire up. When I



looked up I saw a B24 blow up in a million pieces. Parts went flying everywhere all aflame. The explosion knocked another ship into a slow roll when it came out of that, it started in a slow flat spin and lost quite a bit of altitude before it pulled out. It stuck together for a few minutes but finally started falling apart. After that it was too low to the ground to see what happened. There weren't any chutes from the first ship, but there is a slight possibility that one or two could have gotten out of the explosion.

I said a few silent prayers to myself for them and all at once it struck me, "Where is Lt. Hart and Mirons?" I knew they were back there somewhere, but where? About this time there was a bad explosion as flak hit our ship and I woke up to see the whole sky black with flak bursts. Things were really rough for a while, but the good Lord saw us through it. The hits weren't any too good on the target, but it sure slowed down Jerry's troop movements. We got back o.k. and the first thing I did after taking out my guns was to see who went down. I was almost

[redacted] I had to know who it was. So as I expected, the best pilot a fellow could want had gone down. Mirons was ok though, thank goodness for that. When I was told that my pilot was one of them, I got a lump in my throat as big as an egg and I felt almost like crying, but I didn't. I sure liked him, he was just the type of guy I would want for a big brother.

I Will Never Forget This Day As Long As I Live.

†

John E. Reilly

30. 31. 32

The two planes involved in the collision to which John Rielly referred were "Hell's Belle" piloted by Lt. Donald Dematio and "Anne" piloted by Lt. John Little. Although there were various eye witness accounts of the incident, none could definitely say what really caused the collision. What is known, is that "Hell's Belle" took a direct flak hit and apparently was rendered uncontrollable. At precisely the same time it appeared that "Anne" could have been hit also, and possibly losing control to, since both planes closed in on one another and eventually collided.

Lt. William Hart, whom Sgt. Rielly was concerned about in his diary, was flying co-pilot in "Anne" and Lt. Blevins was the eleventh crew member flying as an observer for headquarters. They were the only survivors from the two planes. Lt. Hart was a pilot of his own crew on the B-24 "Ten of Hearts", on which Sgt. Rielly was the tail gunner. That crew had the day off but Hart and Rielly, elected to fill in on other crews in order to complete their 25 mission tour sooner.

Lt. Hart, from the co-pilot's seat on "Anne" heard over the intercom that another B-24 was getting dangerously close and as he glanced over his right shoulder the propellers of the left engines of "Hell's Belle" were already chewing into the fusalage on the right side and the resulting collision tore off the right wing. He partly felt an explosion and noticed that the pilot was seriously hurt. At approximately 20000 ft. Hart was ejected, unconscious, through the opening, coming to at around 5000 feet in time to pull his ripcord.

Lt. Blevins was busy in the vicinity of the bomb bay preparing to take pictures of the bomb drop. The collision caused a fuel explosion with the resulting flash fire erupting into his face causing severe burns and temporarily blinding him as he fell from the bomb bay. Fortunately, he had an intact back chute and was able to pull the ripcard.

Both men landed in the vicinity of where the planes crashed and were immediately taken prisoners, ending up in Stalag 1, a prisoner of war camp for captured Air Force officers. Miraculouly, one crewman walked out of the crashed "Hell's Belle", said a few words in English and collapsed. It was believed that this was the navigator, Garfield Morehouse. It is not known what happened to him but he was taken away by the authorities and was finally buried in the Ardennes cemetary near Luettich, Belgium. The remaining 18 dead crew men were buried in a Jewish cemetary near where they crashed. In early 1946 their bodies were exhumed and transferred to the American cemetary at St. Alvold. Later, twelve of the airmen were returned for burial in the United States at the request of their families.

The information for this story came from the book titled "DER REGION NEUNKIRCHEN IM LUFTKRIEG" written by the German author, Dr. Horst Wilhelm who has given us permission to use it for this story. Many air incidents of WWII, that occurred over Germany, are included in this book. Interesting, also, are eyewitness accounts from German civilians and also actual damage reports both target destruction as well as civilian casualties.

Thanks are extended, also, to Mrs. Glennis Rielly for her information regarding the incident and for sharing her husbands diary with the 34th BGA members.

ARMISTICE (VETERAN'S) DAY ENGLAND - 1999

It was a dank, dark day as I drove along the busy A14 from our motel at Thrapston (chosen for its proximity to Polebrook and Molesworth) toward Cambridge there were occasional delays due to the build-up of industrial and goods traffic. We knew we were in good time and had tried the route the day before, when we were given permission to photograph the grave of a Bombardier on behalf of his Tail Gunner. Arriving at our destination, Iris and I had time to spare and as we pulled into the US War Cemetary at Madingley car park the drizzle began.

For some time we were almost alone in the car park but gradually, at first, others arrived. First to arrive were young US Air Force and Navy enlisted men and women, then a few officers. Toward 10:15 the arrivals were of an older generation and veteran's hats were more prevalent. It was time to leave the car and walk through the drizzle to the Information Room, where the door was opened for us and we entered a room filling with at least three generations. A member of staff of Madingley Cemetery apologized for the fact that their coffee making facilities were overwhelmed. A small number of children, in arms, more of ages from about 7 years up. A few young American Officers, one lone RAF Liaison Officer and a growing number of civilians arrived.

My RAF veteran's necktie was not alone, we chatted with an ex-RAF man who lives in Madingley village and had walked up to pay his respects to his old allies. We saw the Mayor and Mayoress of Cambridge in the crowd, standing quietly with their chains of office almost out of sight under their raincoats. I was surprised and proud to see a number British veterans there among the Americans. We do not wear the distinguishing hats of the American veterans, it is our neckties and the wearing of military decorations and war service medals that identified us. One, a tall, slim man with two highly respected decoration and the necktie of the Special Boat Service (the Royal Navy's equivalent to the SAS) caught my eye, Another, with an impressive row of decorations and medals, the necktie of the Parachute Regiment on one who had obviously had a rough war, his left ear and part of his jawbone had been shot away and he had a pronounce limp.

Among the Americans, more difficult for us identify, we did see a 101st Airborne veteran among those present. As the clock signaled the approach of 11 AM, we all made our way to the Cemetery Chapel, too many to enable all to enter. There I heard a Canadian veteran chatting with a young USAF Major, and English Royal Navy veteran joining in. There was a simple ceremony followed by the laying of wreaths by representatives of various organisations. Especially poignant was the laying of a wreath by a weeping lady, on behalf of her very recently deceased husband.

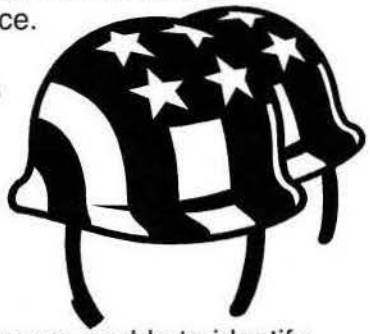
Finally, a USAF trumpeter blew Taps, the first time I had heard this, being more used to the British "Last Post". There was a benediction that ended the ceremony. The remaining moments are vignettes of veterans looking up old comrades on the Wall of the Missing, young children walking quietly beside decorative pools in the grounds of the Cemetery and of a Jewish couple, quietly visiting every gravestone surmounted with the Star of David, leaving a small pebble on each one.

As we left we heard the roar of vintage petrol engines and a Vought F4 Corsair, followed by a P-51 Mustang flew low in salute. My lasting memory? - pride that so many British came to honour the deeds of their American Allies.

(The above letter was sent to Hal Province from one of his British e-mail correspondents).

CAN YOU NAME THIS COUNTRY?

709,000 regular (active duty) service personnel.
293,000 reserve troops.
Eight standing Army divisions.
20 Air Force and Navy air wings with 2000 combat aircraft.
232 strategic bombers.
13 ballistic missile submarines with 3,114 nuclear warheads on 232 missiles; 500 ICBM's with 1,950 warheads.
Four aircraft carriers, and 121 surface combat ships and submarines, plus all the support bases, shipyards and logistical assets needed to sustain such a Navel force.



Is this country Russia?.....No
Red China ? ...No
Great Britain?.Wrong again
US?.....Hardly

Give Up??

Well, don't feel too badly if you are unable to identify this global superpower because this country no longer exists, as such. It has vanished. These are the American military forces that have dissapeared since the 1992 elections.

Sleep well, America!

(From Jim Martin's e-mail bag).

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Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

GARY FERRELL - SHELBY, NC

It was a real honor and privilege for me to attend the 1999 reunion with my aunt and uncle. It was more exciting than I could have possibly imagined. I was so happy to be able to share with several veterans some of the research I've done into the 34th BG history. I was also very appreciative and grateful for the financial assistance from the group in reimbursing me for the expenses of gathering that information. If I ever have the time to do so and learn the skills needed, I plan to greatly expand my 34th BG website to include even more details on the histories of the planes and crews of the 34th BG. Since the reunion I have obtained the 34BG records on microfilm from Maxwell AFB. They will prove very helpful but are still missing vital information. Bobb Pacholski, navigator on the B24 "The Near Sighted Robin" sent me a copy of his 201 file which contained the order for the deployment overseas. On one page it listed four 7th Squadron crews, including his, with the serial numbers (but no names) of the planes these crews flew over and a listing of the crew and passengers flying in each plane. I would very much like to obtain a complete set of those orders and would ask the members of 34th BG Association to check and see if they have a page like that in their own personal records and if so, I ask that they please send me a copy. This is the only place I have seen that identifies the planes the various crews flew over to England and a copy of that set of orders is not in the files at the National Archives, nor is it on the microfilm, I've already checked. A copy of the one relevant page, however, was apparently placed in each crewmember's 201 file. Again, I would ask any member who has a copy of their 201 file to please look for this one page in particular and send me a copy. The page I need is an Extract from Operations Order Number 1100 from Headquarters Station #11, Caribbean Wing ATC, Morrison Field, dated 13 April 1944. The one page that I have includes the Doell crew flying 41-29598, the Alexander crew flying 41-29559, the J.C. Smith crew flying 41-28851, and the Avriett crew flying 42-94824. Thanks, Gary Ferrell, 867 College Ave. Shelby, NC 28152

HAROLD AND GEN RUTKA - DULUTH, MN

Wishing you the joys and blessings of this festive and Holy Season and a bright and Happy New Year 2000.

This has been a very busy year. It feels great to wind down and resume a more normal life. We celebrated our 55th wedding anniversary and we are very thankful for our wonderful years and good health. We have had a great fall - very little rain and "no snow to date"; although it is in the long range forecast. The weather has been so mild and with no snow they have had to reschedule the "SNOCROSS" snowmobile races . We were able to put up our Christmas lights and wreaths without wearing gloves.

We visited Savannah, Georgia and toured the 7th Air Force Heritage Museum three times due to scheduled events. Also we visited the 8th Air Force Museum in Shreveport, Louisiana. Those members of the 34th BGA that were there in 1989 for the dedication of the first memorial would be amazed at the row of memorials and bomber aircraft from the B-24's and B-17's of WW II to the 1980's. The museum has been moved into new quarters and is a big improvement over the 1989 museum. The 34th Bomb Group display is in need of items about the group.

Our travels also included two trips to Des Moines and other stops in Iowa. Also we visited Buffalo, New York for year 2000 reunion information. We traveled to England in July along with the 447th Bomb Group. They accepted us even though they were a B-17 group stationed at Rattlesden. We had made arrangements with our friends Leslie Lummis and his wife Sylvia for wreaths to be place at our memorial at Mendlesham. We could not meet with all our friends because of the short time we had at Mendlesham. We had a great dinner prepared by Sylvia Lummis and then Leslie Lummis drove us back to our bus at Rattlesden and then to our hotel.

We place a wreath for the 8th Air Force at the American Cemetery in Cambridge, visited the American Museum at Duxford and enjoyed a superb air show. We visited London, had some tours, shopping and theaters, some visited France.

Again we would like to wish all of you good health, peace and every happiness for the holidays and the coming 2000 New Year.

****

BIRGIT LONERGAN - FT. MYERS, FL

I received my copy of the Mendlesham Memories the other day, read it from cover to cover

and am so happy that I made the effort to attend the reunion in Des Moines.

It was wonderful to see so many of the friends Ed and I had made over the years. Wish many of them were closer.

I may not make it to Buffalo, but am interested in the Return to England Tour. Ed and I so enjoyed the trip we made for the D-Day celebration.

Keep up the good work - the 34th will forever have a special place in my heart.

Hope everyone had a wonderful Christmas and I wish you all nothing but blessings in the New Year.

****

BETTY BRESH - FORT MYERS, FL

Our best to you and yours and Holiday Blessing. Your Air Force buddy having mobility problems due to Peripheral Neuropathy of legs. I am well but due to Paul's health we may have to consider another form of housing. Hate to think of going North and cold. Family lives in Overland Park, KA, Sincerely.

****

JUNE AND GEORGE RITCHIE - SWANSBORO, NC

Your efforts on behalf of the Group are outstanding. Keep up the good work. All's well and happy here. Our real news is that Tom is leaving the AF after 20 years, effective 4/2000. They offered him another school slot, and a promotion, but he declined. They are expecting #4.

Claude Gibbs was "on the radio" of Tiger Rag, Gerold Holmes crew in Blythe. I was the bombardier, transferred to Terry for 6 missions in the McAllister. Claude is " good people".

So June and I will try to make Buffalo to be there when he takes office.

ART WILSON - BLYTHE, CA

ART WILSON
590 Seville Lane
Blythe, CA

Dear Hal,

Enclosed please find $10.00 for associate membership in the 34th Bomb Group Association.
Name: Art Wilson, DOB - 8-19-30
Spouse: Cleatus Wilson, DOB - 2-25-38

I am currently engaged in researching the history of Blythe Army Air Base, California during World War II. I am particularly interested in first person accounts of life at the base and the nature of the training. Photographs would be especially helpful. If a book results from this project, due credit will be accorded to everyone assisting. Any contributions will be greatly appreciated.

Thank you Hal, for your assistance, Art.

****

EDGAR GEOGHEGAN - YELM, WA

Every Christmas since 1945 I have received cards from former roommates at Stalag Luft III, the camp the movie "The Great Escape" was all about. My role was played be Steve McQueen, to be honest I have never been on a motorcycle in my life or attempt to escape.

One of my roommates was a pilot on a Lancaster bomber. The other one, an Australian, was a pilot on a Halifax bomber. Both have visited me in the States.

I was in the British camp at Stalag Luft III as the American side of the barbed wire was overfilled.

My pilot, Terry and navigator Adams along with our co-pilot Halgren were at the same camp but in different rooms. I believe there are but four guys left on Terry's crew. I was originally on Pedigoes crew. Danielson, co-pilot, 18th sqdn., and I still keep in touch.

I have hit the big 80 and in spite of bi-pass surgery manage to play golf three or four times a week.

May you have a wonderful Holiday and a Healthy, happy New Year. Ed and Donna

****

OLIVER BOLDUC - CHAPLIN, CT

Excuse the lined paper I'm sending this note on, it keeps me writing a bit straighter. That said, we wish you a Merry Christmas and Happy New Year and trust that year 2000 with all it's glitches will not create any great problems. With 1999 about over, we can all look back and be greatful that we're still well and here. So many of those of the ground crew members have either passed away or are in bad condition. Phil Coombs passed away, Ted Janucz now with family. Jack Unwin with son. Don Kruppig has had an operation and using a cane, his wife is on oxygen all the time.

For flight crews and their status I tried not to know them too well, but I got to know Eastman very well and in fact he gave me his wallet to hold for him before he flew on his fatal flight and was shot down over the base, as he returned from a mission, by the German intruder at 11:00 PM. I witnessed all of it and I shed many a tear so often over it, a dear friend and his

crew as well and then I had to handle the return of his wallet. Certainly, there were many, many others who gave their all that we might return to our great country. Other than pilot Robert Blum, who flew my plane for many, many missions, and we got to know each other very well.

Ground crews always suffered a very deep emotional or traumatic loss when a plane they serviced and maintained, to the best of their knowledge, did not return . Whatever their fate turned out to be, often we never learned unless by chance they returned via the underground system. So it took a toll on us if we knew the flight crews real well.

I do enjoy the MM and it's articles and I take my hat off to all of you who make it happen. My wife and I have failed to take part in the reunions but some day if one were held in the New England area it would no doubt entice us to go. The Foxwood Resort and Casino has everything a group could expect as well as Mystic Sea Port and aquarium. The Groton Submarine base and Bradley Air Port have bus as well as train service at hand. Rates are not out of line, literature is available.

Well Hal, I've rattled on and on but I've got Lymes desease and been medicated for months for it. Otherwise my wife and I are well, still cut my own fire-wood for supplement heat.

A great winter for you and family, thanks for all you do for MM.

The 34th Bomb Group (H) - England Trip will leave 31 May 2000 and arrive in England, Heathrow Airport 1 June 2000. Bus to Dunston Hall, the same hotel we were at in 1998.

Saturday, 3 June 2000 at 5:00 PM Molesworth hanger dance.

Sunday - visit to the American Cemetery in Cambridge - then on to Duxford Airfield and return to Dunston Hall. Then on to London and the return home.

For further information, call, Dick D'Amato, Tamarac Travel - 1-800-228-9690 ir: Harold C. Rutka, 1-218-724-1667.

LIFE HANGS BY A THIN THREAD
By AL SADOWSKY, 391st sqd.

How often have we heard the above expression without giving it a thought?

The incidents occurred during my tow with the 34th. Bomb Group and will be forever implanted in the back of my mind. Time has dulled my memory as to the exact dates, but the happenings are still vivid as if they occurred yesterday.

INCIDENT #1 - On a mission to Mersberg, Germany , as a lead crew we were designated to lead our squadron over the target. Just prior to take off, however, we were told to switch positions since a high ranking officer was to head the entire group.

During the bomb run, the lead crew received a direct hit and the plane exploded and needless to say - no survivors.

INCIDENT # 2 - The following incident happened when we were flying B-24's. I was a ball turret gunner and, as you recall, the ball had to be lowered when airborne and raised by hydraulics when landing. On a mission over occupied France, while on the bomb run, my co-pilot, Alf Johansen, asked for an oxygen check. When I did not respond, He told Benme Copeland, our engineer, to see what was wrong. Fortunately, my twin 50 caliber machine guns were pointed face down so that he could open the trap door to the turret and revive me with pure oxygen. Had I been in a rotating position, it would have been impossible to reach me and I would have fallen victim to anoxia.

I never was a deeply religious individual but surely a higher being was holding my hand and guiding me on these two frightening occurrences.

I know that " Life Hangs by a Thread" but it is unbreakable when "God", (whatever religion), is standing by your side.

ENGLAND TOUR UPDATE

The England tour has resulted in many calls to Tamarac Travel and several to me. Our group will be joining with 100th bomb group at Dunston Hall, Norwich. I have had calls regarding our relationship with the 100th bomb group. We were both in the 3rd Air Division and we flew some missions together.

We know that Claude and Gen Conklin and Harold and Gen Rutka will be among those meeting in England. There is still time for you to make arrangements for the tour. Call Tamarac Travel - 1-800-228-9690 for more information.

Back to England coordinator,
Harold Rutka,
34th bomb group chairman

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BUSS	MARY, E.	391LM	4836 N. WATERGATE RD	OLNEY	IL	62450
CAMP	JOHN, R	18LM	9250 N. BAYSHORE DR.	MIAMI	FL	33138
CASSELL	ALBERT, J	7	4982 BEAVER RD	THORNVILLE	OH	43076
CUTTING	RICHARD, M	7LM	2353 YOUNGMAN AVE APT 307	ST. PAUL	MN	55116
FILLMAN	DONALD, K	18LM	1101 A CARRIAGE LANE	CAMERON	MO	64429
GRIFFITH	FRANK R	4	17475 FRANCIS ST APT 2028	OMAHA	NE	68130
HILL	ALLEN P	7 4	2210 MINERAL POINT AVE	JANESVILLE	WI	53545
HOWARTER	WAYNE	7LM	16702 S. HWY 59	WELDA	KS	66091
LEWIS	CHARLES, H	10304	27TH DR SE	EVERETT	WA	98208
MARTIN	JAMES	7LM	13100 FM 1176	SANTA ANNA	TX	76878
McCLURE	CHARLES, J	391/18	29 COACHMAN SQUARE	CLIFTON PARK	NJ	12065
MINK	CLAYTON, A	7	314 ANTHONY AVE	HUDSON	NY	12534
ROCKMUELLER	SIDNEY	SPSERLM	3718 HENRY HUDSON PKWY E. #1408	BRONX	NY	10463
ROSS	JOHN J.	18	12 AVERY CT.	NESCONSET	NY	11767
VANBUSKIRK	WILLIAM F	4	18790 LLOYD DR APT1014	DALLAS	TX	75252

NEW E-MAIL ADDRESSES

LAST NAME	FIRST NAME	ADDRESS
HARKLEROAD	LEE	Harkleroadjr@aol.com
STRONG	EARL	emstrong@txol.net

CHANGE IN E-MAIL ADDRESS

LAST NAME	FIRST NAME	NEW ADDRESS
SOTHERN	BRUCE	Bssothern@aol.com

NEW MEMBER

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
HUGHEY	DANIEL	18	1072 GRETNA ST	EL CAJON	CA	92021
STALEY	DANIEL	7	9792 SAGEBRUSH DR	PRESCOTT VALLEY	AZ	86314
WILSON	ARTHUR B	ASSOC	990 SEVILLE LANE	BLYTHE	CA	92225

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
MILLSTONE	MARTIN A	391	?	1424 S FARRELL DR	PALM SPRINGS	CA	92264
WEEKS	WAYNE	18	03-21-99	11475 PORTERVILLE RD	EAST AURORA	NY	14032
FARLEY	JOHN	18LM	01-25-00	4 CREST HILL RD	VERONA	NJ	07044
ROMERO	CLEVELAND	7LM	01-31-00	1008 CARMEL	LAFAYETTE	LA	70501

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DONOR	IN MEMORY OF
GLORIA JAMES	JOHN JAMES
FANDEL, WILLIAM H.	

50TH WEDDING ANNIVERSARY

WEDDING DATE	LAST NAME	FIRST NAME
MAY 14TH 1949	HARKLEROAD	LEE & HELEN LOIS

CREDIT WHERE DUE

It was a veteran, not the reporter, who gave us freedom of the press.
It was the veteran, not a poet, who has given us freedom of speech.
It was the veteran, not the campus organizer,
who has given us freedom to demonstrate.
It was the veteran, not the lawyer, who has given us the right to a fair trial.
It was the veteran who salutes the flag, who serves under the flag,
and whose coffin is draped by the flag,
who allows the protester the freedom to burn the flag.

Author unknown

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(639) 273-3561

34th Bomb. Group

4 7

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VALOR TO VICTORY

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From the collection of:
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

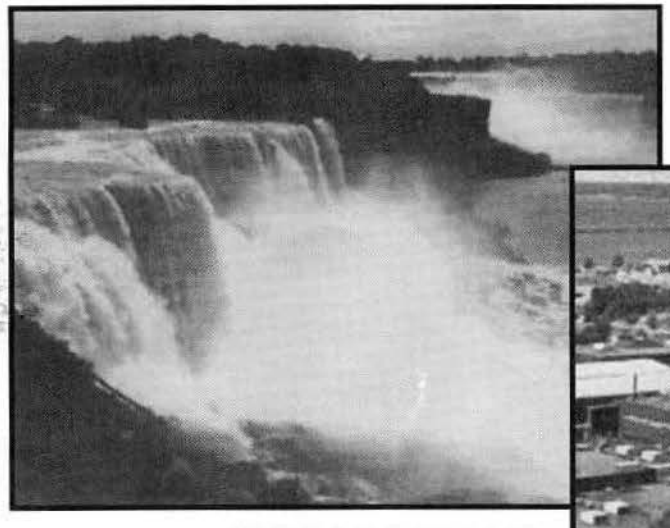
VOLUME XXV NUMBER 2 JUNE, 2000

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

Buffalo

Gateway to Niagara



NIAGARA FALLS

THE ADAMS MARK HOTEL

34th BOMB GROUP ASSOCIATION REUNION

September 6th - 10th, 2000

at

THE ADAMS MARK HOTEL

Buffalo, New York

HOTEL RESERVATION FORM, REUNION REGISTRATION FORM & DETAILS OF EVENT INCLUDED IN THIS ISSUE

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Mendlesham Memories
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The Woodlands, TX 77382-1067
(936) 273-3561
e-mail jkshare@lcc.net

DEADLINE

All Material and items for the September issue of Mendlesham Memories should reach me on or before July 20th, 2000 that is the date our final copy goes to the printer.
Jack Share, Editor

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Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm

share—

a thought.

Taps, that inevitable list that appears in every issue of this publication – how we wish it would go away. It is not easy losing those that have meant so much to this country's freedom, and well being, and have been instrumental in keeping this organization alive and well. Those of us who have been attending the reunions of the 34th BGA over the years have had the privilege of being associated with many of these fallen heros. Although, they will be greatly missed and we know they will never attend another reunion – in body, we feel strongly they will be with us in spirit because it was a great part of their lives. Their contributions will be in evidence for as long as the 34th BGA survives.

One such individual whom I met for the first, and only, time at the 1998 reunion at Boise, passed away recently. You who were at that reunion will remember him as the gentleman who stood up at the Friday night dinner and recited a poem he had written in tribute to the veteran's of Mendlesham. That poem appeared in the December '98 issue of MM. He and I had several talks on the telephone after that and became quite good friends. I learned that two of his greatest loves were the State of Montana, where he lived, and the people he had met at the 34th BGA reunions. He wrote another poem about those people which also appeared in the Dec. '98 issue of MM.

I think he said it best in his second poem, "The Boise Reunion", in which he described the reunions as:

"Many old friendships are renewed.
Some new made,
A weekend of smiles and tears to remember
As we look forward to next September".

I'll never forget Gene Albert.

Look for your reunion registration, hotel reservation forms and the list of activities in this issue.

See you in Buffalo.

Jack

PRESIDENT'S MESSAGE

Once again it is time to write a few words for the June issue of MM. I have been going through a traumatic event in my life and have been unable to concentrate on my duties with the 34th, but the deadline is approaching, so I'll do my best to make sense in my message.

It deeply saddens me to read the TAPS section of the last MM. My sincerest sympathy goes out to the families of the four who passed away early this year; M. Millstone, W. Weeks, J. Farley and Cleveland Romero. Our ranks are understandably thinning out. May God bless them all.

At our reunions, Cleveland would share the experiences he had in a POW camp in Germany. To this day he would say, "I still can't stand the smell of onions!" I guess onion soup was all they fed them. He was a great person, Henrietta.

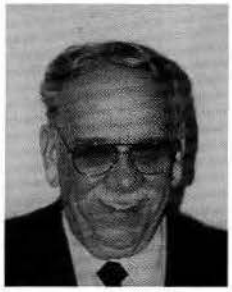
I purchased a video tape set from the History channel, "Greatest Blunders of the 20th Century". In one segment, the history of the Army's 8th Air Force in England was covered. Our effort to go it alone, without fighter escort, to the target deep in Germany was almost a failure. Daylight, precision bombing, flying in a box formation, was the way to go at the time; or so they believed. Losses on some long missions, toward the end of 1943 were approximately 20%. The German fighters ate them alive.

It wasn't until February 1944 that the revised version of the P-51, able to fly 1600 miles, reduced our losses dramatically. If we would have listened to the English earlier in the war, and used their engine design, many bomber crews would have been saved. As it turned out, after making the revision to the P-51, it became the best fighter in the European Theater. The 34th was lucky to have begun their missions with P-51D fighter protection all the way to the target. Thank God.

Enough of military blunders by the 8th AF. I had better stop before I blunder!!

See you all in Buffalo, NY.

Norm Mayer 20-20



TREASURER'S REPORT

I'm writing this on TAX DAY 2000 and am wondering where the year has gone. It seems only yesterday that we were speculating what effect the change over to Y2K might have on our lives and here the year is almost 33% past! I hope none of you had any trouble with the change over.

SCHOLARSHIP TIME – There is still time to get an entry to the Scholarship Committee for this years judging. A postmark of 10 July 2000 is acceptable so you may want to check on your kin who are graduating this year or a college student who may want to enter. The committee will try to have the results so they can be listed in the September issue. Thanks to those of you who included an extra $5.00 with your annual membership dues. It will help continue our scholarship program.

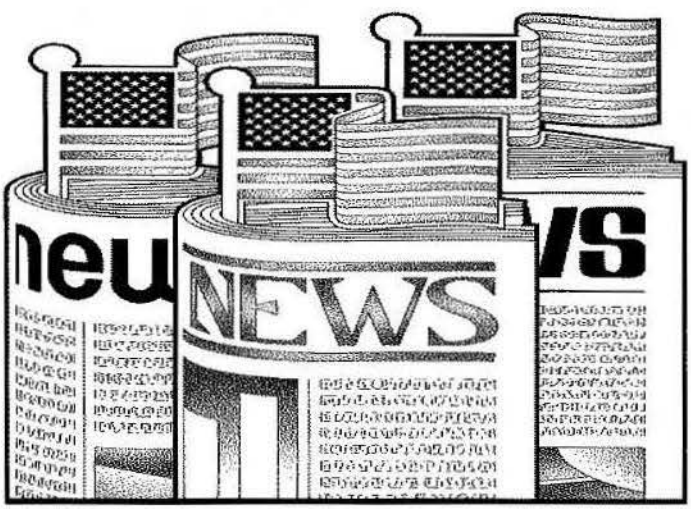
Sadly, we had to report the loss of two of our Scholarship committee members: Jack Farley and Cleveland Romero. And we sadly mourn the loss of others on our TAPS list.

Tony Coutros, John Feda, Randy Martin and yours truly (and wives) will be your representatives at the 55th anniversary of the Food Drops in Holland April 29 – May 6. Most of us leave the USA on April 26th and will gather in Rotterdam on April 27th to start the festivities. I'm sure it will be quite an emotional time, meeting and seeing those for whom we dropped the food parcels.

Reunion forms are in this issue so all will know what is to be on the agenda at Buffalo. I'm looking forward to seeing many of our members as well as visiting spots around Buffalo. I hope you are including the reunion in your travel plans for 2000!

Cheers and may God abundantly BLESS!

Hal



Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on the first day of February, May, August and November for the March, June, September and December issues

REUNION COMMITTEE REPORT

The reunion committee has finalized the arrangements for the Buffalo reunion – September 6 – 10, 2000. The Adams Mark Hotel has been redecorated, the food is excellent and the personnel is pleasant to deal with.

The hospitality room will have all the necessary facilities and will again be in operation.

The shuttle from the airport is FREE!! The first shuttle to the airport leaves the hotel at 6:00 AM and then on the hour during the day. Taxi service runs $22.00 - $28.00 depending on the drivers' travels.

The tour will leave the hotel at 9:00 AM – Friday, 8 September, 2000. It will proceed with an over-view of Buffalo's major city highlights. It will then proceed on to Niagara Falls' prime outlets and food court for an early lunch and shopping – for those that so desire. The tour will continue on to the American Falls area, travel along the Niagara Gorge then cross over into Canada with stops at the Floral Clock, the Whirlpool Overlook and then to the Horseshoe Falls at the Victoria Park area. We will return to the hotel at 4:00 PM

We will be looking forward to seeing you at the Adams Mark Hotel in Buffalo. This could be one of our larger reunions as one fifth of the population of the country lives within 500 miles of the Buffalo area.

The Reunion Committee
Harold Rutka
Robert Wright
Bruce Sothern

A HISTORY OF THE 34TH BOMBARDMENT GROUP (H)

A PRE-WAR UNIT

From its low unit mumber, the 34th. Bombardment Group (H) was obvioulsy an old organization. In fact, it originated as a pre-war training group and was formed of four early bombardment squadrons, the 4th., the 7th., the 18th., and the 391st.

Group markings on the Fortresses consisted of a red fin and red chordwise bands across the wings and tailplane. The squadrons were identified by their white (4th.), yellow (7th.), red (18th.), and green (391st.) cowlings. Unlike other groups, the 34th. did not carry a unit letter in a square on the fin, but the individual aircraft letter was carried on the rudder.

The activation of the 34th Group took place at Langley Field, Virginia, and in the months that followed the Group had an ubiquitous career. From Langley, the unit moved to Pendleton, Ohio, and from there to Tucson, Arizona. After a short stay at Tucson the Group moved to Geiger Field at Spokane, Washington, one of the main Bombardment Group home bases, and then went on to Euphrate, also in Washington. Blythe, California, another home Bombardment base, was next on the list, it was here that several other 8th. A.F. Groups were formed later. The period spent at Blythe was more prolonged and after moving to Salinas for a short time the Group was engaged in training crews for heavy bombers and up to the time it went to Salinas was flying Boeing B-17 Fortresses, but at Salinas a conversion course was held and when the 34th. returned to Blythe it was using Consolidated B-24 Liberators. The Group changed back to B-17's in July 1944.

Crew Training School Formed

At Blythe the 34th. Bombardment Group was disbanded and formed into the 358th. Combat Crew Training School. A tremendous amount of training was done at this stage and it can be fairly stated that most Bombardment Groups in the 8th. Air Force originated in the 34th. Bomb Group or 358th. Training School.

After some time the decision was made to reinstate the 34th. Bombardment Group and place it on operational status for service overseas. A cadre was formed, and in December, 1943, the 34th Bombardment Group was reborn.

The Group flew from Blythe via Salinas to England, arriving near Liverpool on April 21, 1944, and from there flew to Mendlesham, Suffolk, which was the base for this unit until June, 1945. When the Group went overseas it was commanded by Col. Wackwitz, who had been appointed commander when the 34th. had been reformed. After retaining this post in England for some months, he was replaced by Col. W. E. Creer. After the Group ceased operations, Col. Creer returned to the USA on May 29th., 1945, to be replaced by Lt. Col. LeBailly.

Operations

With the 34th. Bombardment Groups first mission on May 23rd. 1944, an attack on Estampes and Mandesir, to its last mission on April 20th. 1945 on Mauen, the 34th. Group had less than a year of operations over Europe. Perhaps the outstanding attack was the Plauen tank factory on March, 26th. 1945. For several months forces of the 8th. Air Force had been attacking this plant with poor results. Then on the March 26th. attack the 34th. Group laid a neat pattern of high explosives right across the factory. Other groups took part in the mission, but only the 34th. made a successful bombing attack. This action was typical of the accuracy record of the 34th., for this unit led the 8th. Air Force in bombing accuracy during the first few months in which it operated. Also, during the period it was operational, it flew more sorties than were flown by any other group during the same time. A total of 170 operational missions, 6 food missions, and many repatriated prisoner flights is no mean effort in a period of 11 months. During this time the Group dropped many thousands of bombs, 13,045 tons of which were certified as having hit their intended targets. The highest tonnage to hit a single target was 133 short tons on Bielefeld on March 3rd, 1945.

Not Long Active

Because of its relatively short period of active service, claims of enemy aircraft destroyed by the Group are small amounting to only eight destroyed, four probably destroyed and 13 damaged, while 52 of the Group's bombers were lost. The latter figure may seem out of proportion to the claims made, but during 1944 fighter opposition steadily decreased while enemy flak was on the increase. Indeed other crews reported that the period between June, 1943 and March, 1944 was the worst for fighter attacks, while from this time on the escort fighters further reduced an already waning menace and flak was the bombers' worst enemy.

Although it was over there too late to participate in some of the pioneer battles of the 8th. Air Force, 3rd. Air Division, the 34th. Bombardment Group started with a tradition born of long home service, but once in action showed itself to be more than a match for any adversary.

(*Submitted by Walter Sturdivant - 18th Sqd.*)

Re-deployment

The month of June 1945 arrived to find the Group under a new commander charged with re-deployment to the Pacific War for air and ground echelons. Preliminary information indicated that the air echelon would begin moving at any time and all other activities were secondary to this effort. Re-deployment of the air echelon started in June and the organization was never brought together again, as a whole group.

The program of readying the aircraft and crews for an overseas flight continued through June, although few knew just where the flight would take them, it was generally felt that flights would be made via the United States. On June 5th the Third Air Division received instructions for the Group Commander to make up loading lists for each flyable aircraft to include 20 passengers. The next few days were spent in frenzied efforts deciding who would be passengers and calling back many officers and men on leave or on furlough. It was difficult to determine just who should travel as passengers, since training conditions in the States were not known, but finally each squadron and section had its pro-rata share of key and urgent personnel selected for the loading lists.

At 0209 hours on 7 June 1945, the long awaited Field Order No. 2253. Operation "Home Run" was received alerting the Group to send all flyable aircraft to Valley Airdrome in Wales. Additional elements followed for the next few days and on 26 June 1945, Colonel Le Bailly left with the last aircraft.

The entire movement was composed of 72 aircraft transporting 1439 officers and enlisted men to the Zone of Interior. Planes were dispatched to ATC Airdromes at Valley Wales and Prestwick, Scotland. Generally, the ocean routes of the North Atlantic Wing were flown but a few of the planes were routed via the Azores.

Personnel changes affecting the Group staff were made during June, as follows:

The "Honey Project" claimed a veteran of the Group when Lieutenant Colonel William H. Fandel was ordered back to the Zone of Interior
being succeeded by Lieutenant Colonel Roy E. Tavasti as Deputy Group Commander and Deputy for Operations.

Lieutenant Colonel Frank R. Crabtree was transferred from the 18th. Squadron to become GroupOperations Officer.

Major Charles Cook was transferred from Group Operations to assume command of the 18th. Squadron.

When Lieutenant Colonel LeBailly left, Lieutenant Colonel Eugene H. Taylor, Group Commander of the 422 Air Service Group assumed command of the Station.

Captain Frederick A Millard of the Ground Echelon was named as temporary Group Commander to be replaced a few days later by Captain John H. Westoff, a rated pilot, at the request of the "POM" inspectors.

Captain William Orchard, Group Intelligence Officer, was transferred to Headquarters 20th Bombardment Wing and was succeeded by Captain Samuel T. Turnipseed, Jr. as Group S-2.

After departure of the Air Echelon, the elements left on base settled down to the business of closing the base. Supplies and property were packed for shipment to the appropriate depots and the "OEL" property was packed for overseas shipment to intransit depot at Newark, NJ. This program covered late June and into the first ten days of July.

A holding party under the Command of Major Frederick R. Relyea, former Commander of the 848th. Air Engineering Squadron was charged with the final closing of the station after the departure of ground echelon. Members of the command desirous of staying in England, and some who married English girls,were transferred to the holding party. It was the responsibility of this force, consisting of approximately eight officers and one hundred seventeen enlisted men to check the buildings, pick up small items of property, protect the station from fire and marauders and to finally turn the station over to the Air Ministry. When their job was completed, they were absorbed by the Third Air Division for re-deployment with some other unit.

Movement orders for remaining personnel arrived on 9 July 1945. Post authorities were prepared to accept an approximate strength of 44 officers and 561 enlisted men of the ground echelon. Finally, on 19 July 1945 Headquarters Squadron of our associated 422nd. Air Service Group was ordered up for shipment by the Post Commander at Cardiff, Wales for departing Mendlesham on 23 July 1945. The next afternoon, 20 July 1945, Headquarters Detachment of the 34th. Bomb Group was alerted by the Southampton Post Commander for sailing on the 24 July 1945. Actually, both of these units departed together, by truck, from Mendlesham at 0030 hours on 24 July, transferring to troop train at Stowmarket at approximately 0230 hours for ports of embarkation.

Upon leaving Mendlesham, Headquarters Detachment consisted of 17 officers, 56 enlisted men and one civilian, Mr. Leonard W. Thompson, our Field Director, American Red Cross. After an uneventful trip via London, the train pulled into the docks at Southampton at about 0900 hours on the same morning and by 1000 hours were boarding the USS West Point which was to be their home for the next

week. The transport, the former SS America, was a 1200 passenger vessel some 723 feet in length. She was the largest passenger liner built in America and called Newport News Virginia her homeport.

At 1315 hours on 25 July 1945, hawsers were thrown off, anchors raised and she put out to sea through the Southampton harbor and the Western end of the English Channel. Passengers carried on this trip were generally considered to be about 7000 men, some 2000 of which were ambulatory patients.

The voyage across was uneventful, calm, and very pleasant. Troop duty consisted of guard officers, sentries, mess line and kitchen details and general police details. Abandon ship drills were practiced for the first three days out and once later for the patients.The main problem with passengers was the wearing and care of papak life vests, seemed better suited for pillows. Food was plentiful and well prepared and the canteen was usually open. Only three soldiers (none from the 34th. Bomb Group) were incarcerated in the "Brig" for breaking smoking regulations, which was a good indication of how well the men aboard were disciplined.

The ship arrived at Newport News, on schedule, on the morning of 1 August 1945 and tied up at 0530 hours. Troops began debarking about 0700 hours and by 1030 hours all except the patients were off. Bands, port officials, reporters, and Red Cross workers welcomed the troops as they poured from the gang plank in Winter uniforms on a hot summer morning in southern Virginia. Five waiting trains carried the troops to nearby Camp Patrick Henry where they were again welcomed on behalf of the Commanding General. After a short orientation, they were assigned barracks and then to the mess hall for steaks, sweet milk, and ice cream. After changing into Summer uniforms, they called home and awaited instructions for departure home for thirty day leaves or furloughs.

Inactivation

While on leave, the two atom bombs were dropped and Japan surrendered on 14 August 1945 and the re-deployment plans were changed to inactivation or rather a state of suspense until surrender terms were actually signed on 2 September.

As a whole, most officers and men were relieved of active duty and were separated from the service. Lieutenant Colonel LeBailly, Group Commander, was reassigned to the 4th. Air Force at Hamilton Field, CA.

Lieutenant Colonel Tavasti was assigned Deputy Commander of Transient Troops at Sioux Falls Assembly Area.

Lieutenant Colonel Crabtree was reassigned to a station in Texas.

Major Robert Gay, Ground Executive, was released from active duty and returned to his home in Rockwood, Michigan.

Major Harry Morgan, group Surgeon, was relieved of active duty and returned to his practice in Longview, Washington.

Major Joseph H. Ray, Air Inspector, was assigned to the Sioux Falls Assembly Area.

Captain Samuel Turnipseed, Jr. Group S-2, was released from active duty and returned to his former position with Southern Bell in Atlanta, Georgia. Without Captain Turnipseed, the history of the 34th. Bombardment Group would not have been written.

On 2 July 1945, a report issued by Headquarters of Third Air Division, the Station of the 34th Bombardment Group ranked first in efficiency as to matters handled by it's courts and boards section.

A neighboring English Constable of Eye stated that he had less trouble with the 34th. personnel during their time in Mendlesham than he did with a much smaller English force stationed there for a shorter period previously.

Mingled feelings ran through the minds of many of the ground echelon present when Colonel LeBailly, our Commanding Officer, circled the field and dipped his wings in the final salute of our last departing aircraft before winging his way homeward to the West on that afternoon of 25 July 1945. This concluded flying activities for the 34th. Bombardment Group over Mendlesham Airfield.

On 27 August 1945, General Order Number 116 was issued by Headquarters, Second Air Force, Colorado Springs, Colorado, stating, in part, that the 34th. Bombardment Group would be inactivated on 2 September 1945 along with several other Groups originally scheduled for re-deployment to the Pacific. Thus the 34th. bomb Group went on inactive status as prescribed by the War Department Troop Bases closing the chapter on World War II.

To those officers and men who conscientiously carried out their respective duties, God speed in their future pursuits of peace and civilian undertakings. And to the loved ones of those of us who did not return, we convey our heartfelt sympathy; and we trust that future actions of those of us who carry on will continue to hold those missing ones in such a high place of respect, that their efforts may not have been in vain.

(Author of Re-deployment and Inactivation unknown).

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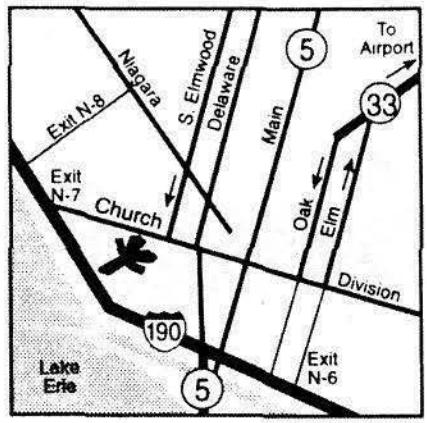

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Telephone: _____

Arrival Date: _____ Arrival Time: _____
Departure Date: _____
Additional Guest(s): _____
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I understand that I will forfeit my deposit in the event that I do not arrive or cancel less than 48 hours prior to arrival (unless contracted differently). All reservations will be assessed a $25.00 early departure charge for each night I check out in advance of my scheduled departure date.

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Name of Credit Card Holder Signature of Card Holder

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- Cancellation or modification of reservation must be made at least 48 hours prior to arrival to avoid forfeiture of deposit. Ask for and retain cancellation number until you receive refund of deposit or credit to credit card.
- No charge for children under 18 when sharing room with parents and using existing bed space.
- All hotel accounts are subject to credit arrangements at time of registration and payable at departure.

Please call 716-845-5100 for reservation assistance.

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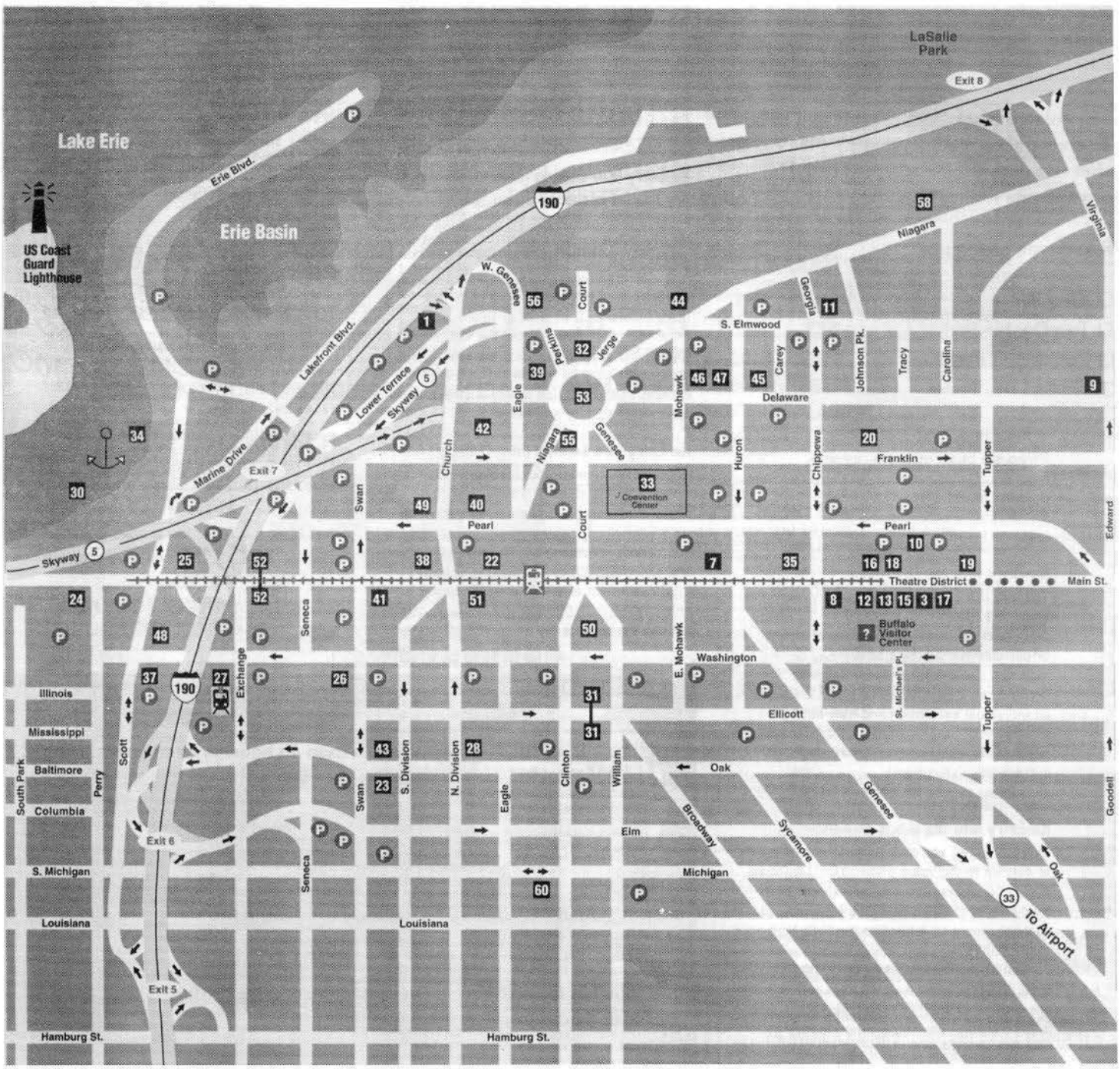

REUNION 2000

The 34th Bomb Group will hold it's Annual Reunion at the Adams Mark Hotel, 120 Church Street, Buffalo, New York, 14202 TX 800-444-2326 from 6 – 10 September, 2000

Hotel reservation forms are included in this issue. Send your check or credit card number directly to the Hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H Wright
411 Parkovash Ave.
South Bend, IN 46617-1029
TX (219) 232-4287

Make checks payable to 34th Bomb Group Association.

Cut here

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLARSHIP FEE $15.00 each person **NOTE: Both Member and Spouse or Guest must pay**		X_____
9/8 Friday	Breakfast $11.00 per person	X_____
	Guided bus tour of Buffalo and American/Canadian Falls $22.00 per person	X_____
	Lunch on your own	
	Dinner $25.00 per person	X_____
9/9 Saturday	Breakfast $11.00 per person	X_____
	Gala Banquet $25.00 per person	X_____
9/10 Sunday	Breakfast $11.00 per person	X_____
	TOTAL	

Name_____ Spouse/Guest_____

Address_____

City_____ State_____ Zip Code_____

NOTE: All prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags?_____

REGISTRATION DEADLINE IS 7 AUGUST 2000

PROPOSED AGENDA

34TH BOMB GROUP REUNION

ADAM'S MARK HOTEL

BUFFALO, NEW YORK

WEDNESDAY 6 SEPTEMBER 2000

1300 – 1600 hours EARLY BIRD REGISTRATION (lobby area)

THURSDAY 7 SEPTEMBER 2000

1000 – 1600 hours REGISTRATION (lobby area)
1500 – 1700 hours Board of Directors meeting – Hospitality Suite

FRIDAY 8 SEPTEMBER 2000

0730 – 0830 hours Breakfast – Room To Be Announced
0900 hours Depart Adam's Mark Hotel for guided bus tour of Buffalo and American/Canadian Falls.
Lunch will be on your own.
Tour lasts until 1600 hours.
1900 hours Dinner – Room To Be Announced

SATURDAY 9 SEPTEMBER 2000

0730 – 0830 hours Breakfast – Room To Be Announced
0900 hours General Membership Meeting following breakfast – Room To Be Announced.
1200 hours Lunch on your own/free time.
1800 – 1900 hours Cash bar – Room To Be Announced
1900 hours Gala Banquet – Room To Be Announced

SUNDAY 10 SEPTEMBER 2000

0730 – 0830 hours Breakfast – Room To Be Announced
Farewells until 2001

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PX ORDER FORM

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH.....$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition.....$49.95ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No).....$ 7.00ea.
LICENSE PLATE (34th Bomb Group).....$ 4.00ea.
LICENSE PLATE HOLDER (2 for $5.00).....$ 3.00ea.
PATCHES – 8TH AIR FORCE OR 34TH BOMB GROUP.....$ 5.00ea.
PATCHES – 8TH AIR FORCE (Gold & Silver Bullion Thread).....$ 9.95ea.
PATCHES – SQUADRON – 4th – 7th – 18th – 391st.....$ 5.00ea.
DECAL – VALOR TO VICTORY – 5" X 5".....$ 1.50ea.
BUMPER STICKER – 34TH B.G. – 3" X 12".....$ 1.50ea.
BELT BUCKLES – 34TH B.G. (VALOR TO VICTORY) OR B-17.....$ 8.50ea.
BOLO TIES – 8TH AIR FORCE – 34TH B. G. – B-17 – B24.....$ 6.00ea.
KEY RINGS – 8TH AIR FORCE – B-17 – B-24.....$ 4.00ea
HAT PINS (FOR DECOR) B-24 – B-17 or POW.....$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN).....$ 3.50ea.
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WINGS – 2" CREW.....$ 4.00ea.
WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER.....$ 3.50ea.
TIE TACK – 8TH A.F. – 4TH – 7TH – 18TH – 391ST SQDNS.....$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE,DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM.....$ 1.49ea.
TOTE BAG – CANVAS – 34TH B.G. DESIGN.....$ 6.00ea.
CAPS – SOLID ROYAL BLUE (New 34th B.G. Design).....$ 7.00ea.
CAPS – 34TH. B.G. (Mesh back).....$ 6.00ea.
CAPS – 50TH ANNIVERSARY – 8TH A.F (Royal Blue).....$ 5.00ea.
V.C.R. TAPE 58 mins. (" Start Your Engines + 50 Years").....$27.95ea.
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Med. or XX Large.....$24.50ea.
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LADIES POLO SHIRT (White W/ Emblem – no pocket) Large or XX Large.....$27.00ea.
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NEW!! WRIST WATCH – 34TH B.G. Face W/Alarm.....$27.95ea.
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Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

The People on the Ground...Group Operations

(From the Beachball Echo of the 446th Bomb Group)

Although personnel who served with the 446th bomb group wrote this article, it would probably be safe to say that all heavy bomb groups in the 8th Air Force operated in much the same manner.

The majority of those who served with the 446th Bomb group at Bungay, England, likely never had occasion to visit the compound of buildings known as Group Headquarters (stateside it would have been called base headquarters) and most didn't know, and likely didn't care, where the compound was.

The four or five buildings contained offices of Personnel (S-1), Group Intelligence (S-2), Group Operations (S-3), and Group Engineering/Material (S-4). All were in separate quonset hut-type structures. All that is, except Group Operations, which was in a flat-roofed, windowless building constructed of 12 inches of thick, solid concrete walls and roof.

Inside the Group Operations building were separate offices for our Group Commander, Group Air Executive, Group Bombardier, Group Navigator, Group Communications, Group Operations, and the base PBX telephone switchboard and Teletype machines. Due to the highly sensitive nature of activities that occurred around the clock, the building was guarded by military police at all times.

In essence, Group Operations was in charge of all flying activities, regardless whether operational (combat), or non-operational (non-combat) such as training flights. Within these parameters, Group Operations was the official liaison between the Bomb Group, Combat Wing, the Air Division, and the 8th Air Force. Communications between the various authorities could be via letter, teletype, or telephone.

Upon receipt of a bombing mission "Field Order" (via teletype), Group Operations would:

1. Immediately notify Group Operations Officer, Commanding Officer, and Group Executive.
2. Notify squadron operations of number of aircraft required, gas load, bomb load, and intervalometer settings.
3. Notify Group briefing officers.
4. Notify Group Ordnance Officer of required bomb load.
5. Notify Group Armament Officer.
6. Notify Photo Lab so cameras could be assigned to planes.
7. Notify squadron O.D.'s of air crew wakeup times.

8. Notify mess halls of breakfast times.
9. Prepare typed aircraft information plan which included aircraft number and pilots names. This was distributed at briefing for inclusion in pilots' mission kits.
10. Prepare typed navigation route plan showing navigation coordinates, times at each coordinate, altitudes, winds aloft, and temperatures. This was part of navigators' mission kits.
11. Phone London each night for official time check. This was a special service utilized solely by armed forces.
12. Notify Motor Pool of briefing and breakfast times so that sufficient truck transportation was available.
13. Notify flying control tower of number of aircraft involved and takeoff time.
14. Prepare wall map in Group Operations planning room to reflect mission route from base to target and return.
15. Coordinate and assemble all briefing data and deliver same to briefing room.
16. Have one man from Group Operations stand by at briefings, in case of quick run needed to Group Operations.
17. Prepare Group Operations planning room for lead crew interrogation.

Because loading bombs was a lengthy process, it behooved Operations to give as much advanced noticed as possible to armament and ordnance personnel. Thus, the first indication anyone would have of a mission the following day would be this announcement from Group Operations over the base public address 'tannoy system. "*Will all armament and ordnance personnel please report to their quarters immediately.*" Everyone knew what that meant.

Nighttime was when all mission preparations occurred. Thus Group Operations was a beehive of

activity during the night hours. Two night teams were created to work nights on an alternating weekly basis. A night shift was 14 hours, from 6pm until 8am the following morning.

There was only one occasion when both teams worked side by side on a single shift on the same night, and that was the night of June 5, 1945 during the "workup" of the highly important first mission of D-Day.

Other non-operational duties included:

1. Preparations of statistical reports pertaining to all flying activities.
2. Preparation of aircraft accident reports.
3. Coordination training procedures for new crews, including Link trainer and bombsight trainer.
4. Schedule practice formation flights.
5. Schedule over-water practice navigation flights.
6. Coordinate with 2nd AD for required clearances and times to utilize bombing range for practice. No doubt there is equally as much information about Group Operations that has long since been forgotten. Strange how time does that to one.

DOROTHY ANN NOWELL PFEFFER PEAVEY
1916-2000
(OUR RED CROSS LADY AT MENDLESHAM)

Dorothy Ann Newell Pfeffer Peavey died at her home on Thursday, February 10th, 2000. She was born December 9th, 1916 at Columbia, Missouri. She graduated from the University of Missouri in 1939. Her first husband, Walter L. Pfeffer Jr., a lieutenant in the USAF, was killed in a B-29 training accident at Smokey Hill Air Base, Salina, Kansas, July 7th, 1944. She married Frank Peavey in 1949.

Dorothy joined the American Red Cross during World War II and was sent to Mendlesham, England with the 34th Bomb Group, who later made her a lifetime member. After VE day, the base was closed and she was stationed at Metz, France.

She returned to the states in 1946. Two years later she moved to Rio de Janeiro and worked as a secretary for Pan American Airways.

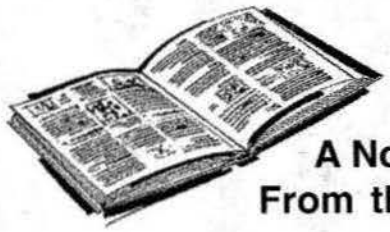
Her two daughters, Newell King of Eugene, Oregon and Martha Adrienne of Chicago, Illinois survive.

Ed: The above obituary was sent to us by Dorothy's daughter, Nowell Ann King

2660 Fairmount Blvd.
Eugene, OR 97403
(514) 343-3608

JOHN J. ROSS

It is with great saddnes I write that John J. Ross (formerly Jack Jerome Rosenbaum) of the 34th bomb group, passed away suddenly on October 11, 1999 from heart failure.
His wife Joan, his children Michael, Marilyn, Joanne and his six grandchildren survive.
If you could send a copy of your note to my address I would like to add it to a scrapbook I have compiled about his life.
He was an avid sportsman, a refined gentleman and a loving man, with a wonderful sense of humor. We will miss him terribly. Thanks so much.
His daughter, Marilyn I. Ross
10 Oxford Lane
Smithtown, NY 11787



A Note From the Publisher

To the members of the 34th Bomb Group and all who served our country during the second World War, thank you. Thank you for the selfless acts of courage that allow future generations the freedom we enjoy, and many times take for granted.

I have had the pleasure of working with Mr. Share since he assumed the daunting task of editor of Mendlesham Memories. I have truly enjoyed the experience. Publications such as this are so important to younger generations like my own who may not realize, or have forgotten the sacrifices made by their parents, grandparents, or great-grandparents.

My Grandfather, also a WWII veteran, passed away before I learned of his own experiences. I am fortunate to have learned through everyone involved in your newsletter what it may have been like for my grandfather.

I sincerely hope everyone has been pleased with the publication so far. I look forward to publishing many issues to come. Thank you all again. And hats off to a superb job by all who have contributed!

Respectfully,

Justin Hobbs
Direct Mail Resources, Inc.
j.s.hobbs@pdq.net

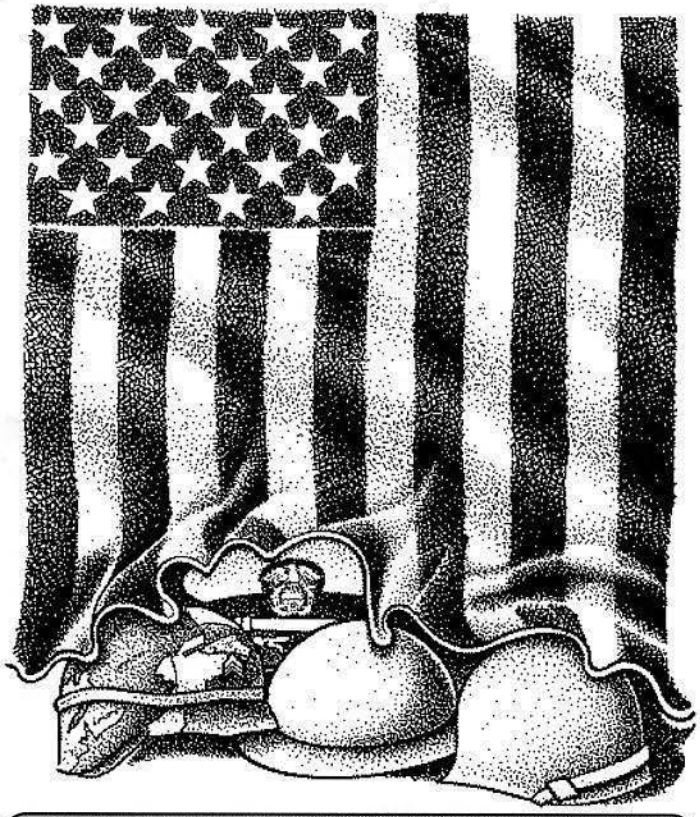
AWARD

The Bronze Star was awarded posthumously to DONALD G. MANN at a ceremony held at Fort Harrison Veteran's Cemetery, Montana on May 30,2000. Donald was a Technical Sergeant on the Gipson's bomber crew, 34th bomb group, 8th Air Force stationed in England in World War II.

The citation reads:

"Because of his heroic and courageous actions in June 1944 when Sergeant Mann was able to shut off the aircraft's fuel valves prior to crash landing, thus preventing possible death or serious injury, not only to himself, but the entire crew. His actions are in keeping with the highest traditions of military service and reflect great credit upon himself, the 34th bomb Group and the Army of the United States."

What a shame this could not have happened prior to Donald's death in January 1999.



DUES

(for those who pay annually)
are due on January 1st. each year.
Please remit your $10.00 to:
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153 NORTH HILL DR.
CARRIERE, MS 39426
If a membership card is desired,
please send a self addressed stamped
envelope with your remittance.

THE BIG "B"

by AMERICO PENNA
391 SQDN

OUR A.M. BRIEFING BEGAN APPROXIMATELY AT THREE,
THE TARGET OF OUR MISSION WAS
THE INFAMOUS BIG "B".

EXCITEMENT FILLED THE ROOM AS NEVER BEFORE,
AS DIRECT HITS ON THE TARGET
COULD SHORTEN THE WAR.

OUR PLANES WERE PRE-FLIGHTED,
OUR CREW WAS GUNG-HO,
LOADED WITH BOMBS
AND MANY ROUNDS OF AMMO.

OUR TAKE OFF WAS SMOOTH THE WEATHER FAIR,
AS FIFTEEN HUNDRED BOMBERS
ASSEMBLED IN THE AIR

AFTER CROSSING THE CHANNEL,
OUR FIGHTER ESCORT APPEARED'
TO WARD OFF THE GERMAN FIGHTERS,
MANY OF US FEARED.

FLACK EXPLOADED AROUND US,
AS WE CONTINUED OUR FLIGHT,
WITH THE 34TH BOMB GROUP,
FIT AND READY TO FIGHT.

MANY DOG FIGHTS TOOK PLACE,
SOME OF OUR PLANES LOST,
FOR A SUCCESSFUL MISSION,
WE MUST PAY THE COST.

AFTER REACHING RALLY POINT,
AND FLYING NINETY DEGREES RIGHT,
BOMB BAYS WERE OPEN,
THE TARGET IN SIGHT.

THE BOMBARDIER TOOK OVER,
SETTING THE BOMBS E.T.A.
SOME THIRTY SECONDS LATER,
IT WAS "BOMBS AWAY".

BERLIN WAS DEVASTATED,
OUR MISSION A SUCCESS,
NOW IT IS TIME FOR THE NAZI'S,
TO CLEAN UP A MESS.

THOUGH LIVES HAD PERISHED,
THIS RAID HAD TO BE DONE,
TO SHORTEN THE WAR,
AND PUT THE NAZI'S ON THE RUN.

OUR THIRTY FOURTH WAS PROUD OF THIS
EIGHTH AIR FORCE EVENT,
SINCE THE RAID WAS A MISSION,
VERY WELL SPENT.

BERNIE FARLEY - VERONA, NJ

It is with regret that I must inform you that Jack passed away on January 25th, 2000, after his valiant battle with cancer.

Jack served in the 8th Air Force '43 - '45 in England under Ray Summa who was his ground crew chief. He was so glad to learn about the reunions and we attended our first one at Virginia Beach. As we walked into the lobby, someone said, "Look, there's Red, the Kid!" I'll never forget that! Many old friendships were renewed at the reunions and new ones established.

Jack was very proud to have been on the Board of Directors and also contribute with the restructuring of the By-Laws.

No one will ever forget Jack's love of life, with his Irish wit and humor. His death left a big void in my life and that of our family.

****

LONNIE CROOK - SHREVEPORT, LA

It occurred to me that some of our people in their summer travels might be passing this way and would enjoy stopping in to visit the 8th Air Force Museum at Barksdale AFB, if they knew how easily it was to find. It is only about 1-1/2 miles off I-20 and directions are posted going both east and west.

They have greatly expanded the museum since the 34th bomb group had their reunion their in '89. They now have 17 aircraft and 8 vehicles in their outside display. The building, formerly shared with a Mobile Training Unit, is now used totally by the museum. In the building they have a small auditorium which is a replica of an 8th Air Force briefing room. Many films are available for viewing, including a history of the 8th Air Force, a history of Barksdale Air Base, Start Engines Plus 50 Years, The Memphis Belle and many others.

At present they are building a replica of Lt. Barksdale's family home in Mississippi. The mantel from the living room is currently being installed. Other items of furniture, including the family's grand piano, have been donated to Buck Rigg, the museum director.

Operating hours are 9:30 AM to 4:30 PM seven days a week; except for a few major holidays such as Christmas and New Years.

Buck has visions of a new building just outside the North Gate to the base. It is a major undertaking requiring a lot of money, and a few years. Knowing Buck, I would not be surprised if he gets it.

****

CAROL & LLOYD ELLIOT - OKLAHOMA CITY, OK

Have you noticed in the last five years the recognition that World War II veterans have been getting? We have a very close neighborhood of about 464 homes. Everyone looks to Lloyd as an Air Force hero. It all started when an A-Wac pilot moved in four houses down the street. The neighborhood has been changing so fast in that young people are buying the older houses and restoring them. We've been in this house 39 years. The story soon got around that Lloyd's plane was the "Flying Dutchman". Only two are left from the crew, Lloyd and Reid McCloskey of Carlsbad, NM. Reid was the bombardier and Lloyd was tail gunner. We also have a house at the acreage 12 miles away and this year on Veteran's Day, our next door neighbor, with her husband and four little kids called and asked if they could come by in the evening. The lady, with her children, had written a poem. They all wanted to sit on the floor with Lloyd in front of them on a footstool and they honored him with the poem and two apple pies. The kids wanted to hear about his plane. He showed them his air medal and the little bar pin that his mother wore with two stars (Lloyd and his twin were both tail gunners). Also in the box were his dog tags and the piece of flak that shattered the Plexiglas near him in the tail. Because of the extremely cold temperature his ear became frostbitten. This happened on his 32nd mission and although his ear still bothered him he flew his 33rd mission. But with the ear badly blistered, he went to the flight surgeon before his 34th mission and was grounded. The crew flew another plane that day with a replacement tail gunner and was shot down. All but two were killed. He didn't have to fly his 34th and 35th missions to complete his tour.

At the 34th bomb group reunion in Nashville, a very wonderful member of the group a Dr. Alston from Tulsa was talking to Lloyd and it turned out he was the flight surgeon that had grounded him. At the Louisville reunion, General Creer gave him the little "LB" lapel pin. The pin was explained to the little kids as the "Little Boy" pin but of course we all know it stands for "Lucky Bastard", given for those who were fortunate enough to have completed their tour. To end it - the apple pie was good.

We are well and enjoying life with our four pre-1916 automobiles. Take care and we may go to Buffalo.

WINFIELD K. REYNOLDS - PINEHUST, NC

Just received my copy of MM. Hal, I read your Treasurer's Report and accordingly enclose a cheque.

I'm pleased to see that the 34th BG "old timers" continue to try, in a small way, to help toward the education of the young.

We had the GI Bill when millions of us needed it the most.

****

BARBARA WHITE - LAPUENTE, CA

Concerning -

Robert I. White
16053 E. Rowland St. #2
La Puente, CA 91744

I regret informing you that my father-in-law passed away on 3-24-00. He was active until a few days before his heart attack.

The reunion in DesMoines meant so much to him. It was ALL he talked about.

He is having a veteran's service on 3-31-00..

We want to thank you for his wonderful memories of the get together.

Son - Robert D. White
16044 E. Rowland St. #2
La Puente, CA 91744

ED: Mr. White attended his first 34th BGA reunion last year in Des Moines at the age of 92.

****

BOB WRIGHT - PORT CHARLOTTE, FL

The weather has been wonderful in Florida where we are spending 3 months, playing golf twice a week, walk 2 miles everyday and swim about every day. Try to keep in shape. Lost 40 pounds last year and feel much better with the weight gone - and keeping it off.

They had a B-17 and a B-24 on display at the Charlotte County Airport early in March and I went to see them.

We are going to Savannah, GA. on the way home to check out some hotels for our 2001 reunion. Several members have expressed a desire to go there because of the 8th Air Force Museum.

Bob Wright & "Old Friend"

My throat isn't 100% yet and I still have some fungus from the radiation. Now, I have a lump on the left side of my neck (lymph nodes.) I had a CAT scan yesterday to see if it has anything to do with my larynx cancer.

BERNIE FARLEY - VERONA, NJ

In going through Jack's mementos, I found several copies of "The Return", a poem he had framed many years ago. I don't know if it ever appeared in MM before. I feel it may have been written by someone in the area of the base. Beryl Miles is listed as the author.

When ordering the case for the flag, that was presented to me at the cemetery, I came across information on "Military Funeral Honors". The brochure contains an Internet web site that may be accessed by the general public. It is a source of detailed information with direct links to related military and veteran sites. It can be located at: http://www.militaryfuneralhonors.osd.mil. I felt this information might be helpful for family members to have. I know it took many calls before our funeral director found the "right" number. Two servicemen, representing the U.S. Army, performed the flag ceremony for Jack; it was very moving.

The Return

By Beryl Miles

Twenty-one went out this morning
And the sun was in my eyes
As I watched them circle round
Before they vanished in the skies.

Twenty-one went out this morning
And the sunlight caught their wings
As they crossed the little thicket
Where a blackbird always sings.

Like birds into the morning
They flew I know not where
But small and secret in my heart
All day I've held a prayer.

Twenty-one went out this morning
Riding splendid thru the sky
But still there is no sign of them
Though soon the day will die.

Then suddenly thru time and space
There's sunlight on a wing
And above the beating of my heart
I hear an engine sing.

The sun still goes on shining
But my world grows dark with fear
For twenty-one went out this morning
But only seventeen are here.

Back Row:
Jack Raymond, Winfield Reynolds
Norris Smith, Richard Ruth

Front Row: (not in order)
John Middleton, John Young
Rodney Parrot, Fred Hampton
Robert Chevalier, Dexter Harris

H.R. (MAC) McNIELL - NAPA, CA

Just read Ed Geoghegan's note in the March issue of Mendlesham Memories. I also flew with the 18th squadron on Tom Copeland's crew - "THE UNINVITED."

"Easy" Ed and I buddied around together until he decided to take some time off - in Stalag Luft III.

When scheduled to fly, the truck would drop us off at the "hard stands", with Ed being dropped off first. I would wish him luck and things would proceed. As the missions multiplied, I began to get pessimistic (scared). Hoping to have "mind control over matter", I started to say "see you later." Since then, I never say good-bye to people. Hope Ed sees this, we just exchange Christmas cards.

Well, "see you later". (It worked for me.)

****

BETTY J. FILLMAN - CAMERON, MO

I want to commend you on the article on the back page of the March issue of Mendlesham Memories, "Credit Where Due". I too felt this needed to be said.

In Cameron, MO, an all on one floor beautiful Veterans' Nursing Home has just been completed. My thoughts still remember the Veterans whose lives were laid down - lost for our benefit. I framed the article in gold and called the administrator of the facility describing what I had and asked if I could present it to the nursing home. He accepted and with great appreciation. It hangs, on display, there today.

At the dedication of this beautiful rambling brick building we heard a great speech by Governor Carmahan who announced who the administrator would be. In his acceptance reply he stated, " I have a very special place in my heart for veterans because my father is one."

The facility will also have a clinic where veterans can get medication prior to the time they may one day become patients. It is truly an honor to our veterans.

Thank you again, Betty J. Fillman, wife of Donald K. Fillman who entered the Air Corps in February, 1943 and was honorably discharged in August, 1945. He was a flight engineer on the B-24 with the 34th bomb group of the 8th Air Force.

CRIME DOESN'T PAY

There was this preacher who was an avid golfer. Every chance he could get, he could be found on the golf course swinging away, it was an obsession. One Sunday was a picture perfect day for golfing, the sun was out, no clouds in the sky, and the temperature was just right. The preacher was in a quandary as to what to do, and shortly, the urge to play golf overcame him. He called an assistant to tell him that something came up and would not be able to do the service. With that he packed his clubs in the car and drove three hours to a golf course where no one would recognize him. Happily, he began to play the course.

An angel up above was watching the preacher and was quite perturbed. He went to God and said, "Look at the preacher. He should be punished for what he is doing." God nodded in agreement. The preacher teed up on the first hole. He swung at the ball and it sailed effortlessly through the air and landed right in the cup, three hundred and fifty yards away – a picture perfect hole-in-one. He was amazed and excited. The angel was a little shocked and turning to God said. "Begging your pardon but I thought you were going to punished him." God smiled and replied, " Think about it, who can he tell?"

MEN WILL BE MEN

While on a car trip, an elderly couple stopped at a roadside restaurant for lunch. After finishing their meal, the woman discovered she had left her glasses on the table, but didn't miss them until they were back on the highway. By then they had to travel quite a distance before they could find a place to turn around and the man was fit to be tied. He fussed and complained all the way back to the restaurant calling his wife every bad name he could think of.

When they finally arrived back at the restaurant, as the woman got out of the car to retrieve her glasses, her husband hollered to her, "While you're in there, you might as well get my hat.

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
GRAHAM	ALAN A.	18	11456 BENTON ST.	LOMA LINDA	CA	92354
JANSON	WENDELL S	7	123 PINESWOODS RD.	FARMERSVILE	LA	71241
LOISELLE	JAMES A.	18	11408 YATES AVE N	CHAMPLIN	MN	55316
MARTIN	JAMES F.	7LM	13448 FM 1176	SANTA ANNA	TX	76878
STARR	JOHN J.	391	444 BURROUGHS DR.	AMHERST	NY	14226
ZIVNEY	RODNEY P. SR.	18	200 CAROLINA AVE.A306	WINTER PARK	FL	32789

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
ALBERT	EUGENE,J	391LM	?	BOX 145	ROLLINS	MT	59931
GRAY	WILLIAM(PETE)	7LM	?	5601 SEDGEMORE RD	VIRGINIA BEACH	VA	23455
HANSON	KERMIT,E	4LM	1-30-00	BOX 599	CROSBY	ND	58730
HOWANEC	JOSEPH	18	1-09-00	99 HART ST	HOUSTON	PA	15342
JACKOVICH	FRANCIS, V	4	?	8 HOLBROOK ST	PORT JERVIS	NY	12771
PEAVEY	DOROTHY,A	RC	2-10-00	2922 WHIDDEN ST	BOISE	ID	83702
PEREZ	JUAN, M	391LM	-99	760 EAST CT	DIXON	CA	95620
POOLE	WALTER, W.JR	4LM	?	159 SEASHORE DRIVE	JUPITER	FL	33477
ROSS	JOHN, J	18	10-11-99	12 AVERY CT	NESCONSET	NY	11767
WHITE	ROBERT, I		3-24-00	16053E.ROWLANDST#42	LAPUENTE	CA	91744
BUCHAN	WILLIAM	18	4-01-00	49312 WINCHESTER CT	SHELBY TSHP	MI	48312

NEW LIFE MEMBER

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
VAUGHN	ROBERT, G	391	P.O. BOX 5952	HIGH POINT	NC	27262

NEWLY FOUND MEMBER

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ARDO	JOSEPH,G.	391	2036 W.HORIZON DR.	HEBRON	KY	41048

NEW E-MAIL ADDRESSES

LAST NAME	FIRST NAME(S)	E-MAIL ADDRESS
ELLIOT	CAROL&LLOYD	Nonty14@aol.com

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JACK FARLEY	HENRIETTA ROMERO
WALTER POOLE,JR	MRS. BETTY LOU LAMPEY
	WINFIELD K. REYNOLDS
	VINCENT G. HURLMAN
	FRANCIS B. YATES
	DONALD E. TUTTLE

REMINISCING

Our theme this year is a long-overdue salute to the Ground Personnel, the unsung heroes of World War II. Who were they and why has recognition been so long in coming? Let's look at "who they were" through an aircrew member's eyes. (The 'why" we'll never know.)

Take an average day in the life of an aircrew member. Rolled out of bed [Provided by Supply] by an Airman with a bright flashlight [Orderly Room Type]; a trip to the Mess Hall [courtesy of the MotorPool]; a good meal [provided by Mess Hall personnel]; then on to the crew briefing [Transportation provided courtesy of the Motor Pool] and the ever-present Intelligence Officer who would like to have gone on the mission but had a prior engagement. After the briefing, a few words of support and a source of inner strength from one of the Chaplains - peace with our Maker but not wishing to meet Him personally!. Time to get to the armament section to pick up the guns [courtesy of the Armament personnel]. Again on to the hard stand for a look at the aircraft [Motor Pool, again]; our aircraft having been gassed up and loaded with bombs [courtesy of the fuel and munitions personnel] not to mention other ground personnel; starting engines and taxi-ing out to the runway under the watchful eyes of the Tower personnel, crash crews and just plain Joes watching and hoping for a safe take off. Finally, airborne and on our way to the target.

As we left, we saw our people watching our take off, encouraging lift off with a prayer for a safe and speedy return.

As we flew on towards the target, their efforts were turned toward insuring that when we came back everything was ready for another day's effort to defeat our common enemy. Everything was placed in order for the next day's mission, supplies had to be moved from the depots, sick aircraft engines shipped to Air Depots, or elsewhere, for repair beyond base capabilities, broken beds replaced, serviceable supplies shipped for repair, meals planned, supplies repositioned, you name it - the work went on! A multiple of singularly different efforts to support the equivalent of a small town in an environment foreign to the very souls of those charged to do the job.

With the return of the aircraft, work slows and all look towards the sky to count the numbers. One can but wonder what the ground crew chief was thinking when his bird was one of the missing - probably that she was gone and so was a part of him.

As the aircraft recovered, the aircrew knew the tower personnel were on the job, knew the crash teams were ready and pre-positioned where they would do the most good in the event of an emergency landing, knew that the medics were standing by to assist the wounded and that, yes, the mortuary people would be there to handle our dead with respect.

We knew the people there on the tower, beside the runway in the crash trucks and in the ambulances, alongside the mess halls and barracks and at each Squadron and Group Orderly room were part of an over all effort. We were one, dedicated to winning the war and together we did!

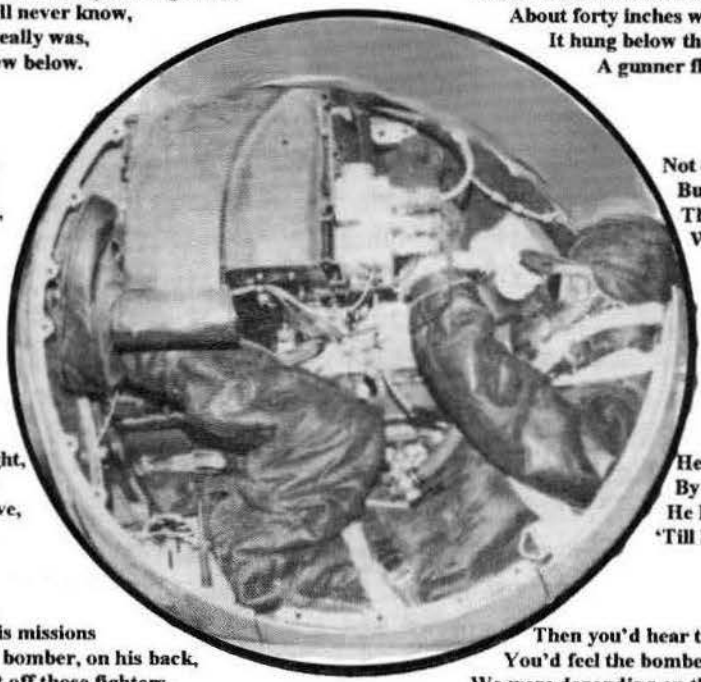
As we debriefed, we were impatient to get back to the barracks. Some of us so glad to be back we failed to down our medical ration of "spirits." We appreciated the Red Cross girls so far away from home and looked forward to their appearance as though from another world half a world away - still another or our family.

Still, we were glad to be back in our huts - courtesy of the Motor Pool, in or on a bed, courtesy of Supply, drinking hot cocoa, courtesy of our Mom, Dad or girlfriend and reading our V-mail, courtesy of the Post Office, and thanking the good Lord for bringing us home safe and sound to fly another day.

Every May 8th.(VE Day) we should pause and remember during that milestone year, 1945 when the war was won - by the men of the MIGHTY EIGHTH - GROUND CREW AND AIRCREW and let us not forget - They also served who stood and waited.

A Grateful aircrew member who survived to live another day.

"The Ball



The ball turret was a crowded place,
About forty inches wide.
It hung below the bomber,
A gunner flew inside.

Not only was it crowded,
But it was lonely too.
The man who had to fly there,
Was the man who really knew.

He had a pair of " fifties",
One on either side,
The way he manned those "fifties",
Filled us all with pride.

He'd line up those guns,
By swinging left and right.
He kept working with that Sperry,
'Till his target was in sight.

Then you'd hear those "fifties" chatter,
You'd feel the bomber shake.
We were depending on that gunner,
Our lives were all at stake.

He flew all his missions
Beneath the bomber, on his back,
As he fought off those fighters,
He was alone in all that flak.

That gunner fought a lonely fight,
As he hung there down below.
Some things happened up above,
That he didn't even know.

He could be attacked by fighters,
Or he could be hit by flak.
That's why there were so many,
Who never made it back.

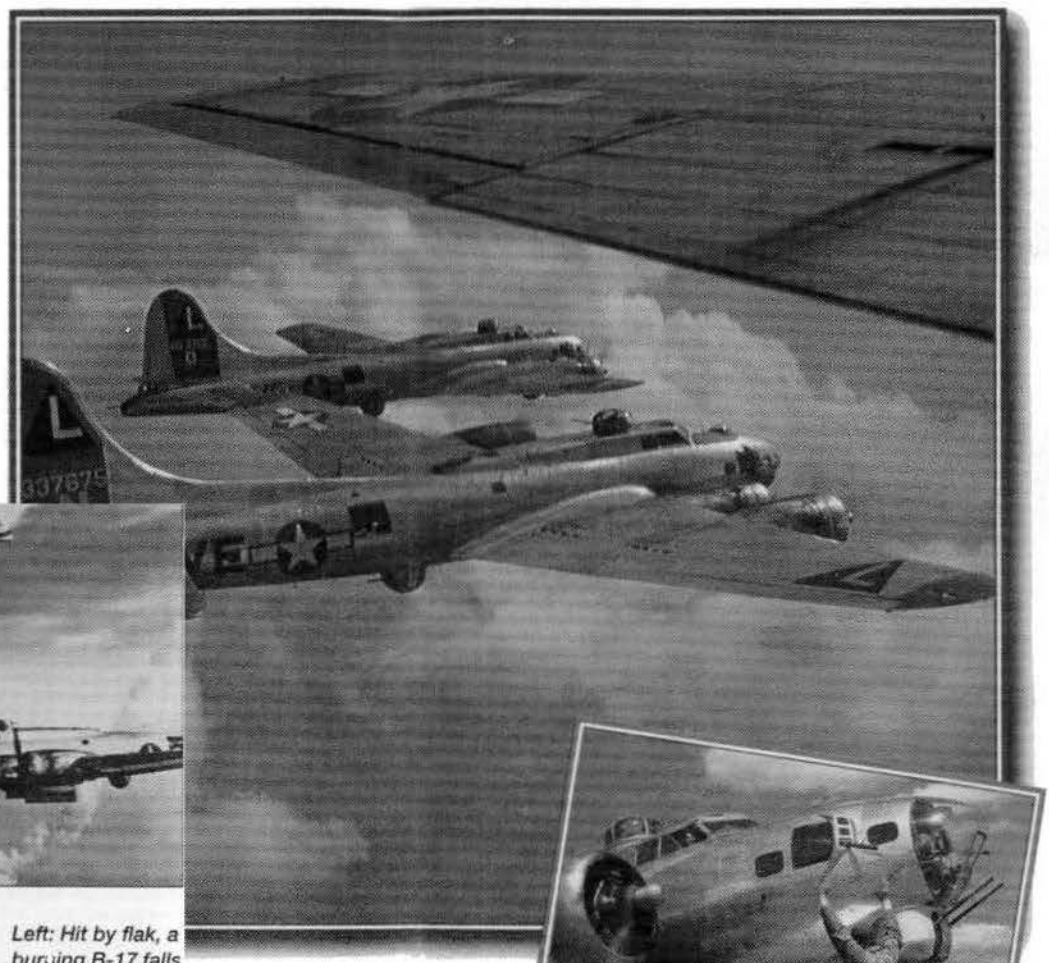
Now there are only memories,
For those who did come back.
We won't forget those fighters,
We won't forget that flak.

And I guess we won't forget that gunner,
But I guess we'll never know,
How alone he really was,
The guy who flew below.

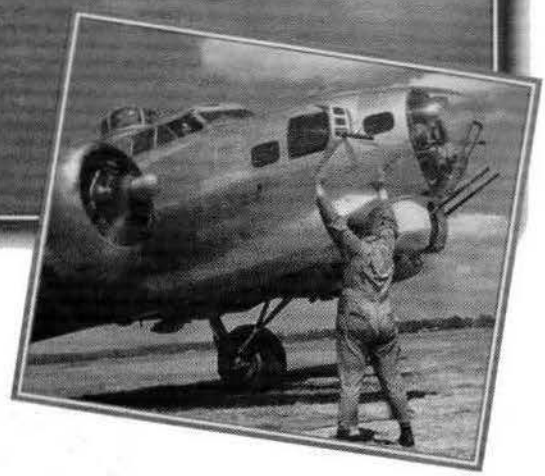
Turret"

The B-17 Flying Fortress

- **Long Range Heavy Bomber**
- **Backbone of the U.S. Eighth Air Force**



Left: Hit by flak, a burning B-17 falls away from the protection of its fellows.



The "Mighty Eighth" Air Force was the premier user of the B-17 Flying Fortress.

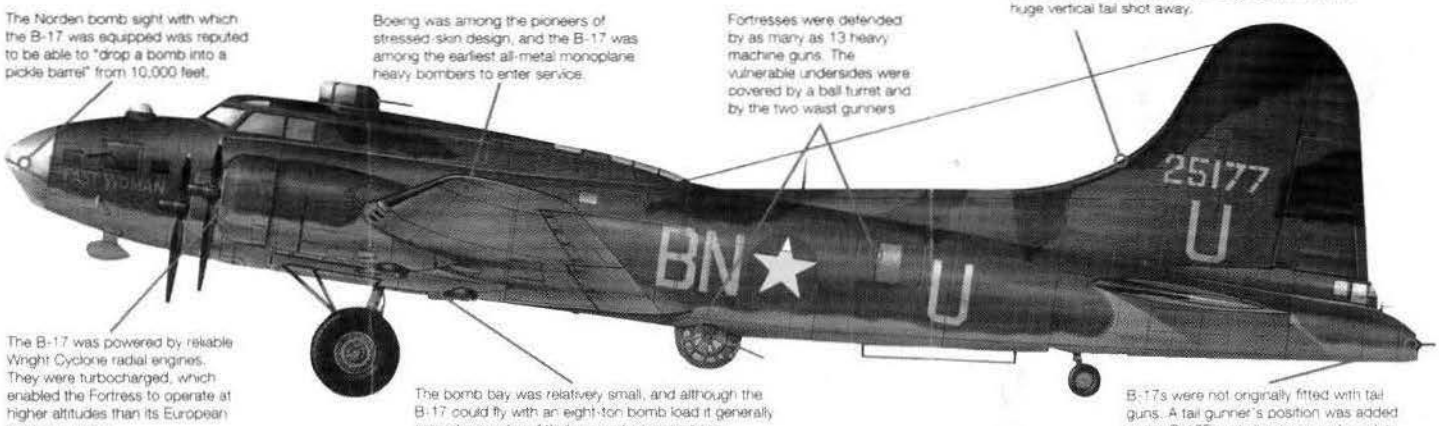
"Fast Woman" was one of the first American B-17s to arrive in Britain during World War II. Attached to the 359th Bomb Squadron of the 303rd Bomb Group, it was based at Molesworth in Huntingdonshire.

The Norden bomb sight with which the B-17 was equipped was reputed to be able to "drop a bomb into a pickle barrel" from 10,000 feet.

Boeing was among the pioneers of stressed-skin design, and the B-17 was among the earliest all-metal monoplane heavy bombers to enter service.

Fortresses were defended by as many as 13 heavy machine guns. The vulnerable undersides were covered by a ball turret and by the two waist gunners.

The B-17 was immensely strong. Aircraft managed to return to base with severe battle damage, and the big bomber could still fly even with large sections of the huge vertical tail shot away.



The B-17 was powered by reliable Wright Cyclone radial engines. They were turbocharged, which enabled the Fortress to operate at higher altitudes than its European contemporaries.

The bomb bay was relatively small, and although the B-17 could fly with an eight-ton bomb load it generally carried a quarter of that amount on operations.

B-17s were not originally fitted with tail guns. A tail gunner's position was added to the B-17E and all subsequent models.

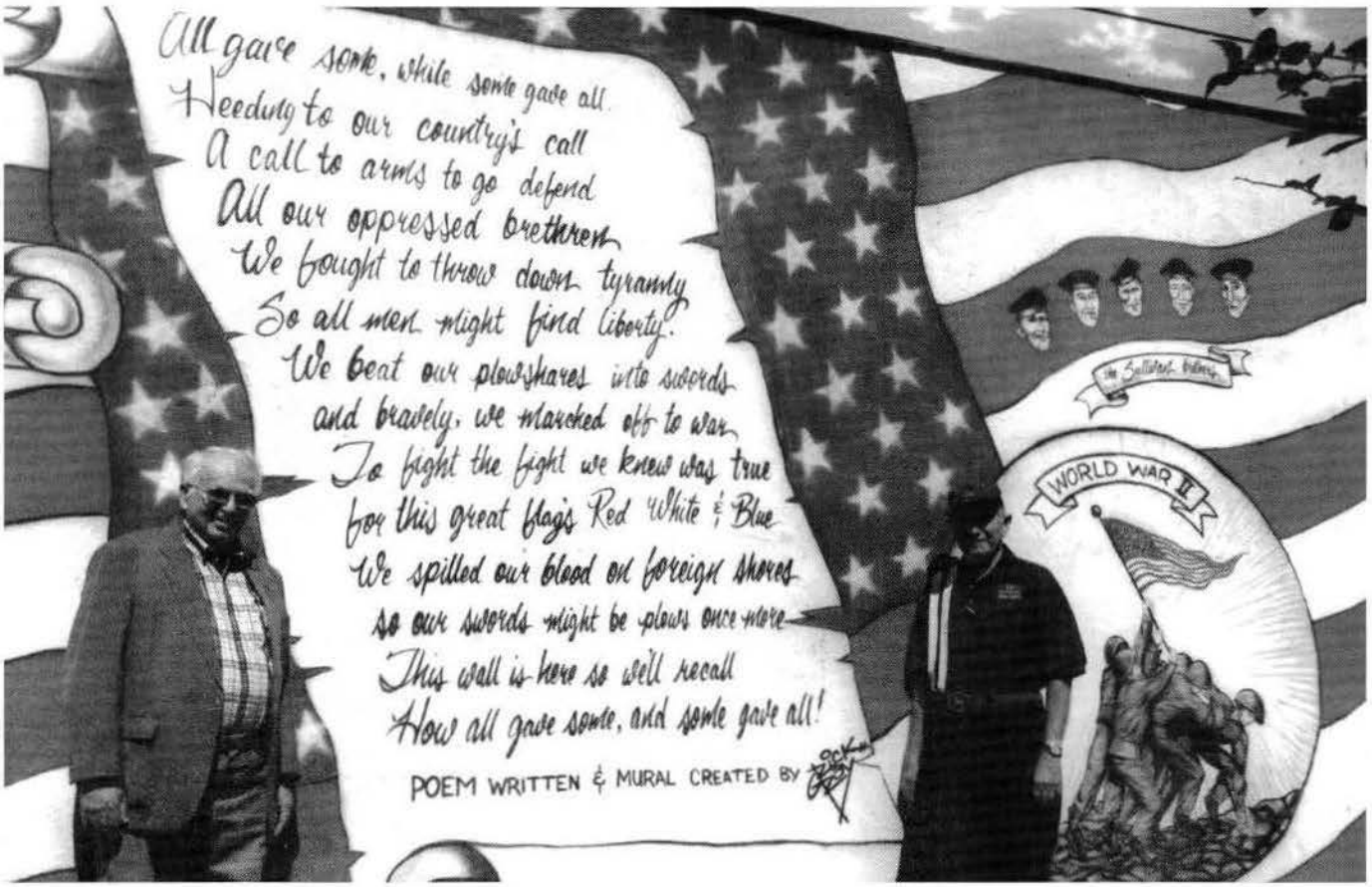


PHOTO TAKEN AT THE DES MOINES REUNION
BY VIVIENNE (FORISTER) KUENEKE

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22 So. Avonlea Cir.,
The Woodlands, TX 77382
(639) 273-3561

34th Bomb. Group

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Al Israelsen
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VOLUME XXVI NUMBER 3 SEPT, 2000

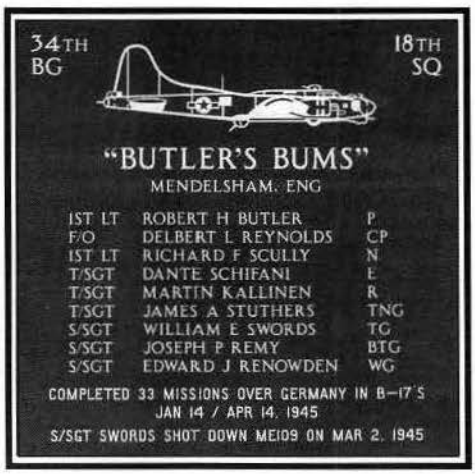
MENDLESHAM MEMORIES

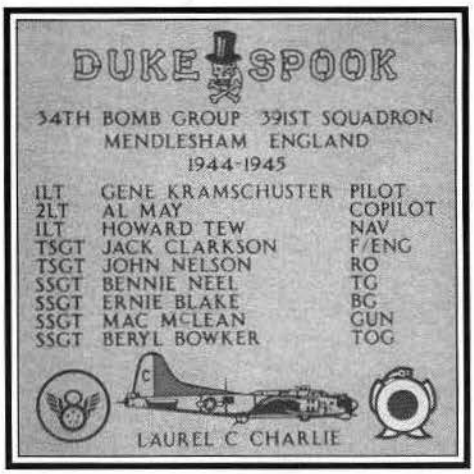
VOICE OF THE 34TH BOMB GROUP (H)

34TH BOMB GROUP CREW PLAQUES

IN THE MEMORIAL GARDEN

AT THE MIGHTY EIGHTH AIR FORCE MUSEUM





IN SAVANNAH GEORGIA

181TH SQUADRON

391ST SQUADRON

7TH SQUADRON

4TH SQUADRON

MENDLESHAM MEMORIES

Newsletter of

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www.excel-tech.com/34th/

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DEADLINE

All material and items for the Dec. issue of Mendlesham Memories should reach me or or before Oct. 20th 2000. That is the date our final copy will go to the printer.

Jack Share, editor

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www.mighty8thmuseum.com
www.air-museum.org/b17.htm

share—
a thought.

When Marian and I make our trip to Buffalo for the 34th BGA reunion in September, it will be our second trip from Texas to New York State in the past three months. Back in late June we had a call that my mother was seriously ill. She is in a very fine nursing home in the little village of Groton located in the Finger Lakes area in the central part of the state. She was to be transported to the hospital with severe internal bleeding. We made the decision that we would leave immediately for New York, not knowing what to expect upon our arrival. With air travel being virtually impossible, on a short notice, we had no recourse but to drive and immediately set out on the 1700 mile, three day sojourn. On the second day out we called from Cleveland to see what her condition was. We were told she had been given a blood transfusion and had some minor repair surgery, within hours of which she was released and transported back to the nursing home, all within a few days. This story is not all that unusual except - she is 104 years old. She's doing as well as can be expected. Way to go mom. (She reads our newsletters cover to cover.)

Now, the 34th bomb group business. The crew plaques shown on the front cover are those of crews, from our group, that are currently hanging in the Memorial Garden in the 8th Air Force Museum in Savannah, Georgia. There may be more from our group that I'm not aware of, if so, send in a photo of same and they will be featured in a future edition of MM. Others who might be interested in a plaque for their crew can obtain information from:

Andria Adkins at (912)-748-8888 ext. 165 or by writing to:

The Mighty Eighth Air Force Museum
P.O. Box 1992
Savannah, GA 31402

Lastly, in the past year, younger generations have shown an ever-increasing awareness of WWII. As you will notice, in this issue, this is also true with the offspring of the members of the 34th bomb group. There has been talk in the past about changing our by-laws to accept those family members who are interested in preserving the memories and incidents of our association in the war. Perhaps some action on this matter will be taken at, or before, our reunion in Buffalo. All family members, relatives and friends of our 34th bomb group family are always welcome and encouraged to attend our annual reunions.

Jack Share, Editor

PRESIDENT'S MESSAGE

By the time you read this message, the reunion in Buffalo will be history. For all who attended, I sincerely hope you had a memorable time and returned home safely. For all that couldn't attend, we missed not seeing and talking with you, but understand attendance is not always possible. Hopefully you will be able to join us in 2001 in Savannah, Georgia. We do hope and pray you can.

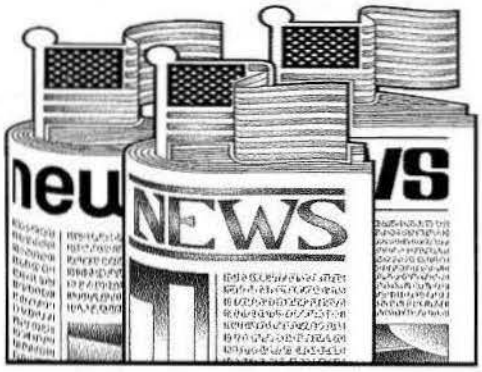
I have received a proposed revision to our Constitution and By-Laws that I personally hope will be adopted by the Board of Directors and members in September. It would allow Associate Members, who have maintained that status for two or more years, to apply for full membership and be approved by the Board of Directors. This will be an opportunity to perpetuate the 34th Bomb Group Association into the future years. Again, by the time you receive the September issue of MM, we will know the results of this proposed revision submitted by Al Israelson. I personally have a great deal of faith and trust in our younger generation; I know they will carry on the 34th Bomb Group with honor and keep up the tradition of Valor to Victory.

This is my last message to you as President. It has given me a great deal of pride and honor to serve you as such. I thank you all from the bottom of my heart for selecting me to serve in this position.

In closing, I would like to thank all the ladies and gentlemen who have worked very hard to keep this outfit going. This includes all the Officers, Board of Directors, the reunion committee and most of all our very talented editor, Jack Share. Great job, Jack! I would also like to thank all the beautiful ladies who do a marvelous job handling tasks that require long hours and little thanks. You are appreciated more than you will ever know.

God bless you all. Till we meet again,

Norm Mayer 20-20



TREASURER'S REPORT

Gosh! Only SEVEN WEEKS left in the countdown to BUFFALO! Lately it seems that TIME has been jetting by!

Unless Jack Share pulls a quick one, this copy of Mendlesham Memories may arrive after we have the reunion in Buffalo. It may be useless for me to urge you to try to attend but I do urge each to attempt to attend the reunion.

SCHOLARSHIP TIME again but this year has seen the least number of applicants since we began the SCHOLARSHIP PROGRAM! The Committee has received 8 applications and will shortly begin determining who our winners are for 2000.

Tony and Mary Coutros, John and Bettye Feda, Randy and Shirley Martin and Jan and I had a wonderful time in Holland in late April and early May. I believe John Feda has an article and picture(s) in this issue regarding the 55th Anniversary of the Food Drops of 1945. A synopsis of the week will appear in the December issue of MM. We managed to parade "smartly", as General Creer would say, before Prince Bernhard, all of us keeping in step as a regimental band provided military music! Meeting many of the people who benefited from the food we dropped was quite emotional, as was our final meeting on Friday night for this was the LAST CELEBRATION of the Food Drops sponsored by the Food and Freedom Committee of the Netherlands.

God Bless and take care, all of you! We will be looking for you at BUFFALO!

Hal

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If a membership card is desired, please send a self addressed stamped envelope with your remittance.

REUNION COMMITTEE REPORT

Our 16th ANNUAL REUNION in BUFFALO, NEW YORK at the ADAM'S MARK HOTEL is rapidly approaching. We will be there to greet you when you arrive. All plans have been finalized. The hotel personnel are awaiting your arrival, and the reunion committee believes this will be an excellent city to visit and one of our best reunions. Time is running out on our "Great Generation" and now is the time to renew old acquaintances and possibly make some new ones. We are looking forward to seeing all of you at the reunion.

Input on the "FUTURE REUNION PLANS" will be needed. Hotels are demanding a guarantee on the number of rooms and transportation companies require a 25% advance payment for each bus that will be used. The prices of meals have been negotiated, but we have to give a final number on Wednesday before the breakfasts and dinners. Hotels that furnish shuttle service are becoming hard to find and the hotel rates are going up. (We have two possible hotels for the Savannah reunion in 2001). We hope to see all of you at the reunion in Buffalo.

The Reunion Committee:
Harold Rutka
Robert Wright
Bruce Sothern

FROM WWII TO VIETNAM

(an enlisted man's air force career)
the Kivet Ivey story

He was born in a small town in North Carolina on May 11th, 1920. His father was an auto-truck mechanic who operated a general auto truck repair shop. From that background, Kivet Ivey became proficient in auto mechanics by the time he was a teenager. He graduated from high school in 1939 then attended several trade schools in North Carolina and West Virginia. In December 29th 1940 he married his high school sweetheart, Lucille Smith. After their marriage they both found jobs at Army Air Depots in support of the war effort. In February, 1943 he was inducted into the United States Army Air Corps at Fort Bragg, North Carolina for the beginning of a life time experience.

After eight weeks of basic training at the "Hell Hole" Keesler Field, Mississippi, he was sent to Harlingen, Texas for aerial gunnery training after which he received his wings and was promoted to buck sergeant.

Following gunnery he was assigned to aircraft mechanic school and was sent back to - "God forbid" - Keesler Field, how he hated that place. On one week end pass to Biloxi his wife Lucille came down to visit him. A weekend with Lucille, what a great life.

Upon graduation from AM school he was promoted to Staff Sergeant and granted a three week delay in route to the crew assignment center in Salt Lake City, Utah. Three short weeks at home then suddenly it was over and off to war he went.

At Salt Lake he was assigned as flight engineer and top turret gunner on a crew consisting of:

Pilot - Gerald Holmes
Co- Pilot - Dale Granger
Navigator - Charles Grezelak
Bombardier - George Ritchie, who was assigned as lead bombardier on another crew after they got overseas.
Nose gunner - "Swede" Jensen
Radio operator - Claude Gibbs
Right waist gunner - "Tex" Weaver, brother-in- law to "Swede" Jensen
Tail gunner - "Pete" Peterson
Ball turret gunner - Edward Berry

The crew was assigned to the 34th bomb group and sent to Blythe, California for combat training on the B-24 heavy bomber. After an accelerated group and flight training program, getting to know their jobs and each other, in a short time they were ready for combat.

While at Blythe they were granted a three-day pass and decided to go to Los Angles, where "Swede's" wife lived. "Swede" had a convertible which he kept just off base and agreed to take them to the city. One small problem however, was gas rationing and he did not have any gas rationing coupons. Kivet rigged up an extra gas tank, pulled up beside their B-24 and pumped gas out of the bomb bay tank and into the convertible. They had plenty of gas for the round tip to LA -an explosive situation with all that 100 octane in the boot.

The trip to LA was a welcome break from their 12 to 15 hour schedule. They saw the Hollywood sights and had a great time. "Swede" and "Tex" were still drunk when they arrived back at Blythe.

In March 44 they were assigned a new B-24H direct from the factory which they named "Tiger Rag" because pilot Holmes liked that song. They put 100 hours on the plane getting familiar with every aspect before departing from Blythe and the flight overseas. Gibbs, radio operator, and Kivet were promoted to Tech Sergeants prior to their departure.

The first leg of their flight overseas was to West Palm Beach, Florida. After a couple of days lay over they departed for Trinidad with sealed orders that could not be opened until one hour into the flight. It was then they learned their final destination was to be England. After a couple of days lay over in Trinidad the "Tiger Rag" crew flew to Belen, Brazil for a one day layover, then to Natal, Brazil where their plane was readied for the critical crossing to Dakar, Senecal, Africa. With prevailing winds and good weather , they landed in Dakar with 15 to 29 minutes of fuel left.

The next leg of the journey would be England, skirting the coastline, with guns fully armed, because of possible German activity off the coast of France. Without incident, they landed at Valley, Wales and departed the next day for Mendlesham and the 34th bomb group. It took them 15 days and 70 flying hours from Lincoln, Nebraska to Mendlesham with 90% of the trip in daylight hours.

Their crew chief, Pete Gray and his two assistants were among the best in the squadron. Pete was a no nonsense expert mechanic. If you did something wrong, he minced no words in setting you straight. You couldn't help but like him. He was the last to wave the Tiger Rag crew off on a mission and the first to greet them on their return.

After many hours of flying and training, the crew was combat ready and on May 23rd, 1944 the 34th Bomb Group took off on their first Mission to Mondesir, France. On June 6th, 1944 - D-Day, the Tiger Rag crew was awakened at 1 a. m. to learn that the invasion was on. They flew their first mission of the day to Cain, France in support of the invasion

force. The second mission of the day was to Lisieux,France with instructions not to drop their bombs unless they could see their target and not to salvo them over the water because of the many invasion ships in the English Channel. Because of the clouds, they were unable to drop and carried their bombs back home. This created several problems. One a B-24 was very tricky to land with a full bomb load. Secondly, they had to fly a circular route to and from the target due to the large number of planes in the air. Fuel became very critical, some aircraft had to land at other bases, one ran out of fuel and ditched in the Channel. One pilot elected to ditch rather than bail out because of the chance the plane might crash into one of the thousands of ships in the water. In the ditching attempt, due to a last minute change in course to avoid a ship, one wing hit a wave and the plane came apart. All aboard were lost.

TIGER RAG
FLT/GRD CREW
TOP - JENSEN, GREZELAK, IVEY, HOLMES, LAMBERT, BERRY
BOTTOM - SMITTY, PEEWEE, WEAVER, PETE GRAY, PETERSON, GIBBS

Another tragedy occurred on June 7th. when a German Junkers (JU 88) followed the group home to avoid radar and attacked the formation destroying 4 B-24's. One crashed into the Personnel Equipment building. A second crashed just off the base. A third landed at another base and the fourth crew bailed out of their crippled plane several miles South of Mendlesham. Of the 36 crewmen involved, 12 lost their lives, 9 were wounded or injured. After that fateful event, the crews were ordered to leave their guns in, and loaded, until after landing, and the top turret was to be manned.

Kivet did not know it, at the time, but on June 29th, 1944 his wife, Lucille, gave birth to their first child, a son.

On the Fourth of July, as the Tiger Rag crew was awaiting the weather to clear, for take off on a mission, two of the crew decided to set off a flare in celebration of the holiday. It was a nice red glow and very pretty in the early morning sky but their enthusiasm was short lived as the flare descended upon a farmer's haystack, setting it afire. The crew got a royal a_ _ chewing for that bit of horseplay.

On July 27th, 1943 on his 24th mission to Brussels, Belgium, heavy and accurate flak was encountered during the bombing run. Just before "bombs away ", they received several hits. Two of the crew were wounded and the rudder and elevator controls were rendered useless. The pilot was having difficulty controlling the plane but managed to turn the aircraft toward home by using the throttle and aileron controls. But they were losing altitude fast and went on standby for bail out. One shell had passed completely through the waist section without exploding - what luck!

They managed to limp back to the English Channel and decided to try the crossing. As they neared the white cliffs of Dover, they knew it would be foolish to try to land the plane so the bail out command was signaled at 13,000 feet. As the pilot, who was the last to go, cleared the plane, it blew up. Since the "Tiger Rag" was out for maintenance that day, they were flying the Group Commander's plane.

After landing, the two wounded men were hospitalized along with the pilot and navigator with wounds and bail out mishaps. Thus the "Tiger Rag" crew was broken up. The remaining crew members were taken back to Mendlesham to fly their remaining missions as fill ins with other crews.

Kivet flew his first mission with a new crew on September, 22nd to Kassel, Germany in a B-17, since the group had transitioned from B-24's in late August. Over the target at Kassel they encountered heavy flak. With the loss of number three engine and numerous other difficulties, they were forced to drop out of formation and decided to attempt a landing in Brussels, Belgium, which had only been liberated two days before. They landed on the same airfield the "Tiger Rag" crew had bombed on July 25th , the day they were forced to bail out. Kivet got a close up view of the earlier bomb damage. By noon the next day the airplane was repaired and they returned to

WWII - 1943

Mendlesham for the remaining two missions to complete his tour.

The last mission was to Berlin where they again encountered heavy flak and after losing number four engine were again forced to drop out of formation before getting to the target. They salvoed the bombs and limped safely back to the base.

With his tour behind him, Kivet boarded the Liberty ship " SS Thomas Berry" for an 11 day cruise home. It would be 40 years later before he saw any of the original "Tiger Rag" crew again.

After a 30 day furlough and a reuniting with his family after a years absence, Kivet was sent to Miami Beach, Florida for re-assignment which would be his most hated base - Keesler Field, Mississippi. He was given his choice of assignments: 1-To go to B-29 flight engineering school and then to the South Pacific or 2-Stay at Keeler Field as an instructor. Since he had had enough combat, he chose the latter even though he didn't like the base.

As permanent party, he could live off base with his wife and son, making life more livable. In September, 1945 he was sent to Fort Bragg , NC for discharge and immediately enlisted in the Army Air Force reserves, then home to Seven Spring, NC and civilian life. The next 11 years were spent working as a partner with his father in the auto-truck repair business, raising a family of four, and enjoying the good life. During this time Kivet was promoted to Master Sergent in the reserves and in 1957 asked for, and received, active duty in the USAF. He was assigned as a jet aircraft mechanic at Seymour Johnson AFB in North Carolina. After 6 months of schooling he was well qualified for his rank. His family had little trouble getting used to a life in the air force. For the next five years, the Ivey family followed Kivet to assignments in Libya and Spain. In 1962 his father was diagnosed with cancer and he asked for reassignment to the states. He returned to Seymour Johnson AFB and was reassigned as NCOIC of Maintenance Control to the 4th tactical fighter wing, a combat ready unit employing F-105's and subject to world wide deployment with a few hours notice. In 1965 he was promoted to Senior Master Sergent and again in 1967 to Chief Master Sergent.

VIETNAM - 1970

In 1968 when the North Koreans seized one of the Navy's ships the 4th tactical fighter wing was put on "red alert" and in three days all four squadrons were deployed to Kunsan, Korea, ready for war in less than a week. After 6 months of tents and mud, things quieted down and they returned to the states.

In June 1979 with Vietnam heating up, Kivet got orders to leave. It had been 26 years since going off to war in WWII, now at age 50 he was on his way to the "unknown" again.

His duty in "Nam" was flight line maintenance advisor on still another aircraft, the UH-1H Huey helicopter - a new air craft but it did not take him long to learn all about them.Working with a South Vietnamese counter- part it was his duty to take a crew and repair helicopters that had made forced landings out in the "boondocks", not knowing what to expect when they got there. If they could not be repaired, they would put a "sling" on them and lift them out with a U.S. Army flying crane, taking them back to the base. Kivet's job was to supervise the installation of the "sling" and make radio contact with the flying crane; a very dangerous situation in enemy infected territory full of booby traps and snipers. During his 12 months tour in Vietnam, Kivet faced many anxious and dangerous assignments. With his tour at an end, he returned to the states for re-assignment.

RETIREMENT - 1975

After a 30 day leave at home, with his family, he was assigned to Craig AFB, Alabama in charge of Maintenance Control. Now, with all his children out on their own, he and Lucille were again alone. They lived on the base at Craig AFB and were enjoying a life similar to being a civilian; 40-hour workweek, weekends free. After a year at Craig, Kivet was asked by the wing commander, whom he had known previously, to take the position of Senior Airman Advisor to the Wing Commander, thus freezing any reassignment for two years. Since he still was eligible for another tour to Vietnam, this was extremely good news.

For his last 3 years in the Air Force, in his new assignment, he worked with all the enlisted personnel

on the base, being involved in all of their problems and reporting them to the wing commander. The problems became profound and more complicated as more and more females were being taken into the Air Force.

Air Force regulations stated that "an enlisted man who had 20 years or more service must retire at the age of 55." Kivet was fast approaching that age and, although he didn't want to retire, he was "forced out" on May 30th, 1975. At the parade, in his honor, all four of his children attended and were in the reviewing stand, along with Lucille, as he was awarded the Bronze Star. It was an emotional and happy experience for the whole family. They had grown up in the Air Force life and recalled many good times.

Kivet had no regrets as to his service career. In his 30 years in the Air Force he acquired a file full of diplomas certifying qualifications to do all kinds of things, in and out of his career field. He says," A young person, today, could really benefit from a career in the Air Force."

Upon his retirement, at the age of 55, he and Lucille, took a 5-month tour of the United States, after which he settled into the auto-truck repair business again, this time with his cousin. After 6 years on the job he retired again. After 18 months of this retirement, a sick friend asked him to help him in managing his heavy-duty equipment business until he could get back on his feet. This "job" lasted another two years when he finally retired for good.

In 1983, Ray Summa, a former member of the 34th bomb group, who was helping form up the 34th Bomb Group Association, made up of World War II members, contacted Kivet. This was a tremendous undertaking, since 40 years had passed and they were scattered all over the world.

After joining the organization, he learned that one of the originals on the "Tiger Rag" crew, George Ritchie, lived but at few miles from him. In 1984, at the 34th BGA reunion in Nashville, five of the crew were reunited for a few days of remembering, rehashing old times, and catching up on their lives.

Kivet was 80 years old in May 2000. He and Lucille currently live in La Grange, North Carolina where they have many friends. They have been blessed with 4 children, 10 grandchildren, and 6 great grandchildren. Truly, an extraordinary and exciting life.

DENNIS, SUSAN, BILLIE, KIVETT JR.
KIVETT & LUCILLE S. IVEY - MAY 1997

This article is a condensed version of Kivet Ivey's book "World War II Influence On My Life & Career" for which he has most generously given us permission to present to the members of the 34th Bomb Group Association.

SECRETS FOR A SUCCESSFUL MARRIAGE

My wife and I have the secret to making a marriage last:

1. Two times a week we go out to a nice restaurant, a little wine, good food and companionship. She goes Tuesdays, I go Fridays.
2. We also sleep in separate beds. Hers is in Florida and mine is in Texas.
3. I take my wife everywhere, but she keeps finding her way back.
4. I asked my wife, " Where do you want to go for our anniversary?" "Somewhere I haven't been for a long time," she replied. So I said," How about the kitchen."
5. We always hold hands. If I let go, she shops.
6. My wife told me the car wasn't running well, there seemed to be water in the carburetor. I asked where the car was. She told me, "In the lake."
7. My wife is on a new diet, coconuts and bananas. She hasn't lost weight but BOY can she climb trees!
8. She got a mudpack and looked great for two days, then the mud fell off...
9. She ran after the garbage truck yelling," Am I too late for the garbage?" No, the driver said, " jump in."

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Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

FIRST MISSION

By Lee E. Harkleroad, Jr. 7th Sqd.

On September 17, 1944 the 34th bomb group flew a mission to Arnheim, Holland. The reason I remember it as if it were yesterday, was because it was the first combat mission of Lt. James (Al) Gibson's crew, of which I was assigned as the tail gunner. No combat crewman ever forgets his first mission no matter how mundane it might have been. Ours, as mission went, was a relative "milk run" (a rather easy mission) but you could not have told us, or convinced us, of that then. Students of history or the Mighty Eighth Air Force will remember that, among other targets that day, as the day General Montgomery, commander of British Forces on the continent of Europe launched his offensive, named Market Garden. This was an effort to turn the German flank on the Western front. We were sent in to support his efforts.

At the briefing held for all combat crews assigned to fly the mission that day, we were instructed to bring our bombs back home to England with us if we had not made our bomb run on Arnheim by 12:00 o'clock noon. We were not told why we were to do this. Take off and assembly over our assigned bunker area went off without a hitch and, along with the rest of the Eighth Air Force, we departed from England for our target area on the Continent of Europe. We arrived at the I.P. (initial point) for the start of our bomb run some time after 11:00 AM and made our bomb run. Strike reports later told us that we had missed our target of German anti-aircraft batteries, which were being used as infantry support against our troops but did do damage to a billeting area for ground forces. At least we deprived them of a place to sleep that night.

As we turned off the bomb run and set a course for home we learned why we were instructed to bring our bombs home if we had not dropped them by 12:00 o'clock. We encountered the glider train of C-47's towing 3 gliders each carrying 15 men. All members of the 101st Airborne Infantry. From our vantage point we could not see the end of the glider train which seemed to stretch for ever back toward England.

Our trip home was uneventful but we did lose at least two planes out of the lower element. I had a front row seat as I watched them collide in flight and did not see any chutes from either plane.

I went on to fly 29 more missions, only one of which sticks in my memory. A story recorded in the 34th history book, volume II titled "A Night Out of the Past" describing a mission to Frankfurt, Germany on Christmas Eve, 1944. On that mission we were shot out of formation while crossing the front lines and came home on two engines. The vision I carry of that night, as I stood safely on the ground, was the planes returning, with landing lights shining through the dark sky, in an effort to relieve the stress of the airplane commanders. It seemed like one enormous Christmas tree as the 8th Air Force attempted to complete its mission under adverse weather conditions - 55 years ago Christmas Eve.

Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on the first day of February, May, August and November for the March, June, September and December issues

PRESERVING OUR HERITAGE

(from the 463rd Bomb Group newsletter)

It is no secret that , due to our ages, all organizations made up exclusively of WWII veterans are destined for extinction. There has been much discussion as to how the heritage of WWII organizations might be continued, but with little action until now.

At a recent reunion of the 463rd bomb group the members took the bull by the horns and organized a group made up of their offspring and called it the "Kids Squadron" (Kids include sons, daughters, grandchildren, nieces, nephews and their spouses).

There is a growing group of "core" people who are attending the reunions every year since the program was started. The "Kids" held their own "squadron" meeting at the reunion in Sacramento, California in 1998 and discussed how best to help the 463rd bomb group at upcoming reunions and how best to gather information to keep the spirit of the 463rd alive and well into the 21st century.

At their 1999 reunion in Pensacola, Florida, the Board of Directors of the 463rd bomb group agreed to recognize the "Kids" Squadron as a new addition to the group and a representative, elected by the "Squadron", will serve as a member of the board.

Food for thought, perhaps?

THE LAST MISSION

(OR HOW GRANDPA LOST HIS STRIPES)

by Joe Remy, 18th Squadron

Back in 1998, Joe Remy, the ball turret gunner on Bob Butler's crew, wrote of his experiences during the World War II and addressed it to his grandchildren. (A good idea for all of us). This story is a summary of his life in the Army Air Corps taken from that transcript.

Joe Remy, with a lot of other 18 and 19 year olds, entered the service in New Cumberland, PA. He passed the Air Force test and was sent to Greensboro, NC for basic training. Following basic, he went to Ft. Myers, FL for gunnery school. The crew was formed at Chatham Field, GA. Pilot-Bob Butler, co-pilot-Ray " Pop " Reynolds, navigator - Dick Sculley, radio - "Kal" Kallinen, flight engineer - Dante Schifani, tail gunner - Bill Swords, nose gunner - Jim Stuthers, waist gunner - Ed Renowden.

They trained, as a crew, on B-24's in Georgia late in 1944, after which they headed for overseas in a new Pathfinder B-24. They went the northern route by way of Goose Bay, Labrador, Reykjavik, Iceland and on to Valley, Wales. Upon landing at Valley, they were relieved of their new B-24 and decided to call themselves "Butler's Bums". They headed to East Anglia and found themselves at an airbase called Mendlesham and the 34th bomb group where they immediately transitioned to B-17's.

It didn't take Bob Butler and crew long to adapt to the new aircraft and on January 14th, 1945 they flew their first combat mission to Derben, Germany. They finished up their tour on April 14th on a mission to St. Remy a town in the Royan area in southern France, a place famous for its wine and with the same name as our author, Joe Remy. To this day Joe likes his wine.

On arriving back at Mendlesham and this being the last mission, the pilot, Bob Butler, decided to buzz the field prior to landing. However, at the debriefing the intelligence officer was not impressed and expressed his displeasure in no uncertain terms. All was soon forgotten as the scotch flowed freely in celebration. Most of the crew had had enough and collapsed into their bunks. Three were still in the mood for celebrating, however, including Joe and proceeded to the pubs of Mendlesham. They drank, kissed the girls, sang songs with the locals and had a great time.

On returning to the base, very well inebriated, to make the 10 o'clock curfew, they decided to continue the party and shot off three red flares into the night sky, lighting up the whole base thus making a great target for enemy bombers that might be in the area. Not realizing the seriousness of the situation they stumbled into their Quonset huts and fell into bed.

Soon after they were rudely awakened by an MP who dragged the two enlisted men off to the brig to sleep it off and suffer the consequences which were to follow. The co-pilot, who was also involved miraculously escaped to the Officer's Quarters and was never questioned. The next morning the MP pulled their hungover bodies from the sack, made them go to breakfast and on to company punishment resulting in demotion in rank and loss of stripes, they were now both buck privates.

Joe's brother Jim, a troop commander responsible for taking troops back and forth between the USA and Europe was in the area at the time. He came to Mendlesham to see Joe and finding him in the brig asked if he could take him home with him since he had finished his tour. "Absolutely, not ", the base commander said emphatically, "Your brother is in jail and he will stay in jail". Brother Jim, being a strict army man, left but never told anyone of Joe's problem, and their father and mother never knew.

About a month later private Joe Remy returned to the states with KP duty, on the ship for the two weeks it took to cross the ocean. Coming into the New York harbor and seeing the Statue of Liberty was a sight he never forgot.

The happy ending to the story was that Papa Joe Remy got his stripes back prior to being honorably discharged in 1945.

He went on to attend Villanova, under the GI Bill. graduating with a degree in Economics. Joe and his wife have been happily married for some 45 years with four children and eight grandchildren to whom he has dedicated this account of his war time experiences.

Joe retired, after 40 years in the lumber business and currently resides in suburbia Philadelphia where, among other activities he is enjoying the game of golf.

Joe and his wife have revisited Germany since the war seeing many of the places he visited during the war in the B-17, "Butler's Bums".

WHERE DID ALL THE B-17'S GO?

(submitted by George Mehling 18th sqd.)

The first B-17 like aircraft was built in 1935 under the description of Boeing Model 299. In January 1936 the Army Air Corps ordered 13 of these aircraft which it designated as the YB-17 "Flying Fortress". In September 1943, after several modifications, the B-17G model was introduced as the final version. Of the 12,725 B-17's manufactured, 8,680 were G models; with the last one coming off the Douglas assembly line on June 28, 1945, with the serial number – 44-83885. In April 1945, there were a total of 2,800 B-17's in Europe and many in the States.

Of course, many B-17's were lost in combat and training during the war. In a period of force reduction, after the war, surplus aircraft were sold to the public for as little as $700.00 for a B-17 and $1000.00 for a P-38. Many more aircraft were given to countries in Europe

Also, during the post war years, as early as 1946, the B-17 became the backbone of the USAAF and later the USAF in the unmanned target and airborne sampling for the nuclear testing program of guided missiles. These B-17's were modified and became QB-17's, or Drones, (radio controlled, unmanned target aircraft). Others became DB-17's and were the control, or "mother" planes called Airborne Director Aircraft.

The early model Drones (QB-17's) were controlled by High Frequency Radio signals either from the ground or from the "mother" aircraft (DB-17's). These first configuration Drones were subject to a vast amount of outside interference from such things as taxi dispatchers and other HF users. An auxiliary instrument panel was installed in the radio room of the Drones to transmit vital information such as; heading, airspeed, altitude, rpm, manifold pressure, etc. back to ground control and to the mother plane via TV. The second configuration aircraft were controlled by frequencies in the UHF band and interference problems were solved. TV was also phased out in favor of telemetry, which proved to be much more reliable.

George Mehling, a pilot in the 34th bomb group, 18th squadron during WWII remained in the air force after the war and became involved in the Drone operation in February of 1954 with the qualification of Director Pilot or pilot of the DB-17.

He picked up the Drone after take off and escorted it to the target area and altitude, usually 35,000 feet, after which he broke off to a safe area and turned heading control over to the Radar Controller on the ground who kept the Drone on the desired track until the Missile Intercept (either Ground to Air or Air to Air as the case might be). After the intercept, if the Drone was still flyable, the Director aircraft picked it up, maneuvering it back to the base and final approach with gear and flaps down. At this point the Rudder and Elevator Controllers, on the ground, took control for landing.

Mehling also qualified as Airborne Remote Controller who operated from the nose of the Director Aircraft, (nicknamed "Beeper"), and also as Rudder Controller, his main Drone specialty for 13 years. He also checked out as Elevator Controller, Air Controller and Safety pilot who sat in Drones pilot seat during training flights and took control if radio control commands became unsafe during these practice flights. Mehling states that some 250-300 QB-17's went down in glory, others took ugly hits and survived. They often wondered if a crew had been on board would they have brought it home or hit the silk! According to the book "Final Cut" by Scott A. Thompson, from which some of this information was taken, many QB-17's that survived the missile hits have become displays at various museums throughout the United States.

It is interesting to note that some of the first missiles tested against these QB-17's are still in use today ie; Falcon, Sidewinder, Hawk and Phoenix.

Mehling's participation in the Drone project took place at Holloman AFB, New Mexico from February 1954 to January 1959, when the B-17 was phased out. The project was then moved to Eglin AFB in Florida, continuing for eight more years, using B-47's and F-104's. He retired from the Air Force in 1965 but continued in the program, as a civilian, for three more years.

Mehling remained in the Gulf area after his retirement where he and his wife Mary Jo currently reside in Shalimar, Florida.

NEW BOOK

"FAMES FAVORED FEW",a new book just published and written by a member of the 34th Bomb Group Association is about the personal life of one airman. "One of the boy's" in a lead crew over Europe in late 1944 - 1945. Action pictures and clippings from "Stars and Stripes" will take many of us back to our combat years in Mendlesham.

The book is a hard back 81/2 X 11" and cost $28.50 (includes priority shipping charges) may be obtained by writing:

Robert E. Vaughn
106 Country Club Dr.
Picayune, MS 39466
Tele: (601) 799 - 1407

England Reunion

When the 34th Bomb Group returned to England on a tour recently M/Sgt Mark Brotherton, a member of the USAF stationed at the RAF base at Mildenhall, hosted them to a luncheon at the base. At the luncheon Sgt. Brotherton read a poem that he wrote. Several members of the reunion party requested copies of the poem but there were not enough to go around, so for those who didn't get a copy and for the rest of us to enjoy, Sgt Brotherton has generously consented to allow us to publish it in this issue of Mendlesham Memories.

ED: Sgt Brotherton's uncle, Douglas Brotherton flew 17 missions with the 401st Bomb Group and was shot down on 25 June 1944 over Normandy, France He was captured and executed by the 2nd Panzer Division. His burial sight is unknown. Sgt Brotherton has made several research missions to France but his efforts have been in vain, sadly no remains. He finds great comfort being with those who served in the 8th Air Force and with those Tom Brokaw calls "The Greatest Generation."

THE EIGHTH MEMORY

By M/Sgt. Mark Brotherton

The English girls loved you.
The German cities hated you.
You littered Europe with bombs and fallen comrades.
You learned to like the bitters and hate the weather.
The cold was always there, so was the hope.
I still see you there, children in leather and green
So much younger than you really seem.
Adapting, adjusting and bringing about death,
Certain and doubtful all in one breath.
Odds are against you, what do you have to lose?
But lose you will, if not your own life, then someone you knew.
Your livelihood riding cold on the skill of dedicated ground crew, and never turning back.
Life in a tin can, work in a freezer, shot at day by day.
Boredom and absolute terror never far away.
Fighters and flak stalking your dreams and every move.
Pubs and English lovers never open long enough to soothe.
Lives ended too soon, missions that lasted too long.
Your being there, now written on an airfield in marble stone.
In November they bring you poppies, hoping somewhere your well.
Remembering the good times, remembering your hell.
They see you in their memories,
They pay tribute to your mates at Maddingley.
They remember your presence,
They remember your fight.
They remember you most as those who flew in broad daylight.
They called you "our lads" in villages and in dales, from Norwich to Lavenham from Framlingham to Deenethorpe the story is passed down of the day the Yanks brought new hope to town.
From Flying Fortresses, Liberators to Mustangs the stories live in small churches, pubs and in village halls.
To London in the sacred roll of honor behind the alter of Saint Paul's.
You who fought without hate,
You, those immortal young men of the American Mighty Eighth.

MANNA FROM THE SKIES

Late in April, 1945, as World War II was winding down, and it was becoming apparent that Hitler and his Nazi gang were defeated, what they left behind in the occupied countries was complete chaos and thousands of starving people. Nowhere was this more apparent than in Holland where things were so critical, Queen Wilhelmina of the Netherlands asked for emergency aid from the Allies. The British and Americans quickly responded and within eight days 11,000 tons of food was dropped to save 20,000 people from starvation.

Every five years since 1990 U.S. servicemen, who participated in those food drops have been invited back so those Nètherlands countries could thank and pay homage to those airmen who were their saviors.

This spring, former members of the 34th bomb group association, John Feda, Hal Province, Tony Coutros, and Randy Martin, made the trip to participate in the celebration.

John Feda's return to the Netherlands was recently profiled in his home town newspaper the Marshall Independent, Marshall, Minnesota, a small city in the southwest part of the state.

John was a navigator on a B-17 bomber crew during WWII. After flying 20 combat missions in early 1945 with the 34th bomb group of the 8th Air Force, the war was all but over and all missions into Germany were canceled on April 23rd 1945. At this time the food drop missions were starting and on May 1st his crew flew their first of several mercy flights prior to VE Day.

After the war, John went on to a career in educational administration that included serving as Marshall, Minnesota's school superintendent from 1970 to 1981. He later served as Minnesota's Commissioner of Education and was elected mayor of the city of Marshall from 1988 to 1992.

John has been a mainstay and valuable member in the 34th Bomb Group Association, currently serving as our recording secretary. He and wife Betty Mae have been attending the annual reunions for many years and are well known throughout the organization.

One of their sons, John has flown U2 missions for the past 11 years and another son, Jim served with the Seebees.

To John, Hal, Tony and Randy we thank you for representing the 34th Bomb Group in this year's celebration in Holland.

FOOD DROP CELEBRATION PARTICIPANTS
LEFT TO RIGHT: JOHN FEDA, HAL PROVINCE,
US AMBASSADOR, R. SCHNEIDER,
ANTHONY COUTROS

A TRIBUTE TO WILLIAM NORMAN "PETE" GRAY

It all started on March 2, 1945, the date of my second mission. The target was Dresden,Germany and I had been assigned to B-17 No E/H309, "Ol Buddy".

I had arrived at the hardstand a little early and started a visual check of the plane when I heard of voice with a Southern accent so thick it could be cut, say,"What are you doing?" I told him, and his next question was, "Where are you from?" My reply was. "Massachusetts." To this he replied, "No damn Boston Yankee is going to fly this plane." Well, that was the beginning of a feud that went on until Pete's passing this past February.

Over the years I would call Pete and when he answered the telephone I would say, "Norman, how y'all?" His answer would be, "Who is this?" To which I would reply,"None of your damn business". He would then asked, "is that you, you damn Yankee?"

My last call to him was about a week before his passing. We went through the same ritual and talked for awhile. It ended by his saying, "I'm really tired".

Pete, y'all take care now,
R.R.M. (Randy Martin)

ENGLAND REUNION 2000

Members of the 34th bomb group joined with members of the 94th, 100th, 303rd and the 452nd bomb groups at Heathrow airport on Thursday, 1 June 2000. We boarded our bus and departed for "Dunston Hall" at Norwich.

Those on the tour from the 34th were: Claude & Gen Conklin, Carolyn Guertin, Betty Lampey, Ken & Kathleen Paxton, Jack Rude, Harold & Gen Rutka and Fred & Rachel Waltz. The first day was devoted to R & R - checking out the area, dinner and briefing and orientation meeting.

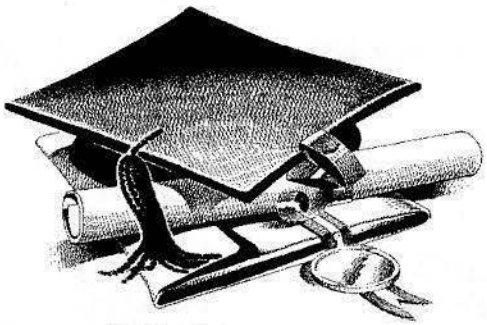
Friday - visited the Mildenhall Air Force Base, the home of the 100th Air Refueling Wing. Lunch at the officer's club, extensive tour of all the base support operations, tour of the flight line conducted by air force personnel. The high point of the day was the dinner with our guests from Mendlesham. They are involved in caring for our memorial and assisting on reunions. Seating arrangements were made so that we had a good mix of British and Americans.

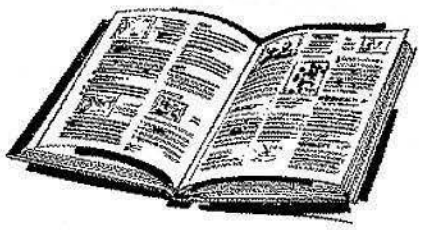
Saturday - was a busy day, we traveled to Mendlesham, we parked the bus and traveled to the memorial in WWII vehicles furnished by the "Military Vehicle Restoration Group". The Rev. Philip Grey conducted the memorial service. Two wreaths were placed on the memorial and we talked with those that attended the service. Back on the military vehicles and then a tour of the area and then back on the bus to visit Mendlesham. Rev. Grey opened St. Mary the Virgin church so that the Memorial Book could be viewed. Then back to the bus to the village hall where we had a wonderful dinner and had a chance to visit with all in attendance. We said our good byes and headed for Molesworth for the dedication of the 303rd bomb group memorial and then on to the hanger dance. We were preceded into the hanger by a bag piper. About 1200 people rose and started clapping as we entered. I don't think that there were many dry eyes in our group. The music of the "fourties" was enjoyable and many of our group still could cut loose on the dance floor. Back on the busses and to our hotel. It was a long day from 7AM breakfast to 11:30 PM bedtime.

Sunday - 9AM, departure for the American cemetery at Cambridge for a combined memorial service by the four groups. Each group placed a wreath on the "Wall of the Missing". Back on the bus to Duxford and the American Museum. Then back to our hotels and a farewell dinner at the hotel.

Monday - We left for Hendon and the Bomber Command Museum. Then on to London to the Glouchester Hotel and three days of tours, shopping and relaxation. We all had a great trip and it took us three days after our trip to return to reality.

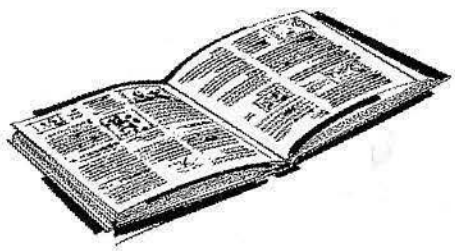
Reunion Chairman,
Harold Rutka





SCHOLARSHIP APPLICANTS FOR YEAR 2000

APPLICANT	HOMETOWN	SPONSOR	SQUADRON
AKPAN, Jessica	PITSFORD, NY	HARRIS NESBIT	7TH
JETTON, Mark	JENKS, OK	RAY JETTON	18TH
MARTIN, Anne	MEDFORD, MA	RANDALL MARTIN	7TH
MILLS, Andrew	COOPERSVILLE, MI	MARVIN JALVING	7TH
MORRISON, Amanda	FEDERAL WAY, WA	DONALD MORRISON	HDQ
SAWADA, Julia	KAILUA, HA	JIM CLEMENS	7TH
STARK, Lindsey	WISCONSIN RAPIDS, WI	BEN BUCKLEY	7TH
STEMEN, Adrienne	CARDINGTON, OH	CARL STEMEN	7TH



HARRY C. PETERS - FLORISSANT, MO

This letter is not one to be critical but to correct the article "A HISTORY OF THE 34TH BOMBARDMENT GROUP (H) on page 5 of MM dated June 2000.

Walter did a very fine job but I wanted to correct the location of the GP. The 34th. was in Pendleton, Oregon, not Ohio.

We used to be working on our planes on the airfield we shared with United Airlines and watched them landing on, I think, the only runway, which led past the one hanger to the administration building.

Our line chief of the 18th was M/Sgt. John Arney and the 1st Sgt. was Jake Timko. Both had a few years in the Army and were always at each others throats. But in those days a M/Sgt. was one grade higher than a 1st Sgt.

We had 3 B-17 E's in the 18th and I recall the group having an LB30 for awhile.

I lost a very good friend on a night flight from Pendleton over Boise, Idaho.

From Pendleton it was constant transfer of cadre to form new units.

The only other thing I noticed was on the first page. The insignia of the 18th,as I remember, had the nose of the bomb slanting down to about 8 o'clock. What memories!!!

****

FRED MAUNDRELL - MENDLESHAM, ENGLAND

To introduce myself, I am a close friend of Eli Baldea, met him and his wife also "Mac" McAllister, and his wife Ruby, on the first 34th. Mendlesham reunion. They were wandering through to Old Market Street and came to our, then, house "Weald House" and we showed them around our ancient Tudor. From that date on we became , and remain, close friends and keep closely in touch. I was the instigator of the Memorial Book which is now kept in St. Mary's church. The book was produced along with Maldwyn Williams with the help of the American Forces historical group.

Unfortunately, Maldwyn Williams died and so I lost a good friend and the 34th lost the man who produced and gave a splendid book to you all in the 34th.

I write so you can adjust your mailing list and not spend unnecessary money on postage, etc. The arrival of your latest "Mendlesham Memories" with your association reunion information made me write to you about Maldwyn's death.

Thank you for taking over Eli's editor's job, you have done a great job and produce an excellent "MM". Congratulations, you have done it more than well, a good piece of work.

****

MITCHELL R. GRENDZINSKI - MIAMI, FL

Enclosed you will find a check for $10 for my membership. I would also like a membership card for which I am sending a self addressed stamped envelope.

I wish I could attend the Buffalo reunion, but I find it very difficult to travel in my condition. I am doing fine so far. Maybe if someday it will be in Florida, and I am still alive, I will go.

I enjoy very much the magazine. Brings me back many memories. Too bad things have changed so much since then and for the worse. Thank again and keep well.

****

ROBERT P. BUCHNER - PITTSBURGH, PA

Sorry I'm late. I saw '99 after my name and thought I had paid, but after checking my bank statement I find I was wrong.

It's so easy to forget. The mag brings back so many memories. Enjoyed the poem about the ball turret gunner.

****

BRET GUSTAFSON - WOOSTER, OH

My father, Paul M. Gustafson, was a navigator in the 34th flying 22 combat missions during March and April 1945. I have always had a great interest in WWII, reading a great deal about it with a particular interest in the air war. My father has never been one to talk about his experiences but over the years he has shared with me his copies of Mendlesham Memories which I have enjoyed reading. This past Christmas my parents put together for us 'kids' photo albums of both sides of the families. Much to my surprise was a section that included crew and aircraft photos of his plane "Flying Dutchmen". This inspired me towards more research and I found Gary Ferrell's web page linked off the HeavyBombers page. Gary, in turn, was able to supply me a great deal of information that included mission lists, aircraft mission list, etc. As I

am sure you well know, he is an unbelievable asset to the history of the 34th.

Anyway, I put together a small web page about the Flying Dutchmen and her 'last' crew and thought I might share the web address with you to be added to your list in Mendlesham Memories. I hope to continue to add to this work in progress.

Bret's website -
http://www.jccc.net/~bgustaf/34th_Bomb

LAST CREW OF THE
"FLYING DUTCHMEN"

STANDING L TO R	*KNEELING L TO R*
JULES DUTEL - flt engr	ARTHUR MODE - radio
TOMALEE HARDESTY - ball	BYRD QUINN - tail gun
PAUL GUSTAFSON - navigator	DON McCUTCHAN - pilot
JOSEPH MAHALIK - togglier	JAMES STURROCK - co-pilot
JULIAN RAMIREZ - waist gun	

****

MARVIN JALVING - SPRING LAKE, MI

I am a former "Ball Turret" gunner of the 7th squadron flying on " Ol Buddy" with Randy Martin. Page 22 of the last issue of MM was great and I was very impressed. I would like to know who was responsible for it and if it's possible to get a copy of it suitable for framing?

I would like to thank you for all the above and beyond great things you are doing. Keep up the good work.

Ed: This piece was taken from another bomb group publication and the finished product was a joint effort with the publisher.

****

H.R. (MAC) McNEILL - NAPA, CA

Reading the 34th bomb group roster, I don't find the names of our crew. There are some similar names, but I don't think they are any of us. We flew with the original group from Florida to Trinidad, Brazil, Africa, etc., on the B24 "The Uninvited".

Pilot - Tom Copeland - 34 missions
Co-pilot - H.R. McNeill - 32 missions
Nose gunner - Zapac - 26 missions
Ball turret - Rosenzweig - 26 missions
Flight engineer - Jordan - 26 missions
Radio operator - Carl Hicks - was killed by flak, I believe on his 20th or 21st mission.

Ed: Our roster only includes those who have joined the 34th BGA not the entire 34th Bomb Group personnel roster of WWII.

****

THOMAS H. SMITH - BELLWOOD, PA

I want to thank you folks for sending the June 2000 issue of Mendlesham Memories. I haven't received any issues since 12/98. Apparently I have had a senior moment, neglecting to send a check for '99 and 2000 dues. So I'll enclose a check for $20 to cover the above.

Perhaps Loriene and I can attend the Group Reunion at Buffalo, NY.

****

LORRAINE HARTWICK - BELLEVUE, OH

Hello everyone!

I sure have missed not being at the last four reunions. That was something Bob and I always looked forward to. I hope to be at Buffalo this year.

I have gave a new address. I just moved into a much smaller place - had lived 39 years at the other home.

New address:
114 Hickory St.
Bellevue, OH 44811

Hope everyone's health is great. Sure sad to see so many good friends have departed.

May God Bless

****

RICHARD PAYMENT - COHASSET, MN

Please forgive me for not getting back to you before this. The past 6 years have not been the best for me.

I still have some names from my Mendlesham group and will try and get them to you soon.

I have enclosed a check for $20 for my dues. Put the rest to whatever. Hope to get back to you soon.

****

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ALSTON	WILLIAM C. JR	7	4134 E 31ST ST	TULSA	OK	74135
BOLSTRIDGE	CHARLES, W	W	13454 W. FIG ST	BOISE	ID	83713
DONLON	WILLIAM,J	18LM	14355 CLUBHOUSE Dr	BOKEELIA	FL	33922
FORBES	DOUGLASS, SR	7	34 HILLSIDE AVE	PARSONSFIELD	ME	04047
HARTWICK	LORRAINE	7A	114 HICKORY ST	BELLVUE	OH	44811
HEASTY	CLARENCE, N	391LM	331 S WATER ST	SPARTA	WI	54656
HOLCOMBE	CHARLES, B	4	65 BARBARA LN	ATLANTA	GA	30327
MANKIN	CLEON, J	4	607 W.VETERANS MEMORIAL	KASSON	MN	55944
MCBLAINE	MARGIE	4A	2170 SW 192ND AVE	BEAVERTON	OR	97006
OLDS	MELVIN, J	18	765 RAIN DANCE WY	CORDOVA	TN	38108
POLAK	RICHARD E.	18	3222 29TH ST	BETTENDORF	IA	52722
PRITZ	JOHN	?	6375 SHADEYGLEN	CINCINNATI	OH	45243
RICHARDS	ROBERT, S	391	202 W.KETCHIE ST	CHINA GROVE	NC	28023
SPROUL	CRANDFORD, C	391	3791 YELLOW MOUNTAIN RD	CULLOWHEE	NC	28723
STONEFIELD	RICHARD	7	401 S. EPTON AVE	OLDHAM	SD	57051
VENNE	DERRICK, J	7	525 S CONWAY RD APT 97	ORLANDO	FL	32807
ZIVNEY	RODNEY, P	18	3950 KOVAL LN AAPT 2217	LAS VEGAS	NV	89109

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
JOHNSON	GEORGE O	7	?	1293 SAN MATEO DR	SAN LUIS OBISPO	CA	93401
SCHERWERTS	DANIEL, J	WP18	4-30-00	100 PEARL ST	CLAREMONT	NH	03743
CAMPBELL	THOMAS, J	4LM	7-3-00	301A HERITAGE VIL.	SOUTHBURY	CT	06488
WILLIAMS	MALDWYLN	FOTE	?	HM 5 FREELANDS MENDLESHAM STOWMARKET SUFF IP14 5TW			

NEW LIFE MEMBER

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
RUDE	JACK	391	2609 S. BOWIE ST	AMARILLO	TX	79109

NEWLY FOUND MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
TORRE	GREGORY, M	ASSOC	670 EAST 19TH ST.	BROOKLYN	NY	11230
TORRE	MICHAEL, A	391	2375 EAST 16TH ST.	BROOKLYN	NY	11229

NEW E MAIL ADDRESS

LAST NAME	FIRST NAME	E-MAIL ADDRESS
DONLON	WILLIAM	Wdonlon@aol.com

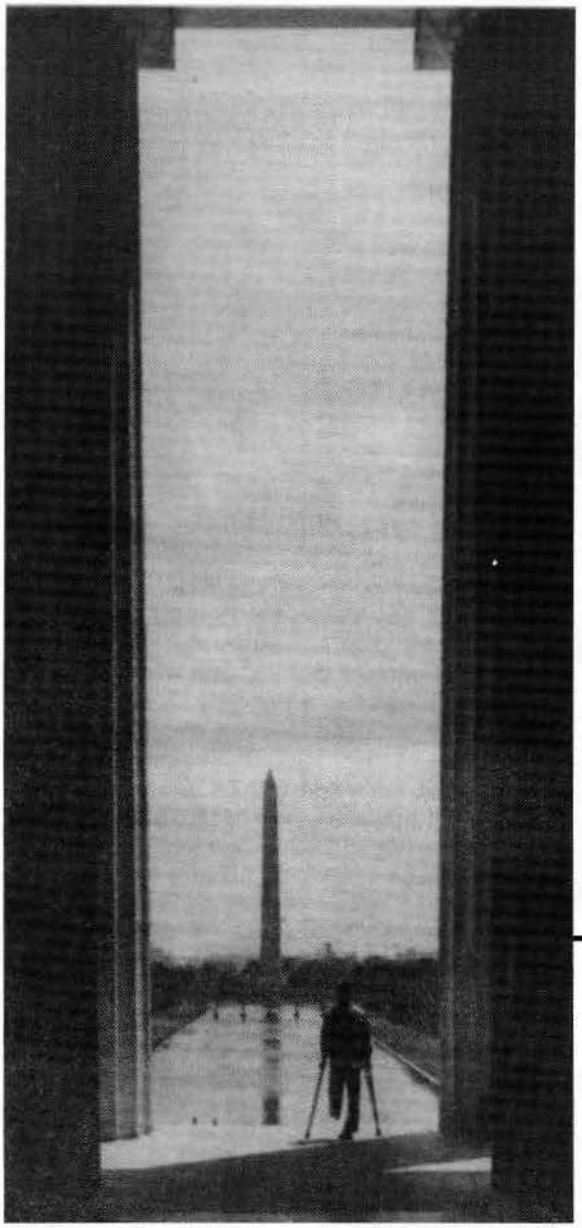
DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

IN MEMORY OF	DONOR
DOROTHY NEWELL PEAVEY	MARION T. BROADHURST
JOHN JAMES	ROBERT E. HAMM
DOTTIE ROY	BONNIE & DON SHEE & HERB ROY

Then and Now
James & Kathryn Stuthers

1945

2000



Lincoln and I

Standing, looking down the Mall,
The Monument makes me look small.

My thoughts are why did I leave to fight a War
Thinking there would be no more.

Many friends no longer to see?
Thank God He left so much of me!

A whisper came like a Sunrise, light.
It's me "ABE", sharing with you this sight.

Don't fret my son, you gave your best.
Oh, why have so many been laid to Rest?

Thank you for sharing your time with me today.
So many others forget to just "Pray".

Visitors will say what a beautiful sight,
Forgetting the Soldiers that gave them this right.

Day after day I really try,
But Brave Men like you, Make Me Cry.

"Just ABE"

The photo at the left shows a pensive Veteran who was obviously lost in thought among some of the Memorials in Washington DC. It was taken from inside the Lincoln Memorial facing East, over the Reflecting Pool, toward the Washington Monument.

(Veteran and Photographer Unknown)

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(936) 273-3561

34th Bomb. Group

4 7

VALOR TO VICTORY

18 391

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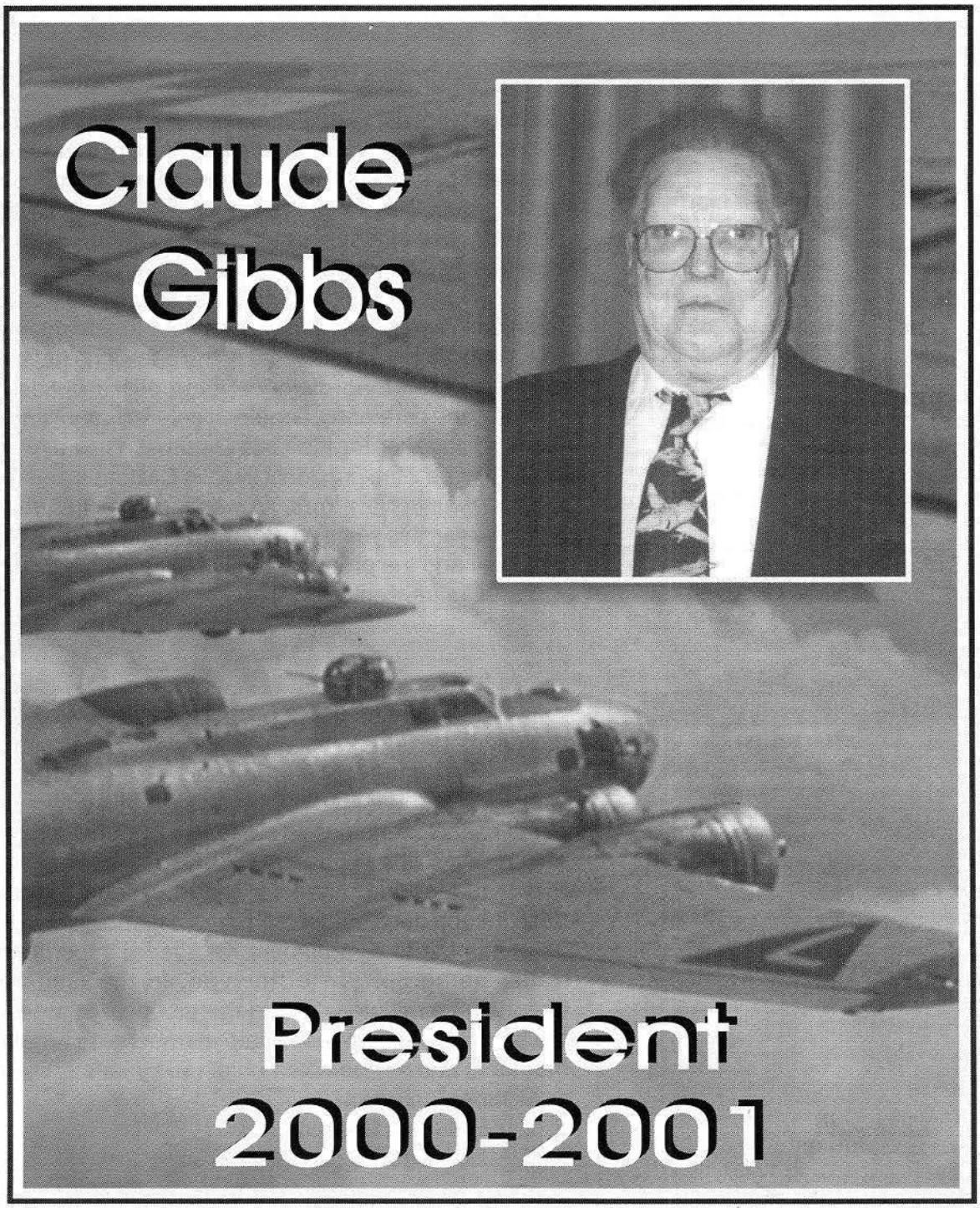
Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

VOLUME XXV NUMBER 4 DECEMBER, 2000

MENDLESHAM MEMORIES

VALOR TO VICTORY

VOICE OF THE 34TH BOMB GROUP (H)



4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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(915) 348-3086
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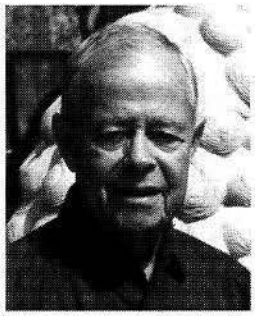
6402 E. 11th St.
Wichita, KS 67206
(316) 685-4376

DEADLINE
All material and items for the March issue of Mendlesham Memories should reach me on or before January 20th 2001. That is the date our final copy will go to the printer.
Jack Share, editor

share—
a thought.



The officers, directors and committee-men of the 34th Bomb Group are a most dedicated and responsible collection of individuals with one goal in mind to keep the organization alive and well. Through the years they have demonstrated their loyalty and commitment to an association which has endured for over 50 years. There is little to be gained, personally, by serving in these non-compensable positions, perhaps only a feeling of satisfaction that contributing to it's continued existence can bring. Another, often overlooked, but an important part of the group's well being is the duty performed by the ever faithful nominating committee of one, Bruce Southern. Bruce has more or less taken this task upon himself as one of his many contributions to the group. When it seems impossible to fill a certain position, he always seems to come up with a well-qualified candidate.

While handing out plaudits, how could we not mention the work and dedication of our ex-presidents. It is a difficult job in that most of the decisions have to be made from long distance. One of his duties is planning the ceremony, acquiring entertainment and a featured speaker for the Gala Banquet. How difficult would this be if the president lived in California and the reunion was in New York, as was the case this year. Norm Mayer, this years president, handled the situation very well and the program went on without a hitch.

Our newly elected president, Claude Gibbs has been involved in a variety of positions in the group, through the years, as board member and filling the vice presidents chairs. He has earned the respect and gratitude of all members. We are honored to have him represent the 34th Bomb Group for year 2001.

Find enclosed, the minutes of the Board of Director's and the General Meeting in this edition of Mendlesham Memories as presented by our recording secretary, John Feda. Also find treasurer, Hal Province's annual financial report. These reports describe the condition of the organization and should be of interest to all members. Of special importance is the paragraph, **in bold type,** in the General Membership minutes. This is the proposal to amend the by-laws to accept associate members as regular members and will be voted on at next year's reunion in Savannah, Georgia.

Season's Greeting
and a Happy New Year to all.

Jack Share, Editor

PRESIDENT'S MESSAGE

It will be a privilege to serve as president of the 34th Bomb Group Association for the year 2001. Thank you for giving me the opportunity. I'm sure it will be a good year since we have, in place, experienced members in key positions that have shown their worth through the years.

Our increased attendance at Buffalo was very encouraging. I particularly want to mention the large number of First Timers. I hope they will continue joining us in future reunions. There were a number of faces missing because of illness. They have my best wishes for a speedy recovery.

I was especially impressed with the hospitality and service of the staff at the Adam's Mark Hotel. The food was great too.

The turnout for the bus tour to Canada and Niagara Falls was so good it required three buses this year. Everyone seemed to enjoy the tour, not withstanding the day's overcast. The Buffalo statues, situated through out the city, were a big attraction.

It was a great personal pleasure to have my two daughters, Beverly and Betty, and son-in-law Charles, in attendance at the banquet. I noticed there were others whose sons and daughters were in attendance also.

I would like to request that each member give serious thought to the proposed change in our by-laws, allowing associate members voting privileges. This matter will be voted on at our next General Membership meeting in Savannah.

Were looking forward to seeing all of you in Savannah, Georgia in 2001. Hopefully the 8th Air Force Museum will contribute to a large turnout.

With the Holiday Season just around the corner, Audrey and I would like to take this opportunity to wish you all a happy holiday and a prosperous New Year in 2001. Thanks again to all involved in making the Buffalo reunion memorable. What a job! See you in Savannah next September.

Claude Gibbs

TREASURER'S REPORT

WOW! What a REUNION!! Some immediate thoughts as I write this just 3 days after it was over: great hotel, a fine tour of Buffalo and Niagara Falls, good food, an excellent talk at the Gala banquet, wonderful fellowship with old and new friends! All of this will be covered in the December MM, I am sure. Who would have believed that we had 32 first-timers at a 34th BG reunion 55 years after we left Mendlesham? Some were sons, daughters, nephews, etc. but we were especially thankful and welcomed all who chose to spend the early days of September with us. We sincerely hope that they will be with us again at Savannah next September.

I need YOUR HELP! We are planning on publishing a 2001 roster of the 34th Bomb Group and I need verification of your data. So many have had area and zip codes changed that I feel I'm out of date with correct telephone numbers. So, if you have changed your address, I need to update your record. Please drop me a post card (or send an email) so your data will be OK on the roster. Our last roster was published in 1998 and we have need for a new one.

Frequently, I get an early call, or request, for a scholarship form. The forms will be in the March 2001 issue of MM. If you require more than one form, please have it copied.

Please be aware that the 2001 34th BG reunion will be from Wednesday to Sunday, September 4-9 at the DeSoto Hilton Hotel in historic Savannah, GA. Make your plans to attend, NOW!

It is that time of year again – annual dues are DUE! If you pay annual dues, please send your check for $10.00 to me (you could up-date your data at the same time). Have you noticed that we again list the year of your membership with your address? To beat the Y2K problem I have to use A0, A1, etc.

I trust that y'all had a friendly Halloween, didn't eat too much for Thanksgiving, and that all will enjoy the coming Holidays! The best of health and prosperity in the new Millennium! May God abundantly bless.

Hal

REUNION COMMITTEE REPORT

The 16th annual 34th Bomb Group (H) is now a part of our history. We had a block of 90 rooms and we reached that number prior to our cut off date. The Adam's Mark Hotel personnel contacted those that were over our block of rooms and offered them a choice of another hotel. Some of our members accepted the offer, while others chose not to attend. When we sign the hotel contract for the block of rooms we are liable for any rooms not used, and our organization cannot afford that! At our 15th reunion we had an attendance of 183, this year we had 200. We did receive a letter from a member who could not get a room at the hotel, finally canceling his reservation, suggesting that we look into having an outside company handle the reunions. He also said, "Who cares for tours?" This was presented to the Board of Directors and it was decided to continue our reunions as in the past.

The reports we received on the hotel, the meals and the tour were excellent. The tour busses and guides were "extra special". We had too many for three busses and, so that no one was too crowded, brought in a fourth one; all had lavatories. The trip to Niagara Falls included a brief tour of the city, a stop at a mall for lunch and shopping, then on to the Canadian side of the Falls, then to the American side before returning to the hotel. The cost of the tour was $22.00 compared to the regular tour group price at the hotel of $59.95.

The reunion for September 2001 will be in Savannah, Georgia and the hotel will be the Savannah DeSoto Hilton. The contract with the hotel is for 89 rooms at a cost of $99.00 per night. RESERVATIONS MUST BE MAILED ON OR BEFORE 5 AUGUST 2001. Any reservations received after this date will be on a "Space Available" basis. The rates in Savannah are higher than what we have been paying but the next lowest quote is $123.00 per night.

Savannah, Georgia is a beautiful historic city originally founded as England's 13th colony in February 1773. The Hilton is about four blocks from the riverfront and is within walking distance. There is a complimentary city CAT shuttle that runs through the area on a regular schedule. The Mighty Eighth Museum can be visited by car or taxi or when we have our tour bus scheduled.

Now is the time to start thinking about our "2001 REUNION VISIT TO SAVANNAH" and to the 8th AIR FORCE HERITAGE MUSEUM.

The Reunion Committee:
Harold G. Rutka
Robert H. Wright
Bruce Sothern

Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on the first day of February, May, August and November for the March, June, September and December issues

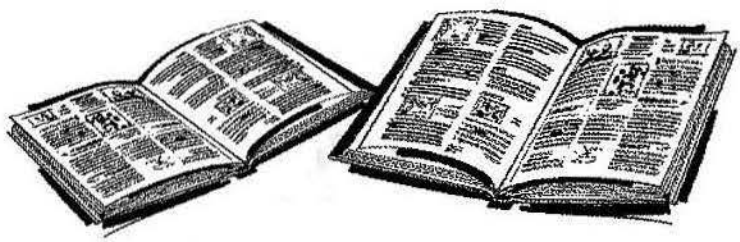
MISSION # 64 SEPTEMBER 17, 1945 (FIRST B-17 MISSION OF THE 34TH BOMB GROUP)

A Mr. Phillip Reinders from the Netherlands is doing historical research on the activity of the 8th Air Force in World War II. He is especially interested in the September 17, 1945 raid on tactical targets around the Wolfheze area in support of our ground troops. This was the 34th bomb groups mission #64 and the first mission after the transition from B-24's to B-17's.

Mr. Reinders intends to establish an exhibit about the air force's part in this battle in which the 34th took part. He is especially interested in collecting any information, documentation, personal accounts , photos, pieces of equipment or any memorabilia from members of the 7th and 391st squadrons who participated in this mission.

He is also contemplating doing an English version of an existing piece of Dutch literature on this subject.For anyone who might have some thing of interest to add to this important venture, Mr. Reinders can be reached at this address:

Mr. Phillip Reinders
Margrietstraat 4
6991XH Rheden
Netherlands
e-mail - abrg.reinders@12move.nl



BOARD OF DIRECTORS

Claude Conklin (01)	1001 9th Ave. Belle Plaine, IA 52208 (319) 444-2503
Everett Rose (01)	PO Box 472 Ocean Park, WA 98640
Carroll Forister (02)	515 So Geyser Rd. Kirkwood, MO 63122 (314) 822-1056
Franklin Sivret (02)	18 Melvin Ave. Shrewsbury, MA 01545 (508) 753-1772
James Clemins (03)	2820 Norwood Drive Racine, WI 53403
Anthony Coutros (03)	11 Carriage Place Edison, N.J. 08820

REUNION COMMITTEE

Harold Rutka (Chariman)	11 E. Artavia St. Duluth, MN 55811 (218) 724-1667
Robert Wright	411 Parkavash Ave. South Bend, IN 46617 (219) 232-4287
Bruce Southern	3354 Ulysses St. NE Minneapolis, MN 55418 (612) 789-2225

Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

Thought for today:

"It's what you learn after you know it all that counts."

- Earl Weaver, baseball manager

OOPS

It seems that a young man volunteered for Navy service during World War II. He had such a high aptitude for aviation that he was sent right to Pensacola - skipping boot camp. The very first day at Pensacola he solos and is the best flier on the base. All they could do was give him his gold wings and assign him immediately to an aircraft carrier in the Pacific. On his first day aboard, he took off and single-handedly shot down 6 Japanese Zeros. Then climbing up to 20,000 feet, he found 9 more Japanese planes shooting them all down too. Noting that his fuel was getting low, he descended, circled the carrier and came in for a perfect landing on the deck. He threw back the canopy, climbed out and jogged over to the captain, Saluting smartly, he said," Well sir, how did I do on my first day?" The captain turned around, bowed, smiled and replied,

"You make one velly impoltand mistake!"

DUES

DUES ARE DUE ON JANUARY 1st, 2001 FOR THOSE WHO PAY ANNUALLY.

BETTER YET, CONSIDER A LIFE MEMBERSHIP FOR $85.00 AND QUIT WORRYING ABOUT ANNUAL PAYMENTS

SEND YOUR DUES TO:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

IF YOU WANT A MEMBERSHIP CARD PLEASE SEND A SELF ADDRESSED STAMPED ENVELOPE

Those widows whose husbands paid annually, will continue receiving the *MENDLESHAM MEMORIES* Newsletter for the remainder of the year. They can continue their membership in the 34th BGA by paying the annual fee thereafter.

Those widows whose husbands were Life Members will continue to receive the *MENDLESHAM MEMORIES* Newsletter and will still be considered members of the 34th BGA.

MINUTES OF THE BOARD OF DIRECTORS'MEETING, SEPTEMBER 7, 2000

The annual meeting of the Board of Directors of the 34th Bomb Group Association was called to order by President Norman Mayer at 1500 on Sept. 7, 2000, in the Adam's Mark Hotel in Buffalo, NY. The Pledge of Allegiance was led by John Doronskyy. Chaplain James Martin gave the invocation.

Pres. Mayer asked for a roll call. Present were: Pres. Norman Mayer, I st VP Claude Gibbs, Rec. Sect. John Feda, Treas. Harold Province, MM Editor Jack Share, Past Pres. John Doronsky, Chaplain James Martin, PX Manager Ken Paxton, Board Members James Stuthers, Claude Conklin, Everett Rose, Franklin Sivret, and Reunion Committee Members Harold Rutka, Robert Wright and Bruce Sothem. Members absent-. 2nd VP Wayne Howarter, Archivist Wallace Brauks, Directors Paul Shull and Carroll Forister.

Motion by Province, second by Sothem to accept the 1999 minutes as printed in the Mendlesham Memories of Dec. 19, 1999, Motion carried.

Treasurer's report by Harold Province-.
The 1999 and 2000 finances of the 34th Bomb Group and its various funds are represented in the following tables:

	1999	2000	
General fund in England	$ 380.29	$ 380.29	Lloyds Bank
Checking account	82.35	431.92	Hancock Bank
Money Market account	1,157.99	1,517.51	" "
In Certificate of Deposit	742.58	0.00	
Sub total	$ 2,363.21	$ 2,329.72	
Life membership fund	$ 25,759.66	$ 22,063.44	
Scholarship fund	12,832.70	13,135.57	
Memorial fund	1,055.89	1,055.89	
Widows, MM fund (new)		1,000.00	
General funds	2,363.21	2,329.72	
Grand total	$ 42,011.46	$ 39,584.62	
NM funds at Edw. Jones		$2,254.90	
CD Acct at Edw. Jones		30,000.00	
CD Acct 6.4% (Oct 2000 due)		5,000.00	
Gen fund Lloyds and Hancock		2,329.72	
Grand total:		$ 39,584.62	

Permission was given at Omaha by the BOD to utilize Life Membership money whenever the General Fund was depleted. In the past I have had to withdraw money from Money Market fund at Edw. Jones to pay our bill for Mendlesham Memories. There are no outstanding bills to be paid.

Respectfully submitted by Harold Province, Treasurer

The bill for the September Mendlesham Memories has been paid. In June the NM was sent to 1400 members.
Motion by Stuthers, second by Conklin to approve the treasurer's report. Motion carried.

Pres. Mayer appointed an audit committee of Ambers Hanson, Jim Stuthers and Allen Israelsen.

PX report by Ken Paxton. There was an increase in shipped orders this year. The total was about $1400. A bank account was opened in Ken's name to avoid a commercial rate charge. The bank balance is $700 with all bills paid except one for postage of $168.02. Ken requested that all orders include your phone number for easier clarification when necessary. He also requested authority to use the same postage shipping rates that are used by the 8th AF Museum.
Motion by Conklin, second by Gibbs to approve the PX report. Motion carried.

Reunion committee report by Harold Rutka and Bob Wright. This year's registration is 202. Currently there is $17,000 in the bank . However, the current reunion bills are still to be paid, They made a plea for earlier reservations and registrations to make better guarantees for rooms, meals and buses. Discussion followed on which hotel to select in Savannah for the 2001 reunion. Recommended choices are the Hilton DeSoto Hotel in downtown Savannah or the Country Inn near the AF Museum. Where we go is the Board's decision. Pres. Mayer surveyed the Board members and the consensus was to use the Hilton DeSoto in Savannah on Sept. 4 - 8 , 2001. Motion by Rose, second by Stuthers to approve Savannah, GA, for the 2001 reunion . Motion carried.
Motion by Gibbs, second by Conklin to approve the report of the reunion committee. Motion carried.

Scholarship report by Harold Province. There were eight excellent applications to be considered by the committee of Province, Hanson, Vaughan and Feda. First place of $1000 went to Lindsey Stark of Wisconsin Rapids, WI. Second place of $750 went to Anne Martin of Medford, @. Third place of $500 went to Andrew Mills of Coopersville, MI. Harold called the grandparents of the respective winners to notify the winners of their scholarship awards. A gift of $ 100 was received. $5000 was willed to the scholarship fund this year. Also $5 from each registration for this reunion goes to the scholarship fund.
Motion by Sivret, second by Rose to approve the scholarship committee report. Motion carried.

Report on Constitution changes by Allen Israelsen. The changes would allow associate members(we have about 25 now) to be full voting members with the right to hold office after two years of membership. The membership secretary will forward all applications for full memberships he receives, from associate members, each calendar quarter to the members of the Board of Directors for a vote by mail ballot. Motion by Mayer, second by Conklin to approve this change and notify all members that a vote on the required by-law changes will be taken at our annual meeting in 2001. All voted "yes" except Harold Province who voted "no".

Mendlesham Memories report by Editor Jack Share. He has a concern about the rising cost of publishing. The Sept. issue was about $1900 Dec. and June are the two big issues each year. The cost of publishing a new roster would be about $1100. Motion by Rose, second by Sivret to accept the report and commend Jack for a good job as editor. Motion carried.

Harold Rutka presented a bill for $584.91 for the costs associated with the Mendlesham Memorial visit and upkeep (a meal , a wreath and a medallion). Motion by Gibbs, second by Stuthers to approve. Motion carried.

Motion by Stuthers, second by Gibbs to raise the mileage allowance to 24 cents per mile for the reunion committee when acting on the Association's behalf. Motion carried.

Randall Martin sent the Association a check for $ 1 000 as a memorial to Pete Gray. The discussion that followed suggested using it to send the MM to all widows of members to keep them in touch. Harold Province reported that we have about I 00 widows and all but 35 have paid as associate members and are thus entitled to receive all issues. Harold will survey the 35 to find out if they do want to continue receiving the MM. Harold will keep Randall Martin informed.

It was announced that James Martin's son-in-law has a web page on Internet covering the 34th Bomb Group. Pres. Mayer also has the tapes on "The Greatest Blunders of WWII" which includes the daylight bombing by the 8th AF.

Nominating report by Bruce Sothem. He solicited volunteer candidates for offices to be filled. He suggested that individuals should contact any committee member, namely, James Martin, Claude Conklin or himself. Jack Share, Ken Paxton, Wallace Brauks, Harold Province, James Martin and John Feda will continue in their respective offices.

Pres. Mayer announced that we WILL sing the Army Air Corps song at the banquet.
Motion by Province, second by Conklin to adjourn at 1702. Motion carried.

Respectfully submitted by Recording Secretary, John J. Feda.

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPTEMBER 9, 2000

The annual meeting of the 34th Bomb Group Association was called to order by Pres. Norman Mayer at 0900 on Sept. 9, 2000, at the Adam's Mark Hotel in Buffalo, NY. The Pledge of Allegiance was led by Rev. Gary Ferrell. The invocation was given by Chaplain James Martin.

Motion by Province, second by Sothem to dispense with the reading of the minutes and accept them as published in the Dec. 1999 issue of Mendlesham Memories . Motion carried.

Treasurer's report was given by Harold Province. (Refer to the BOD meeting of Sept. 7, 2000, for the complete report.) Motion by Rutka, second by Simpson to accept the report. Motion carried.

Scholarship report by Ambers Hanson. Eight excellent applications were received this year. (Refer to the BOD meeting of Sept. 7, 2000, for the complete report.) Motion by Gibbs, second by Sothern to approne the report. Motion Carried.

Reunion conmiittee report by Harold Rutka. There are 202 registrations for this year. For 2001 the reunion
will be held in Savannah, GA, at the Hilton DeSoto Hotel on Sept. 6-9.

Nominating committee report by Bruce Sothern. Nominations presented were: Carl Stemen for 2nd VP, James Clemins for Board (2003) and Anthony Coutros for Board (2003). Pres. Mayer called for nominations from the floor. None were made. Motion by Martin, second by Doronsky to close the nominations and instruct the secretary to cast a unanimous ballot for the slate as presented. Motion carried.

Audit comniittee report by -Ambers Hanson.The committee examined the financial records of the PX fund, the scholarship fund, the reunion fund and the general fund. All records were found in order. Motion by Conklin, second by Israelsen to approve the report. Motion carried.

PX report by Ken Paxton. He recommended keeping the PX in operation. Mail orders have increased about 50% over last year, thanks to the Internet listing by Harold Province. The 1947 History of the 34th is still available.The 1988 History is out of print. Volume 11 of the 1988 History has been reordered. Bob Vaughan's individual history is on sale for $25. Jackets are being reordered. Postage charges will be the same as those used by the 8th AF Museum. Motion by Martin, second by Province to approve the report Motion carried.

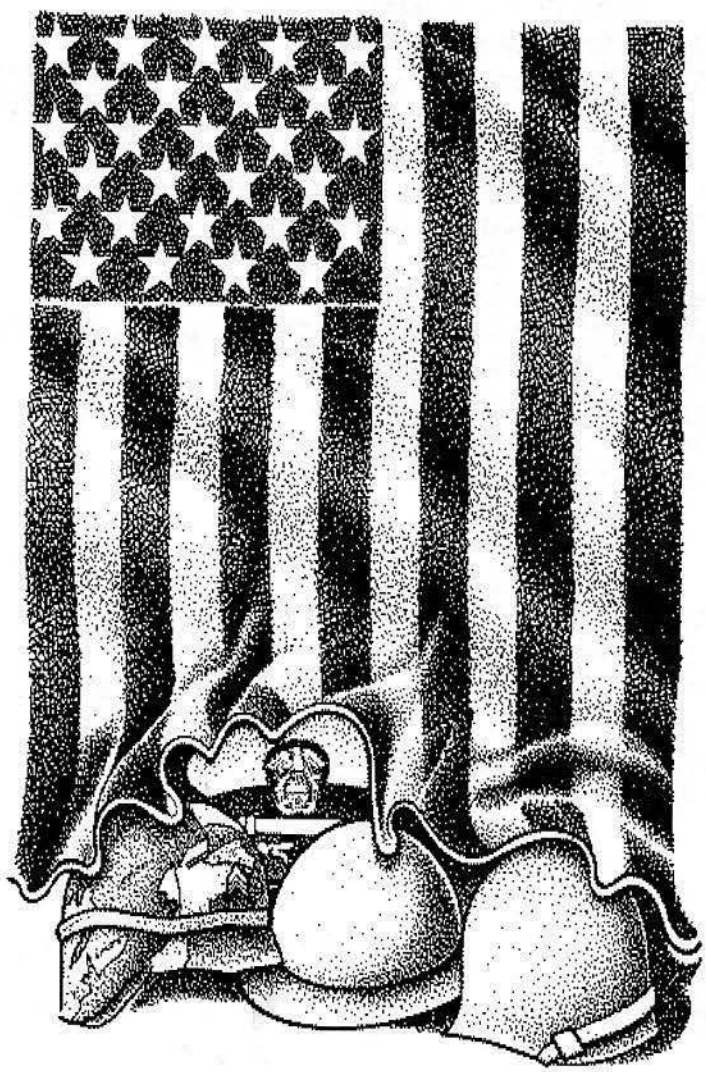
Mendlesham Memories report by Editor Jack Share. Good material has been sent in by the members. The mailing and printing of the NM is being done by two separate firms. Feedback to him indicates that we are reaching rnanv young readers. Pictures (with names) taken at the reunion must be in Jack's hands by Oct. 15 to make the December issue.

Pres. Mayer announced that the constitution changes needed to allow associate members the right to vote
and to hold office will be voted on at our next meeting in 2001. Applications for associate membership are accepted currently under our existing constitution language.

Pres. Mayer announced the banquet speaker will be Col. Robert Gay.

Pres. Mayer thanked the registration desk attendants, the PX helpers and all the officers and directors for their help during the past year.
Incoming President Claude Gibbs aked all former POWs to meet with him after this meeting.
Meeting was adjourned by Pres. Mayer at 1015.

Respectfully submitted by Recording Secretary John J. Feda



REUNION HIGHLIGHT

The featured speaker at our Saturday evening Gala Banquet was Robert Gay the Executive Officer of the 34th Bomb Group during World War II. He was called back into service during the Korean War with the rank of Colonel. He presented us with some little known facts that perhaps only the administrative staff was familiar with. Of most interest, and certainly the most amusing was the breakdown of the various organizations within the bomb group. Some of them we remember well.

1 - 34th Headquarters
2 - 4th Squadron
3 - 7th Squadron
4 -18th Squadron
5 - 391st Squadron
6 - 279th Medical Disd AUW
7 - 83rd Station Complement Squadron
8 - 475th Sub Depot
9 - 1276th MP Co
10 - 1446th Ordinance Co
11 - 93rd Combat Wing
12 - 871st Chemical Co
13 - 1239th Quartermaster Co
14 - 2115th Engineers Squadron
15 - 434th Recon Squadron

We are all somewhat familiar with the workings of the first 14 but Bob went on to explain that the 15th, or 434th Recon, was a phantom squadron made up to secure supplies for the group but was staffed only on paper. The duties of this squadron was never question by the higher authorities but provided the Group with more supplies including food, whiskey, everything. And the powers that be never knew. I guess we all benefited from that bit of deception.

Bill Creer, being unable to attend the reunion, wrote the following letter which Bob read:

I regret not being able to attend the reunion at Buffalo this year. Fortunately, Bob Gay has agreed to pass on my respects and a few words.

I am happy to report that Vivienne and I are still on the right side of the grass. However, at 88 years of age, I must admit that the light at the end of the tunnel seems to get a little brighter.

I have reflected on our wartime days at Mendlesham and concluded that we can stand high in the saddle and be proud of the 34th Bomb Group's contribution to our victory over the Axis Powers in World War II. I have thought about the contribution we made and the accumulated performances of each member of the group, whether his task was facing the enemy in combat, day after day, or performing the vital support tasks on the base that kept those B-17's in the air.

A man's pride in his organization is an integral part of the esprit de corp necessary in each individual if that organization is to perform successfully in the combat environment. It goes without saying, that the 34th's personnel certainly demonstrated those critical characteristics essential to meet the challenges that confronted us each day in World War II.

May I also say, that without a doubt, it was an honor for me to command the 34th Bomb Group at Mendlesham, England during this Great War.

I would be delinquent if I failed to recognize the contribution made by our wives, families and loved ones that sweated us out back in the USA. Accordingly, please continue to treat them with respect they have earned.

To all of you: Keep in touch, have a great reunion, and as the British say, "Carry on Smartly".

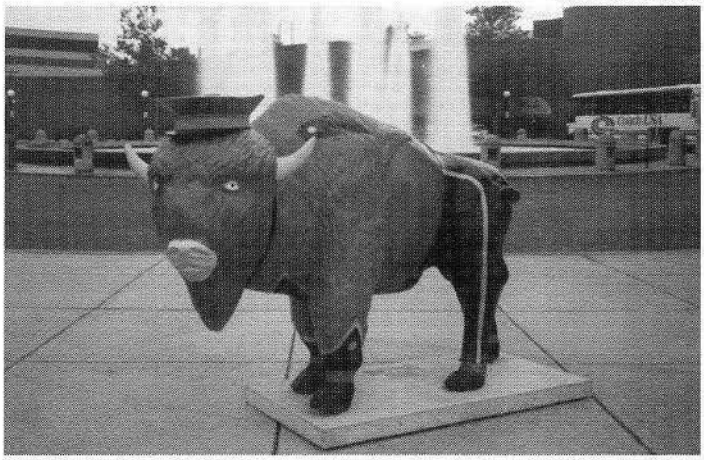
Bill Creer

BOB GAY
FEATURED SPEAKER AT THE BANQUET

KIN?

A couple drove several miles down a country road, not saying a word. An earlier discusssion had led to an argument and neither wanted to concede to their position. As they passed a barnyard of mules and pigs, the husband sarcastically asked, "Relatives of yours?" "Yep," the wife replied, "In laws."

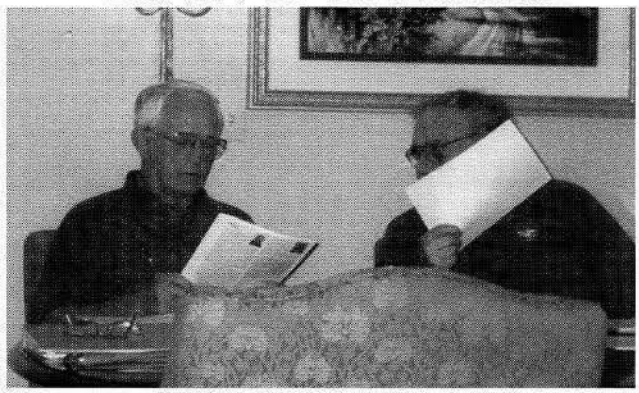
HEADQUARTERS



Bell Captain (No tipping please)

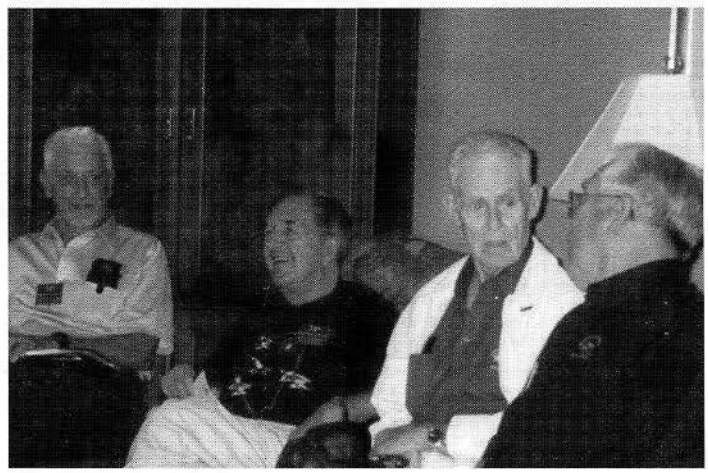
Adams Mark Hotel

BOARD OF DIRECTORS

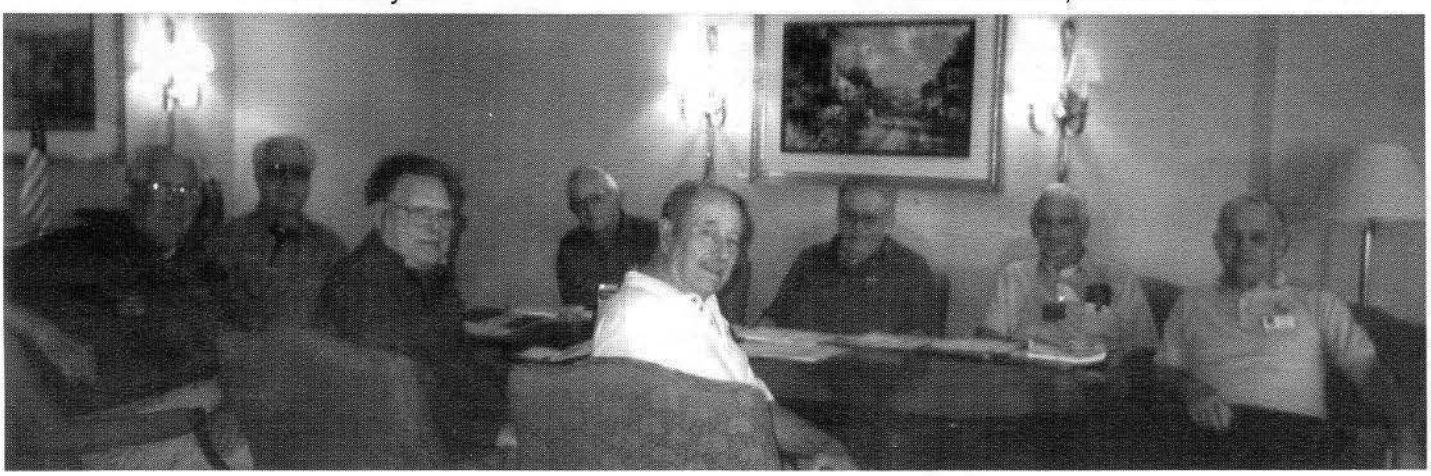


John Feda & Hal Province

L to R Harold Rutka, Bob Wright, Jim Martin, Norm Mayer



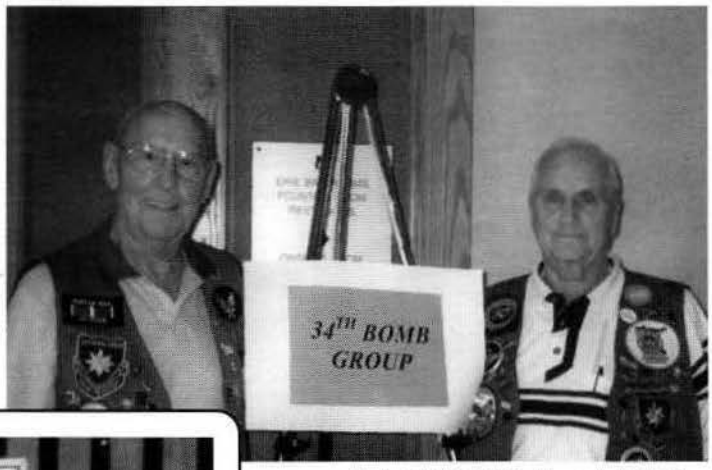
L to R Jim Stuthers, John Doronsky, Sam Wolstencroft, Everett Rose



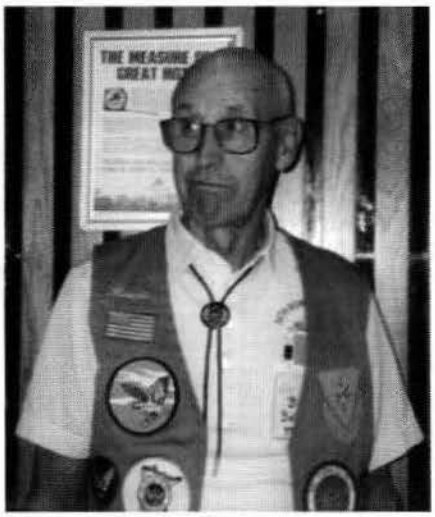
PASSING THE GAVEL

THE PEOPLE WHO MAKE IT GO

Check in

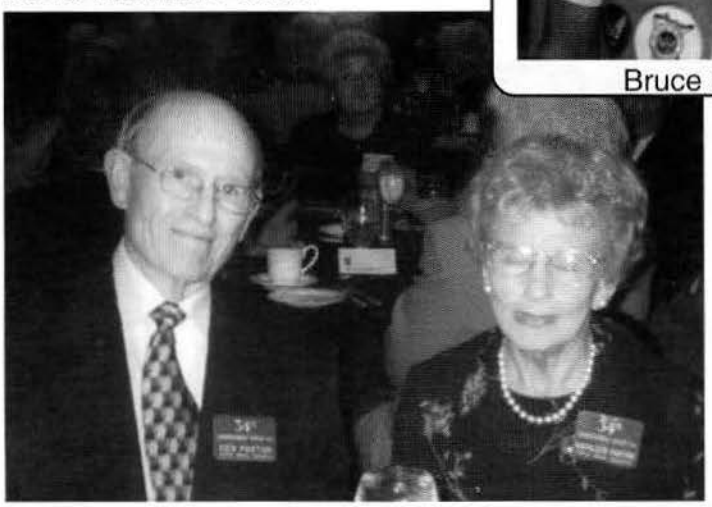


Bob Wright & Harold Rutka



Bruce Sothern

Ken & Kathleen Paxton



Esther Wright & Gen Rutka

FIRST TIMERS

Jacob & Sylvia Greenspan

First Timers

Edward & Phyllis Munk

L to R Gregory Torre, Michael Torre, Michel Torre

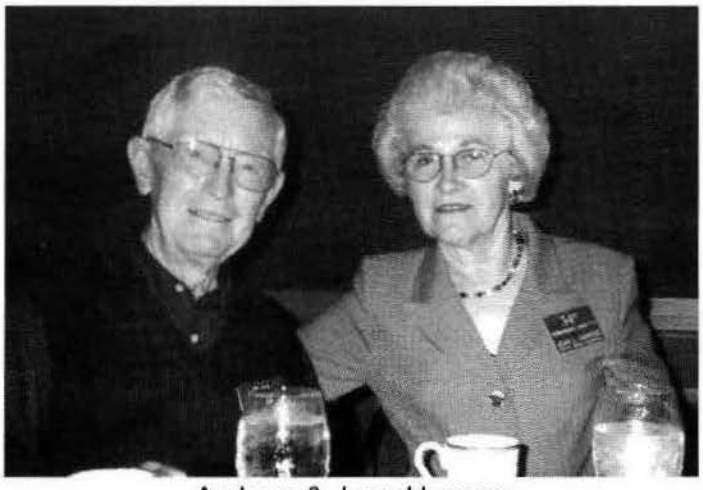
Dave Cole, Charlotte, Joseph, Jack, Joanne & Don Ardo, Lindsey & Dee Lipscomb

L to R Chuck, McIntyre, Vito Violante, Bill Violante

Jack & Linda Steffan

FRIDAY NIGHT DINNER

Juanita & Verne Santas



Ambers & Jean Hanson

Heinz Kath & Lorraine Hartwick

L to R Fred & Rachel Waltz, Eileen Kaufman

(R) Thelma Warfield Bennett & Miriam Richmond

Nancy & Herman Fieber

FRIDAY NIGHT DINNER CONTINUED

Back Row: Marilyn Wong, Tony Coutros, Mary Coutros, Richard Simpson, Joe Wong.
Front Row: Hal province, Jan Province, Martina Simpson

L to R Dorothy & Charles Morgan, William Kaufman

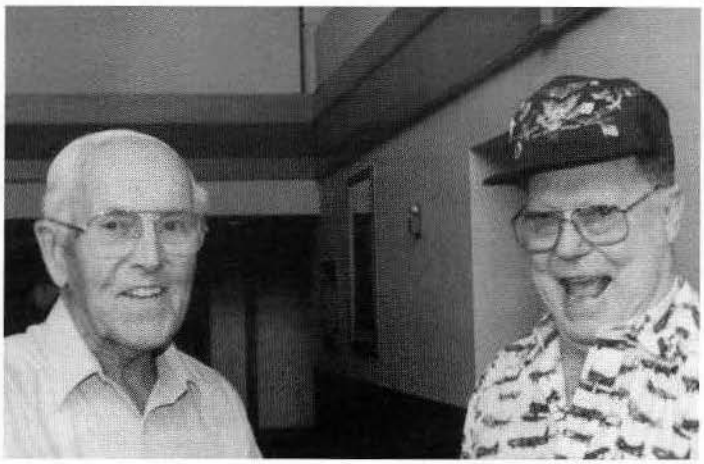
Kay & Jim Stuthers

Clarence & Rita Arand

Standing: Jack & Marion Share, Betty Lampey, Gen Conklin
Sitting: Joel Friedman, Peg & Carl Stemen, Claude Conklin

Millie Ames, David Ames (son)
Linda Ames, Vern Ames

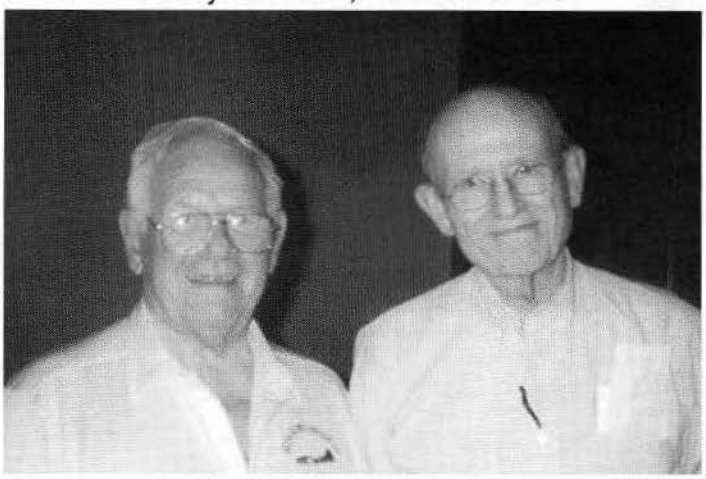
HANG TIME



Dexter Jordan, Claude Gibbs

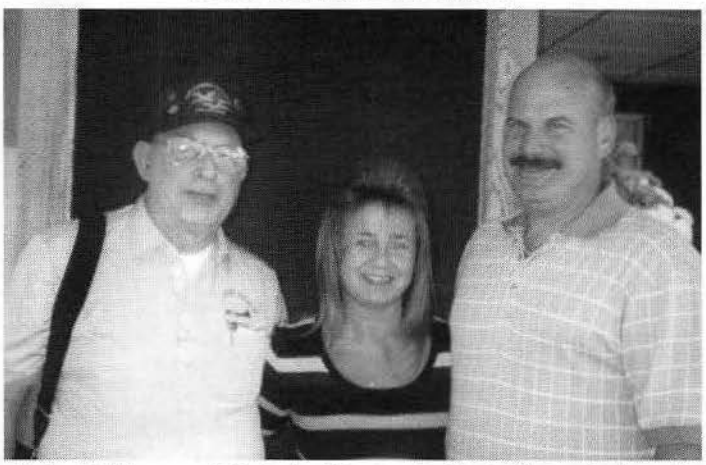
Henry Tobiason, Bonnie Powers

Jim Martin, Marci Campbell

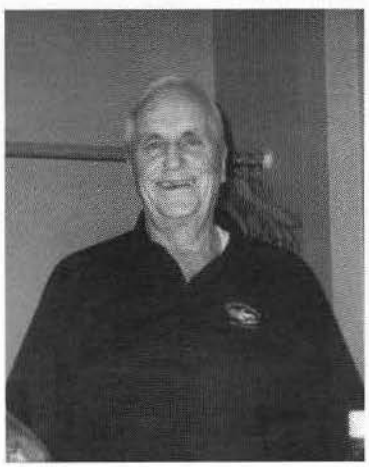


Fred Waltz, Ken Paxton

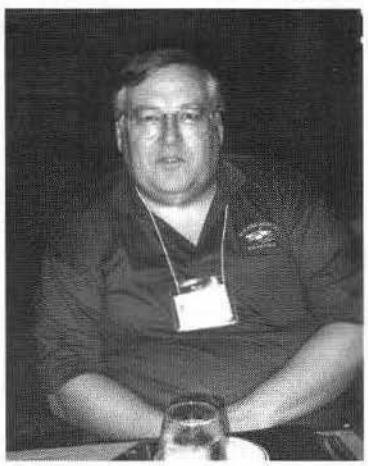
Jan & Hal Province



L to R Marcus Dieterle Karen & Curt Dieterle (son)



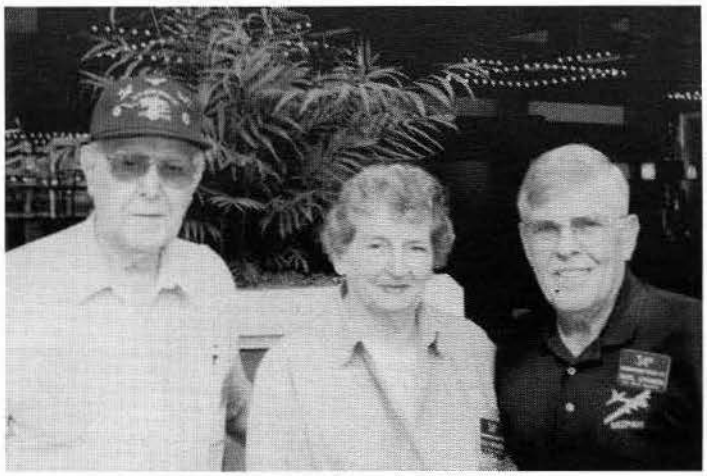
Harold Rutka



Rev. Gary Farell

Pamela Mink

James Martin, Robert Gay, Kenneth Paxton

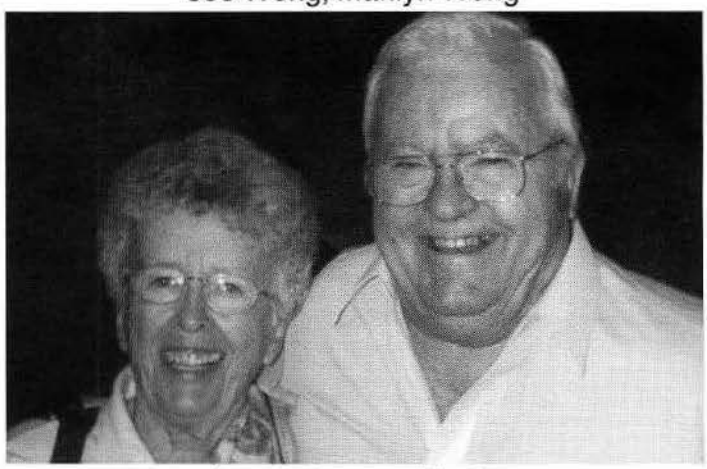


Dwight Kelly, Peg Stemen, Carl Stemen

Norman Mayer, John Doronsky

Joe Wong, Marilyn Wong

L to R Lois Sturdivan, Water Sturdivan, Marilyn Wong

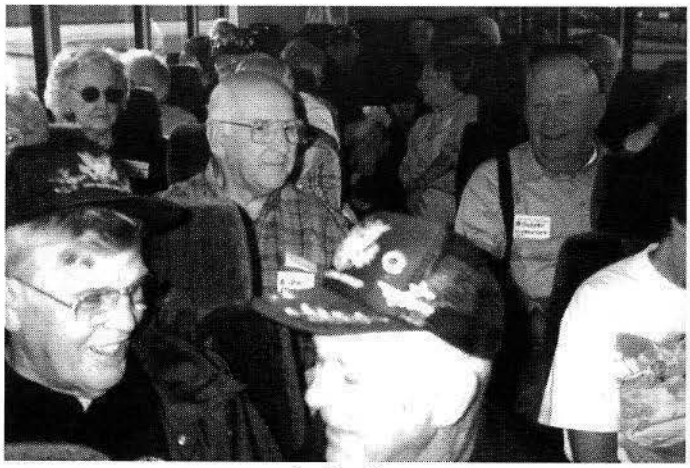


June & George Ritchie

Ralph " Pappy" Lundeen. Willis Griffis, Harry Crawford, Marci Campbell, Lois Johnson, Norman Mayer, Bonnie Powers

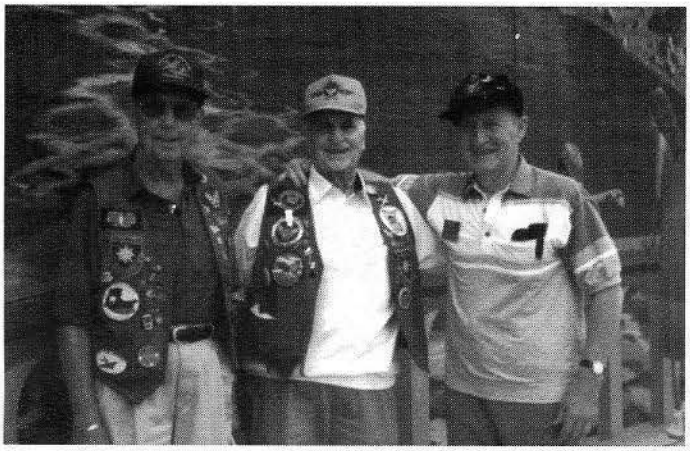
Dale & Esther Frank

THE TOUR



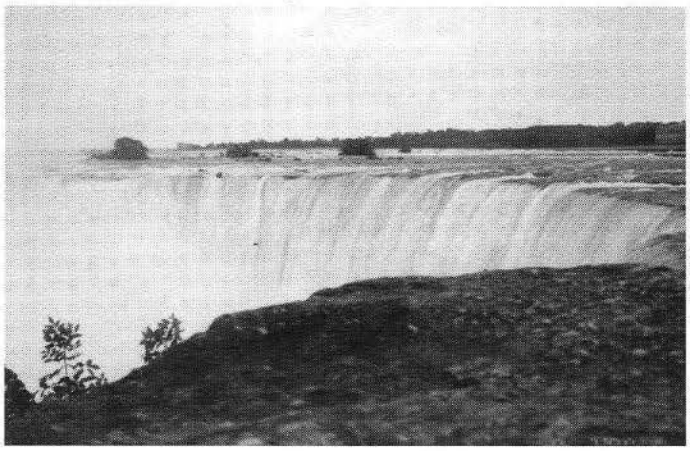
Let's Go

Guide & Bus Driver



Bob Wright, Harold Rutka

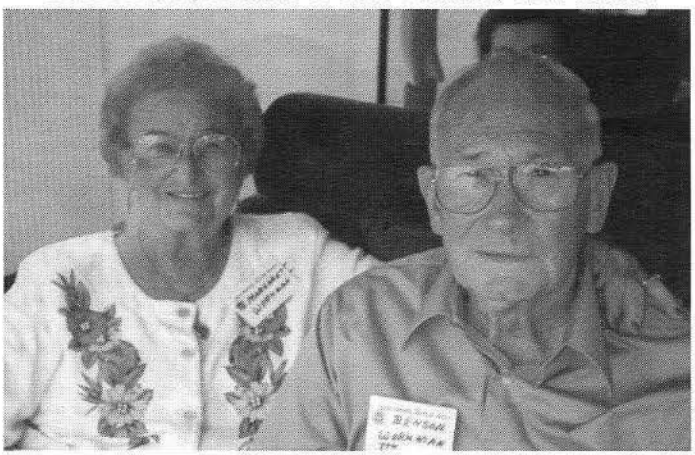
Lunch at the Mall



The Horseshoe Falls

Jack Share, Claude & Gen Conklin, Gen Rutka

Buelah and Dexter Jordan



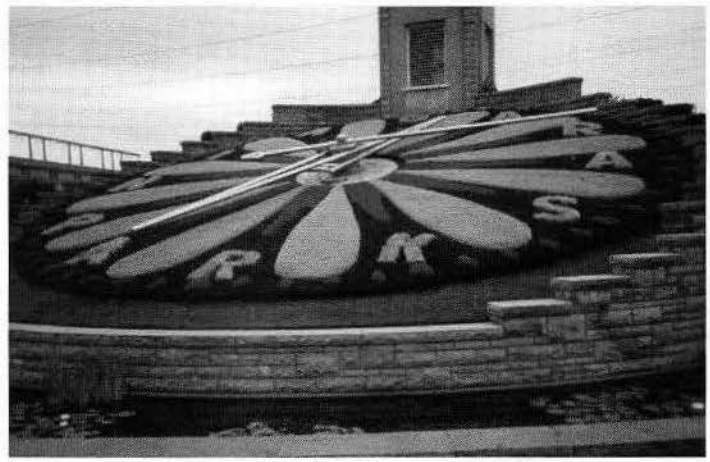
Margaret and Ben Workman

Margo & Everett Rose

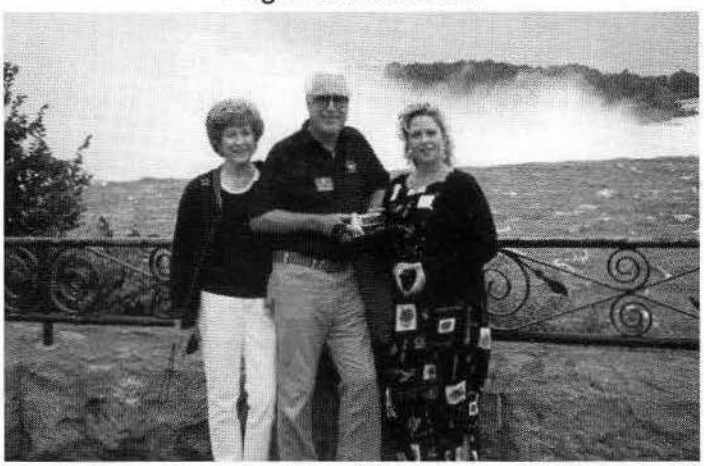
Joe & Marilyn Wong

Ginny & Fred Muente

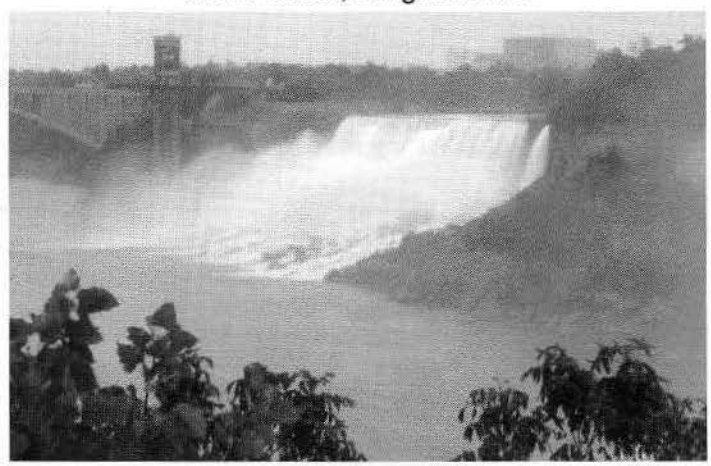
Peg & Carl Stemen



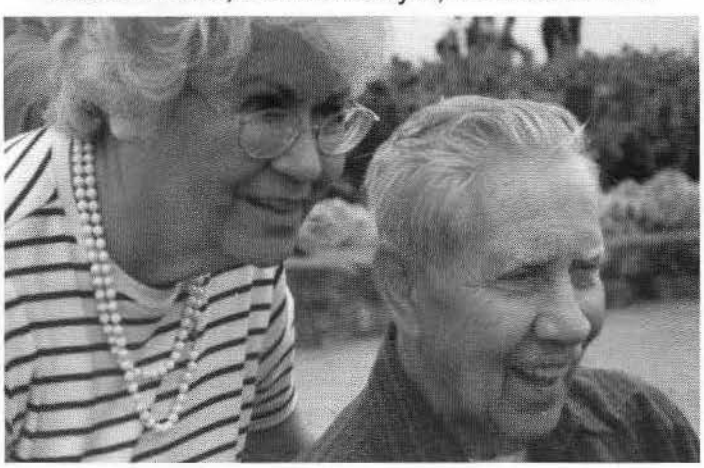
Floral Clock, Niagara Falls



Lois Johnson, Norman Mayer, Bonnie Powers



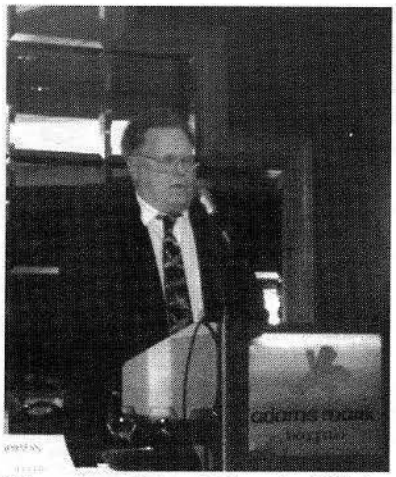
The American Falls



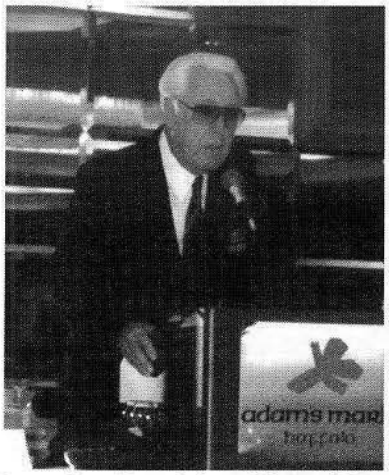
Kay & Joe Marks

Ralph "Pappy" Lundeen, Willis Griffis, Norman Mayer, Harry Crawford

GALA BANQUET



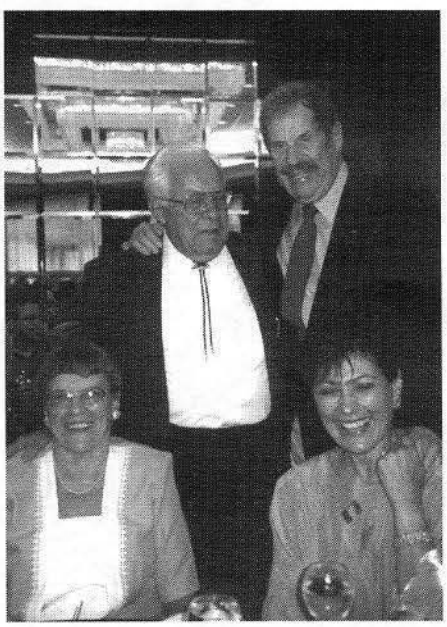
New President Claude Gibbs



Outgoing President Norm Mayer

Head Table: Jim Martin, Marci Campell, Norm Mayer, Claude Gibbs

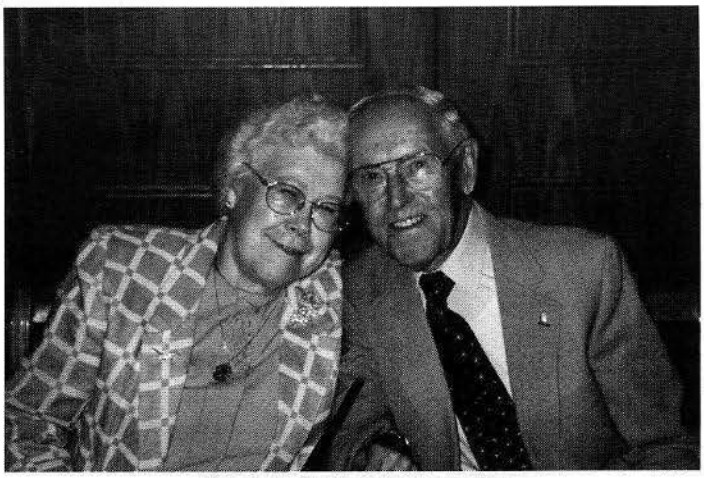
Sitting: Marla Inman, Bob & Jenny Schroeder, Rhonda Ranstrom, Ruth Ann Adams.
Standing: Lloyd Inman, Stella & Jim Stivender, Baily Adams



John & Esther Demko, Bill Browne, Pegi Johns

Audrey & Claude Gibbs

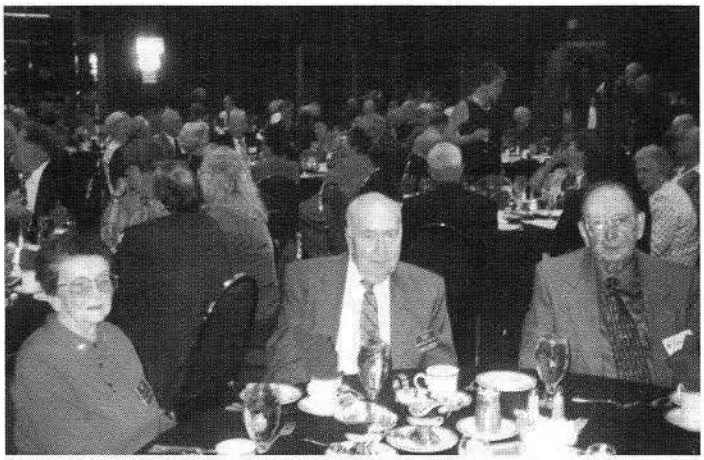
Betty Miller, Beverly Puffer, Charles Puffer



Buelah & Dexter Jordan

Vern & Millie Ames

Jack & Marian Share



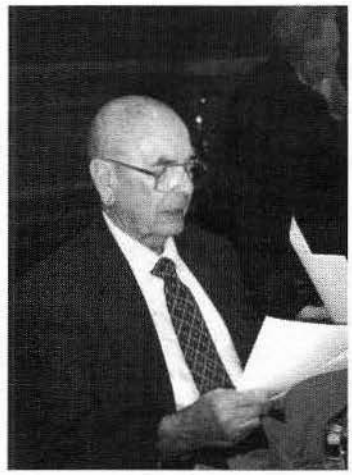
L to R Martha & Ronald Simpson, Basil Gaumer

Robert & Betty Simpson

L to R William Kaufman, Eileen Kaufman, Lorene Gaumer

L to R Margaret Workman, Beulah Jordan, Ginny Muente, Doris Hall, Helen Mink

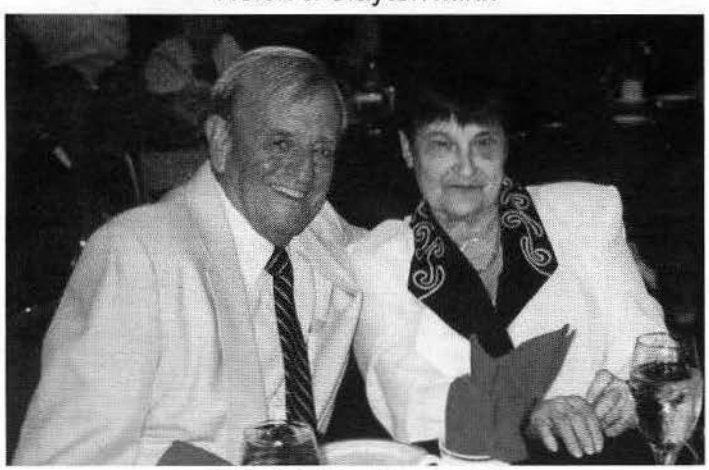
Jim Troup



J.C. Smith

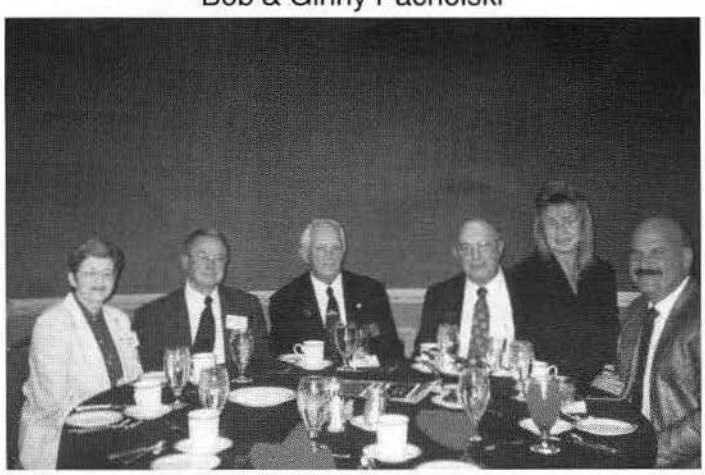
Helen & Clayton Mink

Bud & Doris Hall



Bob & Ginny Pacholski

Fred & Ginny Muente



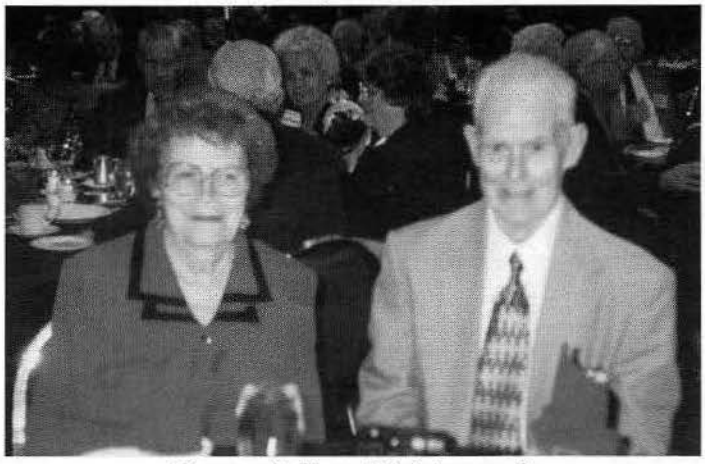
L to R Nancy & Bob Ham, John Feda, Marcus, Karen & Curt Dieterle

Fred & Blanche Voss

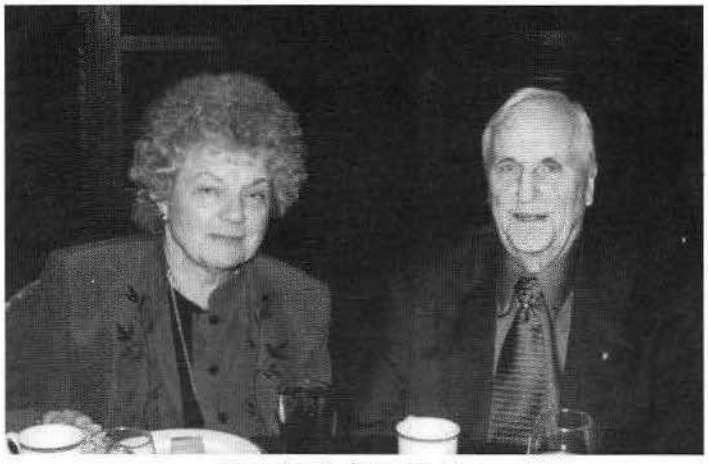
Joe & Kay Marks

Carolyn Gwertin

Margaret & Ben Workman



Peggy & Sam Wolstencroft



Harold & Gen Rutka

Rose & Charles Sakal

Front Row: Fred Muente, Bob Pacholski, J.C. Smith, Bud Hall
Back Row: Ben Workman, Dexter Jordan, Jim Troup, Clayton Mink

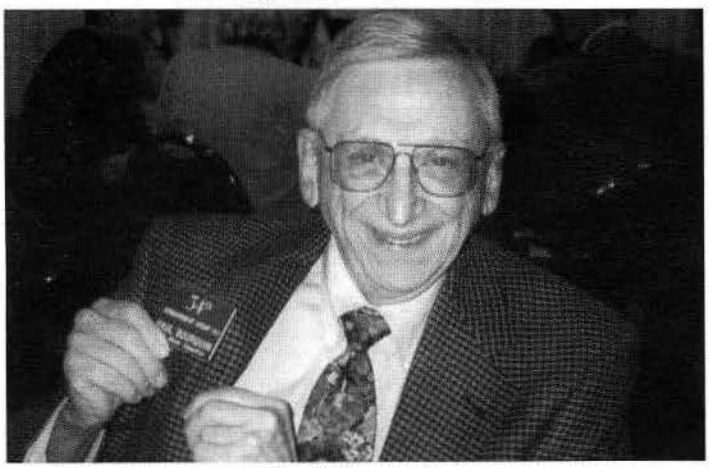
Hy & Ruth Chausow

Fred & Rachel Waltz, Dale & Esther Frank

Jan & Hal Province

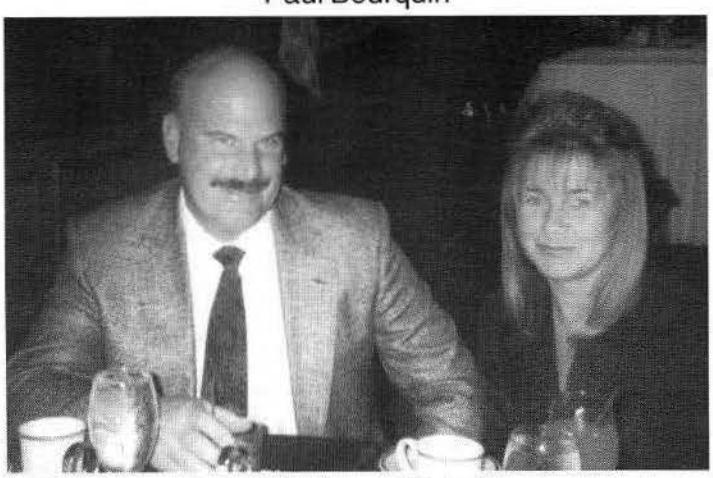
Kay & Jim Stuthers

Walter & Dorothy Grimes

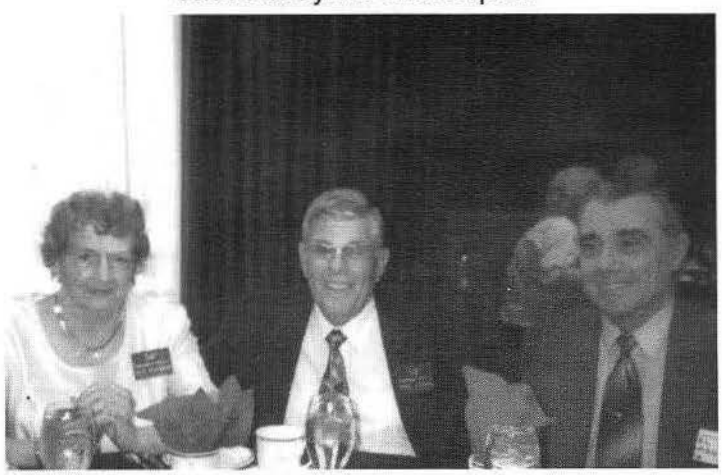


Paul Bourquin

Jacob & Sylvia Greenspan



Curt & Karen Dieterle



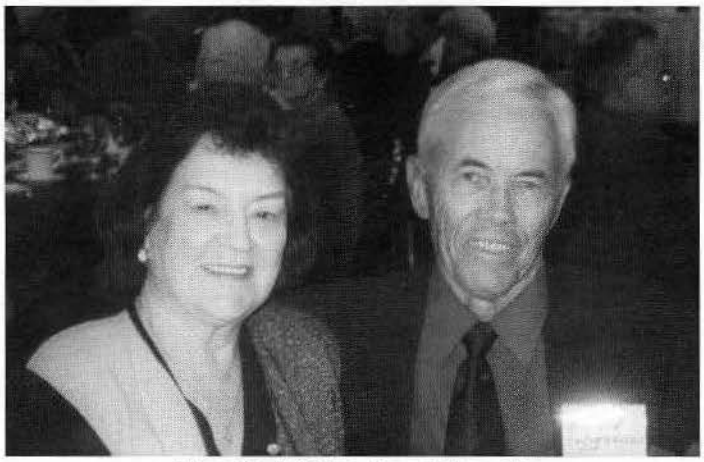
Peg & carl Stemen, Joel Friedman

Twyla & Paul Meeder

Betty Lampey, Lynn Bachouros

Walter & Lois Sturdivan

Helen & Clayton Mink

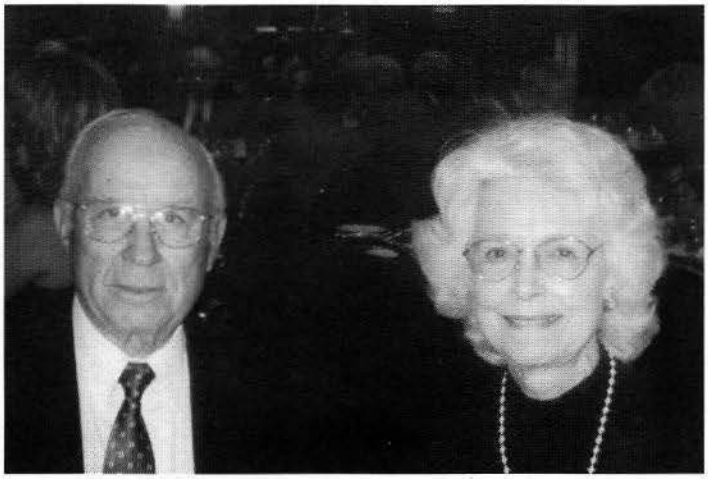


Margie & Mike Jacobbauski

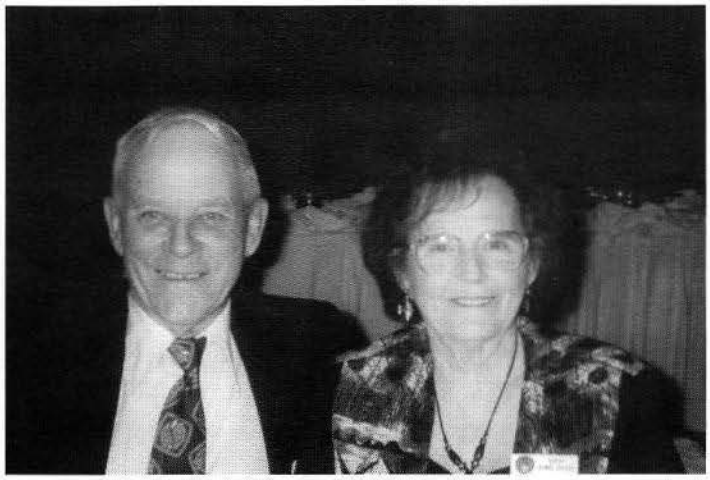
Joe & Marilyn Wong

Al & agnes Isrealsen

Peg & Carl Stemen

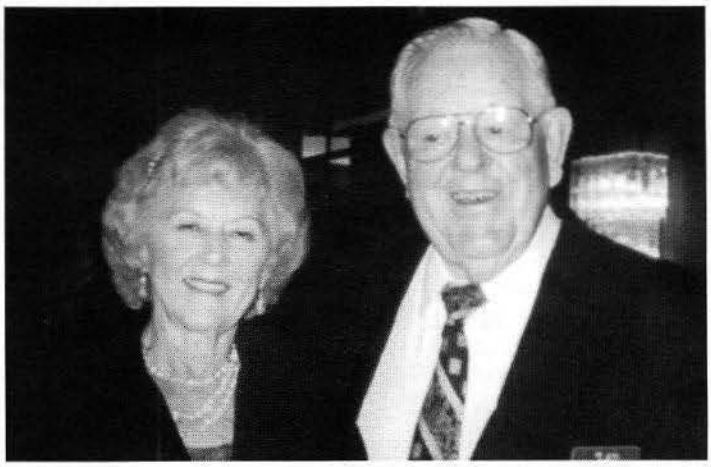


Robert & Betty Simpson



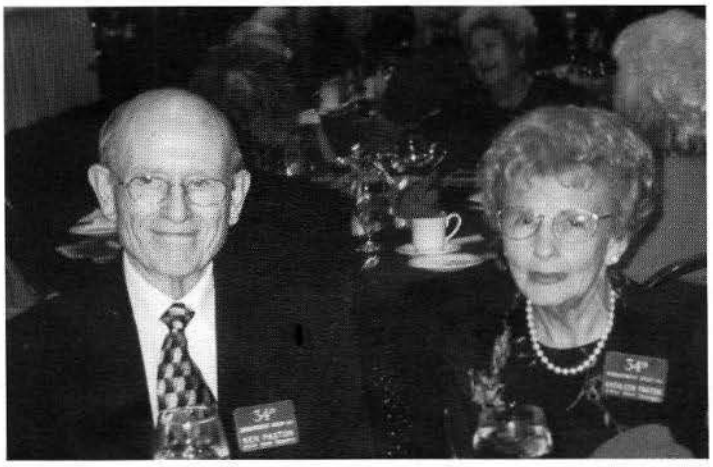
Claude & Gen Conklin

Audrey & Henry Tobiason



Phyllis & Bob Gay

Peg & Carl Stemen



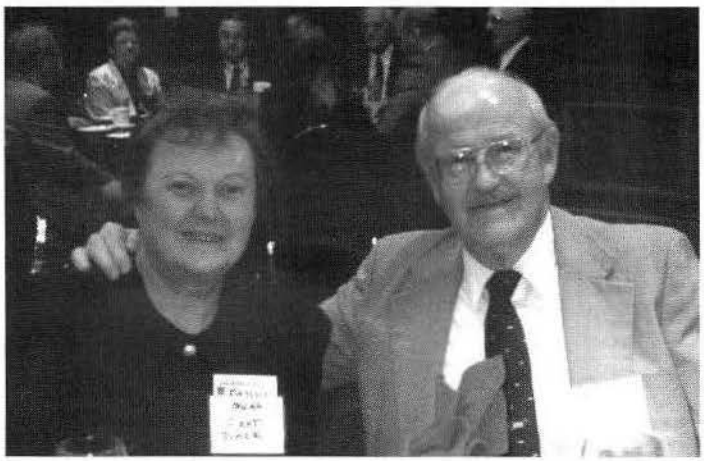
Ken & Kathleen Paxton

Lois Johnson, Marci Campbell, Bonnie Powers, Norm Mayer

Thelma Warfield, Jim Clemens, Bennett Richman, Miriam Richman

Madelaine & Tom Belleau

Kal & Evelyn Schonthaler



Phyllis & Ed Munk

John Doronsky & Bev Stearns

PX ORDER FORM

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Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

"DANK U, DANK U, DANK U" THE NETHERLANDERS SAY "THANK YOU" FIFTY FIVE YEARS LATER

From April 27th, 2000 to May 6th, 2000, the Food and Freedom Foundation of the Netherlands was host to 40 Royal Air Force veterans plus 30 Eighth Air Force veterans and their spouses. The British and Americans dropped food to the Dutch 55 years ago, before the end of World War II. Because the Germans had broken the dikes to slow the allied advance, much of Holland was flooded and food was scarce and unavailable. The average Hollander was trying to exist on about 500 calories a day. A good share of that came from ground up tulip bulbs.

The British operation was called "Manna" and crewmen from Canada, Australia, New Zealand and Poland, who had flown with the RAF, were represented in the group. The American operation was called "Chowhound" and crewmen from the ten bomb groups, that dropped food ,were represented in the group. The 34th Bomb Group was represented by Harold Province, Anthony Coutros, Randall Martin and John Feda. In 1945, forty-four American bomb groups were stationed in England, The U.S. Air Force selected ten to be a part of operation "Chowhound".

The Food and Freedom Foundation used Rotterdam as the hub from which the group went to community celebrations in five different communities. These communities were recipients of food drops 55 years ago. The reception of the group by the Dutch people was unbelievable. All of us found it to be a very emotional experience. In each community we presented a plaque, a replica of that which is on display in the Eighth Air Force Museum in Savannah, Georgia, to the Burgermeister, to commemorate the event. In two of the communities the U.S. Air Force staged a food drop of hamburger buns in plastic bags. These drops were in the same place where parts of the 11,000 tons of food had been dropped in May of 1945. The Colonel in charge of the drops said this was practice for the drops to be made in Africa within a month.

Prince Bernhard of the Netherlands had been instrumental in arranging the food drops with the German military, which still controlled that part of the country in 1945. We passed in review for him at his residence, the Soestdijk Palace. Yes, our formation was very respectable and we marched - smartly.

Our visits included two memorial services conducted in churches. We also had wreath-laying ceremonies in two other communities. One was held at the Duindigt Race Track (a drop site in 1945) with the American, New Zealand and Canadian ambassadors all taking part.

The Food and Freedom Foundation conducted similar commemorations for the RAF and US Air Force veterans in 1983, 1990, and 1995. This event in year 2000 will be the last one. Needless to say, the Netherlanders really appreciated what we did for them in 1945 to save thousands of lives before the war ended.

This report was submitted by John J. Feda, a navigator in the 7th squadron, 34th Bomb Group and a participant in four food drop missions.

After all these years, many letters are still being received from people of The Netherlands who still remember the food drops. They express their thanks in many ways. One letter in particular says it all:

From Piet and Riad Toct, Vlaardingen, Rotterdamsweg 162

Thanks for the Manna given 30 April 1945. Thank you liberators for the peace in The Nethlerlands, 1945
A letter from thankfulness to you, the men from operatie Manna and the Allies.

55 years ago on Sunday 30 or 29 April, I'm 7 years old, who used to live in The Hague, with my parents. Whe came from Scheveningen an den Sea Coast, but the Germans say, you family and other families, you must move, to the Atlantic Wall! So whe came in a old house in the city The Hague. It was terrible time. I was a young child but I was fearful.

I had one brother and tree sisters, I was the youngest, my brother and one sister brought my mother to a farmer 1943 to end 1944. Whe for no food, almost nothing, my mother say mayby the Tommies come to us for freedom! (Allies)

Than! 29 April, on Sunday the food came to us from Heaven! You saved us lives.

Thank, thank you and your friends!!

**From Bob Cooperman to the members of the International Manna/Chowhound Brotherhood.

(The English in this letter is not important. Just think of what this person is conveying to you. Whatever we have done in our lives, nothing we have been involved in can match these sentiments.)

Whew, Close Call!

Mendlesham Air Force Base, England
June, 19th, 1945

We've been sweating this day out for along time. For the past two weeks we've been all ready to leave and out around the planes, just as we are now, only to see the tower shoot up that double red flare scrubbing the takeoff. Today we're going to actually get off though – one of the planes is going down the runway now; it's a 391st! they're going to buzz – boy he sure did a good job. I'll bet that doesn't keep up long. Here comes another one. There it is, over the command set, from the tower, "no more buzzing". The old B-17's are taking off one right after the other but there is no more buzzing – are they shooting out the flares though – wow!

Here we go. Kelly, our pilot has told us to climb aboard. I'm up front with the navigator, supposed to work the Loran but I don't have much faith in it. I'll take a Gee Box anyday. The engines sound pretty good but #3 is coughing a bit when they throttle it down. We're taxiing up to take off position and taking a last look at our radar shop on the way out. Out of England and on the first day of our journey home.

Kelly's giving it the gun and we're picking up speed rather slowly but we have a big load. Twenty guys, water, rations and baggage, that's a lot to fly the ocean with, but then we're going home so what the hell. There goes the runway dropping down and we're off the ground , right on time.

We're heading for Valley, Wales – our first stop. Everything is going just as it should and we'll be landing in a couple of hours. Probably have noon chow there and take right off – there's the field now. We're in plenty of time for chow. Kelly's circling the field awaiting landing instructions from the tower. The field is right on the water's edge. It must be a lot warmer here than England because people are in swimming down there in one of the coves. Here we go down; we're coming into the last leg and approaching the runway. We're down, Kelly's a good pilot, or else lucky, we didn't even take a bounce.

Well we've piled out and the officers have gone off to briefing on weather, etc. Some of our passengers are cooks and they've brought along some loaves of bread, spam and pineapple juice. We are going to eat that instead of sweating out the line to the mess hall. Some guys from the ship next to us have already been to chow and they say the lines a mile long. None of that for us – who's better than we? We'll just spread out a blanket and eat right here under the wing. Chow's done and were waiting for the take off word. There's a Red Cross donut wagon for coffee and donuts – well, if that wasn't typical – we really should have known. They wanted to take some pictures of themselves giving out stuff to men going home. They only needed a dozen or so of donuts for this so after they gave them out they left. The Red Cross really has a bunch of SNAFU'S mixed up with the good they do.

The crew chief is working on #3 engine, He's changed something but I don't know what. Here comes the officers back. They say there's nothing but clear weather all the way to Iceland. That's a good break, because from the way the crew chief talks #3 isn't in too good shape.

We're all in the plane again and taxiing up to take-off position and here we go – off to Iceland. A couple of hours have gone by and we haven't seen anything but water and a few scattered clouds for quite awhile. Our altitude is about 7,000 ft and we're cruising right along. Oh! there it goes. #3 engine is quitting – no – it's not #3 it's #4, on the same side as #3 but it's #4. Kelly's feathered the prop on it and rev'd up the other engines a bit to
make up the difference.

These clouds are getting a little thicker now and I've put on my flying jacket - we must be getting around a cold front or something. We're right on course. The navigator has figured out our estimated time of arrival at Iceland to be 8:40 this evening. The Loran isn't working.

I must have gone to sleep for awhile. The navigator just woke me up and pointed to #3. It's finally quitting too. That means we only have two engines left, #1 and #2, both on the same side. That isn't good. Fog is coming in now and we're starting to ice up. Kelly's put #1 and #2 on overboost and they're really roaring. I can hardly hear my self think. The ice is getting thicker all the time.

I smell smoke. Those engines must be getting awfully hot. Here comes the engineer – he's got a fire extinguisher. The windshield wiper motor is on fire and we have to rip the flak curtain off to get to it – it's out now but the plane is full of smoke and the windshield wipers won't work anymore. I can see from the astradome that the windshield is all fogged up and Kelly can't see out. Of all things to happen now – our radio equipment is dead. The electrical system must be out.

All we have to go on now is our mag. comp. heading and our ETA, The fog is so thick I can't even see the wing tips. We're losing altitude all the time and the ice is still getting thicker. We've dropped down to about 4000 feet now and it's starting to rain. We're getting a lucky break – the rain is warm and is knocking our ice off. Kelly doesn't seem to be able to gain any altitude though on two engines.

It's 8:40 now so we must be just about over Iceland.

Kelly has started to circle, waiting for a break in the clouds so he can go down. We still can barely see our wingtips.

We have been circling for hours now. I wonder if Kelly is just going to keep this up 'til we run out of gas, then bail out, I hope not, I'd rather ride the plane down, that water's too cold and Iceland is too sparsely populated to suit me. Well, we're letting down at last. I hope we don't stay in the fog all the way down or we will be on our last flight right now. WOW! we just pulled out in time we're over water and the fog is about 60ft ——

This chronicle was written by Bruce Bleeker, a ground radar technician assigned to the 7th squadron of the 34th Bomb Group, as he was on his trip back to the United States after VE Day.

The account ends abruptly but his recollection is that they spotted another B-17 and followed it to the airbase at Reykjavik, Iceland. He recalls that they made a safe landing but while taxiing to the terminal a third engine quit and they completed the trip to the States on military transport. He assumes the old war-weary B-17 was retired.

In a letter accompanying the account, Bruce writes:

Recent issues of "Mendlesham Memories" have mentioned contributions of the ground crews. Being a ground crew member, I much appreciated this effort to bring out the activities that we engaged in, pretty much behind the scenes, and often at night after our planes had come back and before the next mission had been called.

In 1943, fresh out of several radio and radar repair schools, I was assigned to the 7th squadron of the 34th Bomb Group, then located in Blythe, California. My job was to help maintain the navigational radar equipment. I remember the weather being very hot and the inside of the planes being even hotter after sitting in the blazing sun with their olive drab coats of paint.

After a short time, orders came for the Group to ship out. Our POE was on the East Coast. The ground troops boarded a troop train and soon, although we did not know it at the time, we were headed for Liverpool, England and thence to Mendlesham. Our troop ship was very fast and was not assigned an escort for protection from submarines. The voyage was smooth and uneventful; had our quarters not been so crowded it might have been enjoyable.

We were quickly organized with radar technicians from the other squadrons of the 34th and started to work under an officer whose name was Lt. Kurtz. I believe he may have been from New York City. He, however, was soon transferred and a new officer was placed in charge. I do not recall his name.

I remember the evening some of our planes were shot down over our base by German planes which opened fire just as our planes were about to land after returning from a bombing mission, as has been reported in previous issues of MM. One of our planes crashed into the building where we stored the radar jamming chaff.

In going through some old papers, I discovered a picture of at least some of the crew that maintained the navigational radars in the 34th Bomb Group. I remember some of the names; perhaps our readers can help out with the others.

34TH BOMB GROUP'S
NAVIGATIONAL RADAR GROUND CREW

FRONT ROW, LEFT TO RIGHT
UNKNOWN, ZIMMERMAN,UNKNOWN, BRUCE BLEEKER,
JOE RAPISARDA, BURT NEWELL(?)
BACK ROW, LEFT TO RIGHT
UNKNOWN,UNKNOWN, UNKNOWN, UNKNOWN, MILLER (?) UNKNOWN

RAYMOND MACHALZ - HARWOOD HEIGHTS, ILL

I am sending you a check for $10.00. Let me know what else I owe. I always wait for my Mendlesham Memories and don't want to miss any issue.

Thank you and am sorry I didn't pay on time. Sorry about the handwriting.

****

BARBARA HARTMAN - BALLSTON LAKE, NY

Can't wait to thank the writers in the June 2000 issue for such a meaningful collection of stories and poems.

My husband, Ralph, who died in1990, was a tail gunner with the 391st. The descriptions and stories help to give an appreciation to family and friends of the reality faced by our veterans.

I continue to attend the Ralph Hartman Race each year at Windham in the Catskills.

Sorry for delay in dues.

****

WENSEY MARSH - SPRINGFIELD, MO

Enclosed is check for current dues period. I have enjoyed the annual newsletter freebies over the years and look forward to future issues.

I am curious about the re-deployment article by unknown author, so the comments below are offered:

I went to England with the 34th. 18th sqd. on the SS American. I came home on the Queen Elizabeth which was in mid-Atlantic when the first A-bomb was dropped on Japan. We did not land in Virginia. We sailed past the Statue of Liberty into New York harbor sometime around the first week in August 1945.

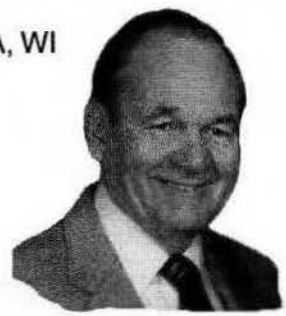
I had a curious record with the 34th. I joined the group as a washed out cadet private - I also came out a private; enjoyed every day of it - with a few exceptions.

Very surprised to learn Norman Mayer is taking part in the association. Makes me wonder where that mess Captain is at. He just could never find out where those extra pies and stuffed porkchops went to. I never did believe his 1st Sgt.could read the morning report I prepared. Guess he didn't much care, since it was the permanent K.P. detachment - a fine group when all dressed. Last I heard the Capt. was a school administrator somewhere in Kentucky, nice man.

Have a great time in Buffalo. I continue to believe I should receive a copy of the 1947 34th history book, since I paid for it before we left England. SASE enclosed for membership card. I still have my first card pinned up in the hobby shop room.

****

BETTY INGROUILLE - KENOSHA, WI



It is with great sadness that I write of the death of my husband, Robert L. Ingrouille on July 31st, 2000.

He was with the 34th BG.

He battled leukemia for 44 months. The last week in the hospital, when he knew he couldn't stand anymore chemo and death would come soon, he told the doctor he wouldn't go until after the 28th of July, our 55th anniversary. True to his word, he quit fighting on July 31st. He will be missed by all who knew him.

****

RITA HIRSCH - FLORAL PARK, NY

With a sad heart, and with time belated, I'm informing you of the death of by beloved husband, Andrew Hirsch. He passed away after a most valiant battle with cancer and heart disease. He was born in New York City October 9, 1923 and died on May 26, 1999.

Andy was a charismatic person, extremely proud of his service during World War II as a gunner with the 34th Bomb Group. He enjoyed telling his family and friends of his wartime experiences, as only he could tell a story.

Andy was a man of many interests. He loved tennis, golf, boating, fishing and his beloved New York Yankees, to whom he was devoted from birth. He also dabbled in both collecting and trying to repair and maintain old clocks and watches.

Andrew is survived by his wife Rita, two children, Joan and Ronald, four grandchildren, Lora, Steven, Blayne and Evan - all of whom will never stop missing him and his unusual sense of humor.

****

CARL & IMOGENE FREYSINGER - CABLE, OH

Sorry we are not going to make it to Buffalo. Too much is going against us. Carl has just had surgery - I have to have a laser treatment on my eyes in early September. Sure hate to miss but maybe we can make it to Savannah! Tell everyone "Hello".

****

VERNE SANTAS - DUNEDIN, FL

It was good talking with you and your wife, Marian at the reunion in Buffalo.

My wife and I had a great time meeting old friends and new. The Adam's Mark Hotel was bright and spacious, so the four days we spent there were very enjoyable. The bus trip to Niagara Falls made a nice day for everyone. Take care and keep well.

****

H.R. McNEILL - NAPA. CA

Thanks for including my note regarding the crew of the "UNINVITED" in the September issue of Mendlesham Memories. Please note; LeRoy Robinson was co-pilot and I was bombardier. Roy had 33 missions. Also the tail gunner was Burnett with 26 missions.

****

BASIL GAUMER - GREENVILE, IL

Enclosed are the pictures I took at the reunion. Hope you can use them,

We had a great time at the reunion. It was the first time that I met someone that I had worked with. We had a great time. We sure hope to be able to make the reunion in Savannah next year.

****

WALTER STURDIVAN - STOCKTON, CA

I have finished revising my book THE RED-TAILED DEVILS FROM MENDLESHAM. I have added a number of pages, from 85 to 146. Some of the new material was sent to me too late for the first edition and some is newly gathered. There are some new photos and additional information about the June 7, 1944 attack over the base at Mendlesham. The book will be priced now at $17, postpaid.

I still have some copies of my former book SHAKE HANDS WITH A SOLDIER. The price is the same for it. (To order the books, contact Walter at his home address: Mr. Walter Sturdivant
5901 N. El Dorado St.
Stockton, CA 95207

CAROL ELLIOT - OKLAHOMA CITY, OK

Received the last "MM" and on page 16 was the article by Bret Gustafson of Wooster, OH. This was about the last crew of "Flying Dutchman" and the Bret website. What a thrill it was to pull this up on the computer. Lloyd Elliott was on the original crew - there are only two left. Claire Zarfoss was the pilot and he was the one who named the plane, did the nose art, did the leather jacket artwork. It is my thought that not only the men who flew on the planes but also their HOME which was the plane itself should get some big recognition. Since reading this article, we want to trace the "Flying Dutchman" as far as we can Lloyd said "the plane not only carried us to our targets but brought us home safely". Guess he and his men looked to their plane as a safe haven.

****

VERN AMES - TONAWANDA, NY

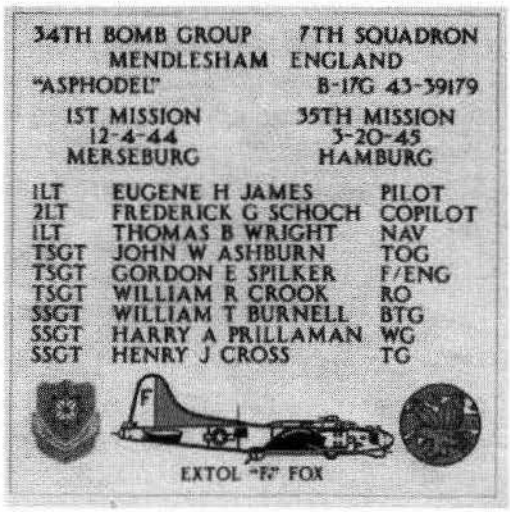
Thanks "34th Bomb Group" for coming to Buffalo and Niagara Falls for your annual reunion. Millie and I enjoyed seeing friends - both old and new. The Rutkas, Wrights and Sotherns work very hard to assure the rest of us a good time.

****

FRED & CLARA SCHOCH - SPOKANE, WA

We are sorry that we did not make the reunion at Buffalo. We have been having some health problems and didn't feel we could make the trip.

Our James crew also has a plaque in the memorial garden at Savannah.



This was put down and dedicated in November 1999.

We have only 5 living members. Our deceased comrades are Tom Wright, John Ashburn, Bill Crook, and Henry Cross. Our remaining crewmembers are close with phone calls and letters.

Hope we can make the 2001 reunion in Savannah.

HERMAN FIEBER - BAKERSFIELD, CA

Having served in World War II as a tail gunner on a B-17 Flying Fortress attached to the 8th Air Force, 34th Bombardment Group stationed in Mendlesham England, I have a special license plate that was made for the front of my automobiles. The plates read "8th Air Force - 34th Bomb Group" and display replicated pictures of the B-17 Flying Fortress and the B-24 Liberator bombers. One day after shopping at a local establishment, I encountered a young man standing in front of my car looking at my license plate. As I approached and started to enter my automobile, he said, "Sir, I just want to thank you for serving our country and I salute you".

At that he promptly gave me a snappy salute, which I returned to him, bringing tears to the eyes of this old soldier.

NANCY FIEBER - BAKERSFIELD, CA

The story you just read is a notably memorable incident experienced by my husband. After church one Sunday afternoon as I was entering my automobile with a matching license plate, I found a note on the windshield saying,"We want to thank you for all the things you have done for this great country of ours!"

My husband has carried wounds for fifty years as a result of his plane crashing. Sentiments such as this note are a constant reminder of his sacrifice and bring tears to my eyes each time.

****

DALE FRANK - WINTERSET, IA

Our thanks to Harold Rutka, Bob Wright, Bruce Sothern, and their wives for all their work and planning. The hotel accommodations, food and Buffalo's town - all just great!! We are glad the attendance was up - - we'd certainly hate to have to miss a reunion.

As always, we are looking forward to the next MM issue.

****

CHRIS SMITH - MARIETTA, GA

I guess all of you have had a good time in Buffalo and returning home. We could not make it this year but we were looking forward to Savannah next year, it being so close to home, but my husband passed away on 9-6-00.

We really enjoyed the Mendlesham Memories every 3 months. I want to continue receiving them and will pay the dues.

Our last reunion was Raleigh, NC and had so many crew members there, the first time James had seen some of his crew.

MARY CHEVALIER - JOAQUIN, TX

I am writing for my husband , Robert Aubrey Chevalier. He is if the latter stages of Alzheimer's and is unable to handle this. He is 76 years or age.

We receive MM and although he is unable to remember but very little, I read the news to him. He especially enjoyed the June 2000 issue. His crew photo, with their names, was printed. I'm sure the photo was submitted by Winfield K. Reynolds who had written by husband some time back and had included a photo of the same group

****

MARCUS DIETERLE - FOREST HILL, MD

It was great getting together again in Buffalo. God willing, I hope to see everybody at Savannah, GA. I thought this reunion was the best so far. I wish more time could have been spent at the falls in lieu of the shopping time spent at the mall. See you in Savannah!

****

BETTY & VERBAL HOLCOMB - SAN BERNARDINO, CA

We sure enjoyed the reunion this year. We had been in NY several times but not that far North and always wanted to see Niagara Falls. We had a safe trip home but were in the air for nine and half hours getting back to CA, good thing we always take a good book along. We will look forward to seeing you all in Savannah next year.

****

AL ISRAELSEN - BALTIMORE, MD

I was fascinated by the plastic Buffaloes, there were 154 around town to be auctioned off.

Enroute home Agnes and I went to an Elderhostel at Williams Lake Resort near Kingston, NY. Also saw West Point and did a windshield tour of Manhattan. Was surprised to see an aircraft carrier docked at about Pier 48, right in the center of NYC. The sailors were surely close to the shore leave entertainment.

****

GEORGE RITCHIE - SWANSBORO, NC

June and I want to apologize to leaving early. We wanted to come to see Claude Gibbs take his oath of office. He was the radio operator with Gerald Holmes (Tiger Rag), the original crew I was assigned to in Blythe

The reunions have renewed our associations and helped bring many crews together.

DARLENE SKINNER - EAU CLAIRE, MI

Larry had surgery and we couldn't make the reunion this year, he has been real sick since. We hope to go the Savannah reunion. Will read of the details in the newsletter when and where things will be.

****

CHARLIE CONWAY - METUCHEN, NJ

My wife, Lorraine, her sister, Lucille Worst and I thoroughly enjoyed the reunion; the days flew by. The trip to Niagara Falls was wonderful. No matter how many times you see them, the majesty of the Falls is awesome. They are an integral part of the natural beauty of the country that we are all fortunate enough to live in and to have served.

****

JIM STUTHERS - NOKOMIS, FL

It was, as usual, a nice reunion in Buffalo, NY, with some great people again. We were on our Buffalo trip for exactly 30 days and enjoyed every bit of it.

"Kudos" to all the Reunion Committee of doing it again - a super job in setting up the Buffalo trip. Hope everyone enjoyed it as much as Kay and I. Thanks again for everyone's warm hospitality all along the way.

SENIOR MOMENTS

You're in church, all dressed up, and as you bow your head you see that your socks don't match. One is blue and one brown. You didn't even come close.

You're standing in the bathroom with nothing on, not sure what you're supposed to do next. Either you're about to have a shower or you've just had one. So you go and feel your towel to see if it's wet or dry.

You're friendly neighbors invite you for supper because your wife's away, so you ring the doorbell promptly at 6 o'clock, only to find out it's for tomorrow, not tonight.

These are Senior Moments. When they happen to you, you know your not getting old, you are old. If you are in your 60's or 70's, Senior Moments are a strain on both you and them. Family and friends get exasperated and impatient; they look at each other knowingly, shake their heads. They follow you around to see if you've turned off all the burners.

In growing old, the magic number is said to be 80. This is pure hearsay, of course, but I choose to believe it wholeheartedly, because it sounds good.

At 80, they tell me, the rules change. Attitudes change. From 80 on, you're home free. The pressure is off. You can just relax and let it all hang out.

Why? Because after you reach 80, people expect you to do dumb things. To goof. To mess up. Socks that don't match become socially acceptable because now (in their eyes) you have reached your second childhood; you're being judged as a 4-year-old would be judged.

I'm about to turn 80, and I can hardly wait to get there. The idea of sitting around all day worry-free, stress-free, nothing to bother me, no expectations on me - this has terrific appeal.

So at 80, relaxed and smiling, what'll I be doing all day? Mostly what I'm doing now. There's very little time for anything else. Mostly I'll be sitting, hour after hour, in doctors' waiting rooms, thumbing through last year's issues of People magazines. Sitting out my golden years waiting for doctors, waiting for God. There is only one God, but every year my list of doctors gets longer:

I have a special doctor for my eyes.
A special doctor for my ears.
A special doctor for my skin.
A special doctor for my sinuses.
A special doctor for my teeth.
A special doctor for my gums.
A special doctor for my heart.
A special doctor for my stomach.
A special doctor for my intestinal tract.
And a special doctor for my feet.

They are, of course, in addition to my regular doctor.

In between waiting rooms (and sometimes in the waiting rooms) are all the necessary naps. The days fly by at incredible speed. You know what they say," Time flies when you're having fun."

(By Whit Hobbs, a retired advertising executive and consultant living in Bradenton, FL.)

THE AMERICAN CENTURY

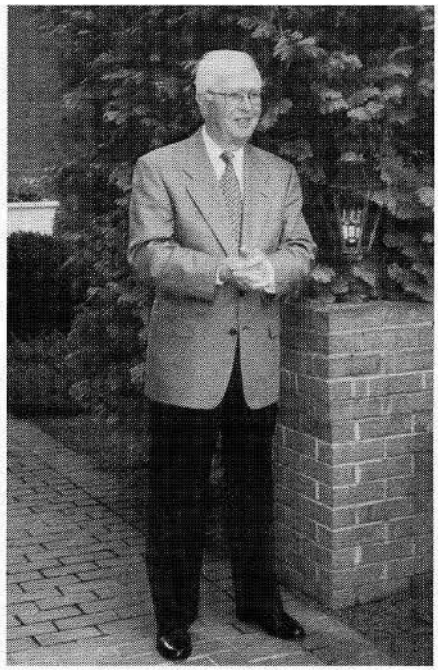
Only the Soviet Union allowed women to actually fight in World War II, but American women did almost everything else. The 1200 WASPS - Women 's Air Force Service Pilots - flew every kind of plane there was, ferrying them from the factories, testing repaired planes, towing targets, teaching strafing and bombing. Their accident record was better than that of male pilots, but 38 died. Altogether, some 200,000 women served in the auxiliary services of the Army and Navy - The WACS and the WAVES. And 7 million female war workers joined the 12 million already at work in 1941

THEN AND NOW

1944

WINFIELD REYNOLDS, PINEFIELD, NC

Back in the 50's, in England, being with American Express, I headed up about 20 banking offices on the American Air bases; such as Mildenhalt, Lakenheath, Sculthorpe, Bentwaters, etc. I made frequent trips to Norfolk and Suffolk and visited Mendlesham, the American Cemetery at Cambridge, etc. Accordingly, I was not far from the Air Force. I'm certain a number of men of the 34th. continued in service, had fine careers, and spent time back in the U.K. We perhaps crossed paths and did not know it.



2000

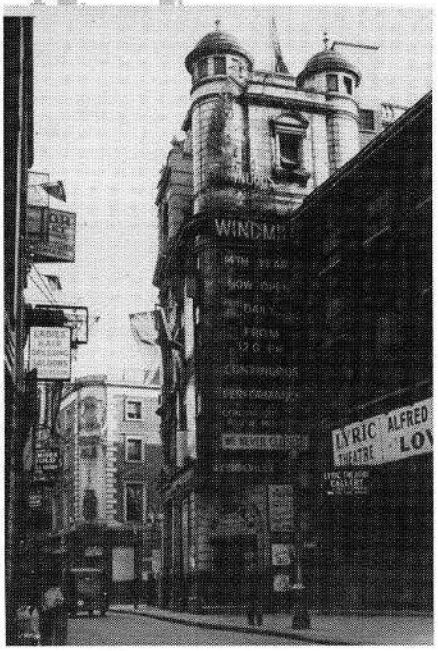
DALE GRANGER – GOSHEN, IN

I went to England with the fourth squadron as a photographer. We had 16 members in the Photo section and a few of us were on flying status. When a photographer flew, he replaced one of the waist gunners. Taking photos and manning the gun, when necessary, were our duties.

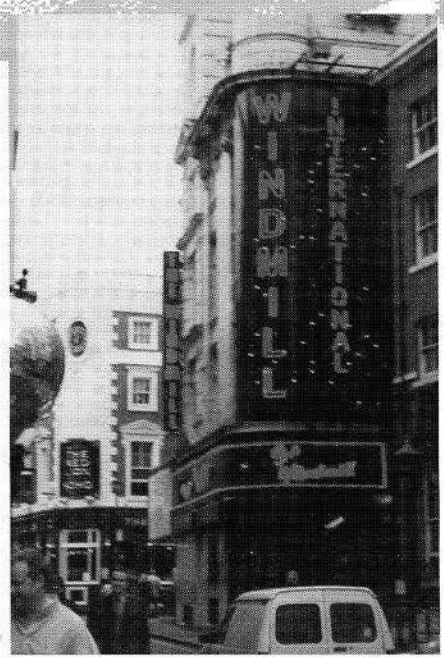
Enclosed please find photos of Picadilly Circus, the Windmill Theater and the Red Lion pub. I took the first picture in 1944 and it was published in Mendlesham Memories several years back. My granddaughter took the most recent one in June, 2000. The resemblance is amazing, having been taken from nearly the same vantagepoint. Before my granddaughter, Tracy, left for England, I asked her to look up the old Red Lion pub, which she did, and had a pint of warm beer, just the way we used to drink it in 1944.

I am now 77 years old and have had 5 heart by passes, 3 cancer surgeries and am now on chemo. God, who has given me some extra years, has blessed me. I feel quite well much of the time and praise God each day. I have been a multiple sclerosis victim for 38 years so my typing is not what it used to be, but I work as a Walmart greeter one day a week.

Please continue the good work you are doing for the vets of the old 34th. We thank you for all the energy you have put forth each month. We all know the workload is much heavier than any of us realize. Thank you again.



1944



2000

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ALBERT	EUGENE, J	391LM	2128 HARLEQUIN CT	KALLISPELL	MT	59901
BAIILEY	JAMES, A	7	8511 LOST VALLEY DR	MARS	PA	16046
CARTER	PAUL, W	391LM	106 COVENANT WOODS	SALISBURY	NC	28144
CHEVALIER	ROBERT, A	18	2884 - FM 139	JOAQUIN	TX	75954
CLARKSON	DOROTHY, L	391LM	724 GREENE ST APT 1502	AUGUSTA	GA	30901
COLE	SANFORD	7	P.O. BOX 501	SIMSBORO	LA	71275
EVANS	STEWART, P	FOTE	C/O 634 NACTON RD	IPSWITCH SUFFOLK		IP3 9QE
FELTOVICH	STEPHEN	18	2255 PAR LN APT 318	WILLOUGHBY	OH	44094
GALLOWAY	JOHN, R	4	P.O. BOX 1637	ONECO	FL	34264
GARDNER	MARVIN, I	18LM	413 MALABAR ST	AUSTIN	TX	78734
HANRIHAN	JOY	7A	PO BOX 5993	AUBURN	CA	95604
MORTON	ROBERT, J	391	OHIO VETERAN'S HOME 3416 COLUMBUS AVE	SANDUSKY	OH	44870
ROCKMULLER	SYDNEY, M	SPSERLM	245 W 107TH ST APT 13B	NEW YORK	NY	10025
ROY	HERBERT, D	391 4LM	2115 CLAYTON RD	NAPLES	FL	34102
SHULL	PAUL A	391LM	2329 NORTH SALEM ST	MESA	AZ	85215
STARR	JOHN, J	391	SMUGGLERS LANDING 101 4003 129TH ST, WEST	CORTEZ	FL	34215
VAN BUSKIRK	PHYLLIS	4	5818 GLEN HEATHER DR	DALLAS	TX	75252
YOUNG	BLANCHE	18A	77 PLAINS RD RM221	MILFORD	CT	06460

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BRADY	HOMER, L						
DEMPSEY	WILLIAM, F	391	08-07-00	8071 WARREN RD	CENTER LINE	MI	48105
DORRANCE	WILLIAM,H	391LM	03-28-00	385 KAELEPULU DR. APT G	KAILUA	HI	96734
HIRSCH	ANDREW	4	05-26-99	270-240 GRAND CENTRAL PK	FLORAL PARK	NY	11005
INGROUILLE	ROBERT, L	391-LM	07-31-00	4731 4TH ST	KENOSHA	WI	53144
JANUSZ	THEODORE	391	07-27-00	21 OLD FREMONT RD	RAYMOND	NH	03077
MORRISON	DONALD	HDQ	10-21-00	3150 CHANNEL BLVD RR1	CHEMAINUS,	BC CANADA	
MCINTIRE	JAMES, E.	18	04-04-00	2521 W. MARION AVE UNIT1011	PUNTA GORDA	FL	33850
SMITH	JAMES, H.	391	09-06-00	2530 STONEY BROOK LANE	MARIETTA	GA	30062
VANBUSKIRK	WILLIAM,V	4	08-10-00	128510 PARKVIEW APT322	SURPRISE	AZ	85374
WEBSTER	GEORGE, C	7	11-03-00	11566 SANDPIPER WAY	PENN VALLEY	CA	95946

NEW FOUND MEMBER

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
OYSTER	JOHN (JACK)	18	4551 PARKWOOD COURT	NICEVILLE	FL	32578

NEW E MAIL ADDRESS

LAST NAME	FIRST NAME	ORG	E-MAIL ADDRESS
GARFINKEL	BERNARD	391LM	Salcberng@aol.com
STONEHAM	ROBERT, A	391	msrs@bright.net

DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

IN MEMORY OF	DONOR
GARLAND A. DUNCAN	BEN & MARY BUCKLEY
CHARLES A. COOK	BEN & MARY BUCKLEY

WEDDING ANNIVERSARY

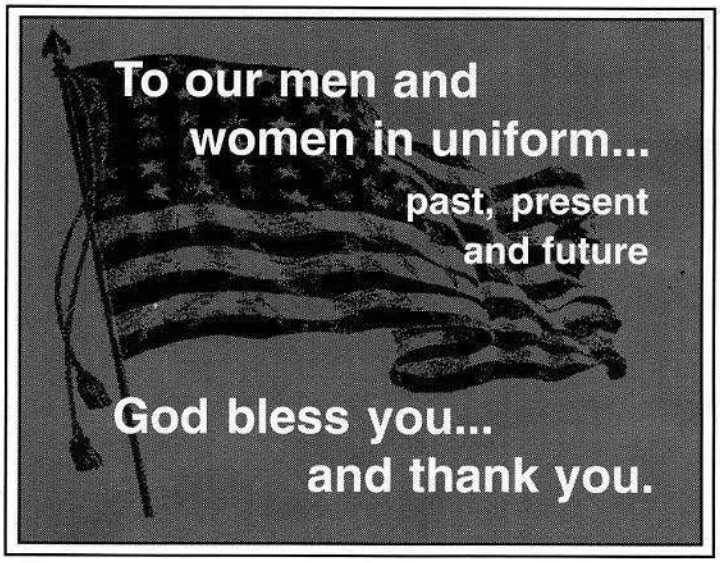
ROBERT AND MARY CHEVALIER	54 YEARS	O6 - 28 - 1946
BETTY AND VERBAL HOLCOMB	60 YEARS	12 - 24 - 1940

2000 SCHOLARSHIP AWARDS

1ST - LINDSEY A. STARK——————— SPONSOR - BEN BUCKLEY——————7TH SQUADRON
2ND - ANNE MARTIN——————SPONSOR - RANDALL MARTIN————7TH SQUADRON
3RD - ANDREW MILLS——————— SPONSOR - MARVIN JALVING————7TH SQUADRON

SCHOLARSHIP APPLICATION FORMS FOR YEAR 2001 WILL BE IN THE MARCH ISSUE OF MENDLESAHM MEMORIES

Let us NEVER forget who protects the freedom we cherish so much. And especially remember those men and women this holiday season who are away from their families and friends so that we can be with ours.



And, may you ALL have a Happy Holiday Season
And a very prosperous and peaceful New Year.

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(936) 273-3561

34th Bomb. Group

4 7

18 391

VALOR TO VICTORY

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Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

VOLUME XXVI NUMBER 1 MARCH, 2001

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

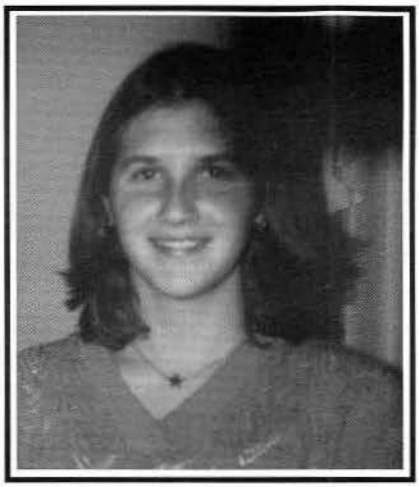
391ST SQUADRON

CONGRATULATIONS

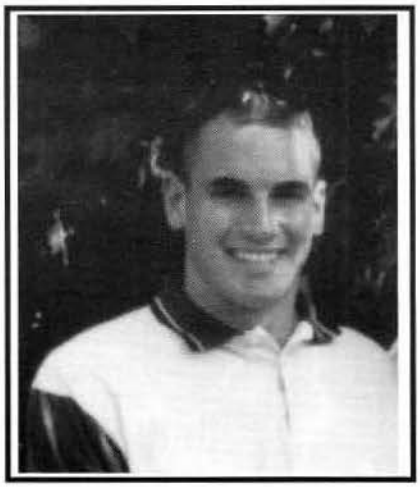
TO THE RECIPIENTS OF THE YEAR 2000

SCHOLARSHIP AWARDS

2ND PLACE
ANNE MARTIN



1ST PLACE
LINDSEY A. STARK



3RD PLACE
ANDREW MILLS

2001 SCHOLARSHIP FORMS ARE IN THIS ISSUE

MENDLESHAM MEMORIES

Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Bruce Southern	3354 Ulysses St. NE Minneapolis, MN 55418 (612) 789-2225

Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

DEADLINE

All material and items for the June issue of Mendlesham Memories should reach me on or before April 20th 2001. That is the date our final copy will go to the printer.
Jack Share, editor

share—

a thought.

Although the newsletter will not be delivered until March 2001, this column is being written shortly after Christmas with the spirit of the holiday still very much alive. I'm taking this opportunity to thank all of you for the many cards, phone calls and e-mails Marian and I received, wishing us well, during the holiday season. Our thoughts and prayers were with each and every member of the 34th Bomb Group Association through out the holiday season. Please accept our heartfelt wishes for a happy, prosperous, and above all, a healthy New Year.

This being our annual scholastic issue I would like to congratulate the recipients of this years scholarship awards and also for all those that participated.

This scholarship program, and our youth, are very important to the members of the 34th bomb group. The scholarship committee would like to see more participation in the program, thus making their decisions even more challenging. Regardless of who wins the awards you are all very special to us as we look for you to be the future leaders of this great country and hope our contribution, however small, helps somewhat in the pursuit of your education and attainment of your life goals.

The application form for those wishing to participate in the 2001 scholarship awards program is located in this issue. Clip it or copy it but please fill it out and send it in along with your essays.

From all indications, and from the member input we have been receiving, the reunion in Savannah in September will be one of our most successful. The reunion committee never stops working on the details to make the activities interesting for all. I realize we never know what our circumstances will be in September, but it is not too early to at least be thinking of attending. With the Eighth Air Force Historical Museum as a prime source of interest to us all, we should make every effort to be there. Reunion details will be forthcoming in the June issue.

With all the wild winter weather the whole country has been experiencing I can only hope that when this publication is printed in March the worse will be behind us. In the meantime – think SPRING.

Jack Share, Editor

Late word has been received on the passing of MILLIE AMES on or about January, 20th. Her many friends in the 34th BGA extend our heartfelt sympathy to her husband Vern and the family.

PAST PRESIDENT'S MESSAGE

The Buffalo, NY reunion was a rewarding experience for me. Everyone that attended - and it was a large turnout – had a good time. We socialized, attended meetings, enjoyed breakfasts and dinners together and, best of all, experienced the enjoyable and breathtaking excursion to Niagara Falls.

Bob Gay, the featured speaker at the gala banquet, did an excellent job relaying several of his experiences at Mendlesham, as ground executive officer. Bob, please write an article, for the newsletter, about your days with the 34th bomb group, for all our members to read and enjoy. Bruce Sothern, filling in for our Anarchist, Wally Brauks, presented an inspiring poem and John Doronski led us in singing "The Army Air Corps" anthem. I never knew the words to the third verse but one part hit home, "If you'd live to be a gray-haired wonder – Keep the nose out of the blue," How true and appropriate!

For your interest, and to keep the membership informed, the Minutes of the Board of Directors meeting as well as the general meeting were detailed in the December issue.

In closing, I would like to give a big thanks to my good friend and neighbor, Val Barrett who edited and e-mailed all my letters for the newsletter. God bless you Val, without your help I could not have done it.

Thanks to all the many people who continue to keep our organization going and let us give our new President, Claude Gibbs, a big welcome and wish him well in 2001.

Please join us in Savannah, Georgia next September.

God Bless you all.

Norm Mayer 20-20

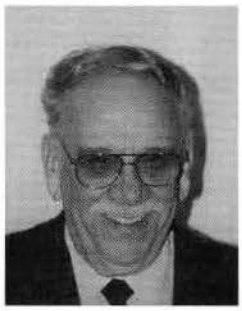
Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on the first day of February, May, August and November for the March, June, September and December issues

TREASURER'S REPORT



Hi Mendlesham survivors! AND A HAPPY NEW YEAR! NEW CENTURY! AND NEW MILLENIUM! As of one second past midnight on January 1st, 2001 we became members of an exclusive group! We became some of the relatively few people who have lived in two millennia! It's a rather exlcusive club, it's membership restricted to those who lived through December 31st, 2000 and us. And there won't be any new members until January 1st 3001!
(Thanks to Dick Stouffer for pointing this out to me)!

I have high hopes that you had a very wonderful HOLIDAY SEASON and attained all of your expectations! For a bunch of survivors I think we are doing quite well! Unfortunately, there were some of our bunch who didn't make it and we mourn them as we do each time we read the TAPS list in Mendlesham Memories. But as General Creer said, "We're on the right side of the Grass!"

As usual, it will seem like ages until the next reunion in Savannah, Georgia, September 5-9, 2001. And, as usual, the time will quickly pass and we'll wonder where the time has gone. The days and weeks have been flying by these past few years, now is the time to start planning on your September trip to Savannah.

I didn't get many changes of address or telephone numbers or e-mail addresses. I hope that the 2001 roster is accurate.

May the year 2001 hold for you and yours abundant HEALTH, PEACE, HAPPINESS AND PROSPERITY!

Take care and may GOD BLESS!

Hal Province

Thought for today:

"Forgetfulness is a form of freedom"

- Khalil Gibran, American poet and artist (1883 - 1931)

REUNION COMMITTEE REPORT

Our 17th annual reunion of the 34th Bomb Group(H) will be held September 5 – 8 at the Hilton Savannah De Soto hotel. This will be an opportunity for those that have not visited the Eighth Air Force Heritage Museum to attend our reunion and visit the museum.

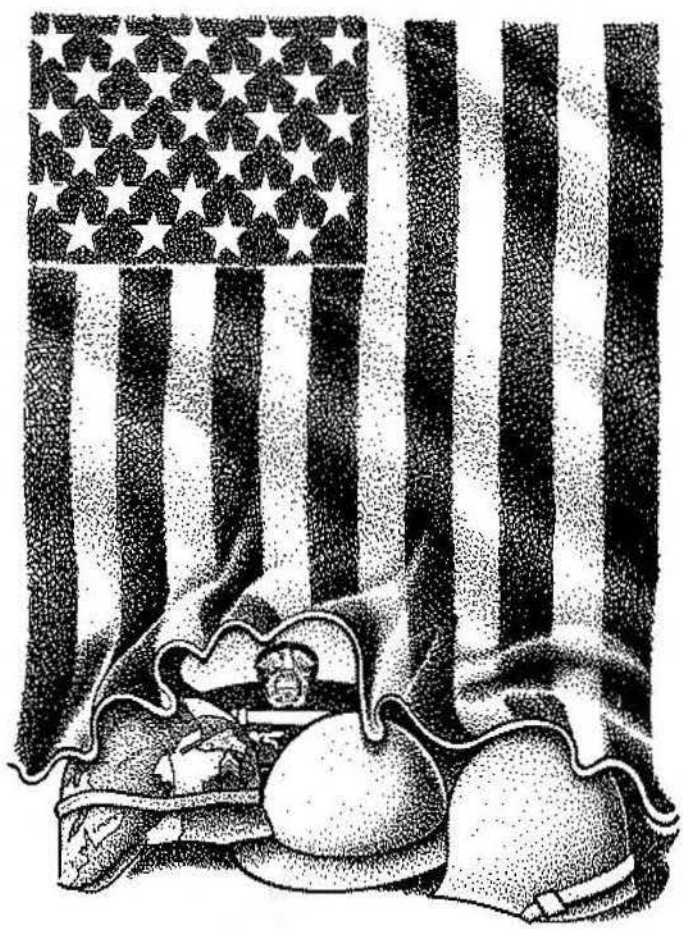
Savannah is served by the following airlines: Air Tran, Continental Express, Delta, United Express and US Airways. Those that wish to drive will travel to the intersection of I-95 and I-16. Further travel instructions will be forthcoming in the June issue of Mendlesham Memories.

Savannah is a historical city founded as England's 13th colony in 1773. The settlement prospered as a crossroad of trade with England exporting tobacco and cotton.

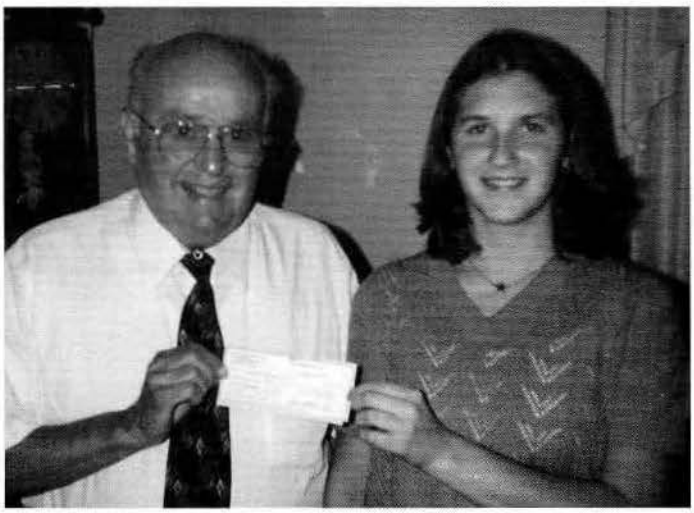
Guided walking tours, carriage rides, and trolley tours are convenient to the hotel.

The June issue of Mendlesham Memories will have the registration form, hotel reservation form and more information on the reunion.

THE REUNION COMMITTEE
Harold Rutka
Robert Wright
Bruce Sothern



SCHOLARSHIP AWARD RECIPIENTS



LINDSEY STARK - 1st place winner with grandfather BEN BUCKLEY

From Lindsey Stark - Thank you for choosing me as the recipient of the $1000 Ray Summa, 34th Bomb Group Scholarship award. The enclosed picture is of my grandfather, Ben Buckley, presenting me with the check representing the award. I am grateful for my grandfather's sponsorship and to your association for selecting me for this award. It is a real honor to have been chosen as one of this year's scholarship recipients. I take my education very seriously and am extremely grateful to receive this financial assistance. Entering the University of Wisconsin - Madison this fall, I look forward to the challenging and exciting opportunities that my college experience will provide. Thank you again for selecting me for this award, I am truly honored.

Why I Wish to Pursue a College Degree (Lindsey Stark's Award Winning Essay)

Through the last couple of years I have grown to love the Spanish language and would like to share my enthusiasm by teaching it to others. I plan to attend the University of Wisconsin-Madison and earn my teaching degree. I have a strong desire to teach the Spanish language to others so they too, may experience life in another culture. As a teacher, I look forward to the responsibility of making sure my students learn the language correctly. I believe that teachers can have a significant influence on their students and feel that I could be a very positive role model for my students. My patient, sensitive, caring personality are desirable traits for the teaching profession.

These are the reasons why I wish to pursue a college degree. I am willing to work hard to invest in my future and I know it will be worth the time and energy. Pursuing a college degree is something that I have thought about since I was a child in elementary school. It seemed like the day would never come, but now it's here. I am excited to embark on the journey that will lead me to my teaching degree. I know that a college degree is the key to my life as a teacher.

Besides assisting me in realizing my dream of becoming a teacher, pursuing a college education has many other things to offer. Not only will I be learning a plethora of things inside the classroom, everyday college life will be a great learning experience. I will be meeting all types of people while pursuing my college education. I know I will learn many of life's lessons through my companionship with these people. From my peers, I will continually learn more about myself. This is part of what pursuing a college education is all about.

I wish to earn a college degree because I will fulfill my dream of becoming a Spanish teacher and in the process, learn so much about the world and my place in it. I will form my own opinions and views on a variety of issues. Above all, a college degree will allow me to soar to endless heights in the future.

ANNE MARTIN - 2nd place winner with grandfather RANDALL MARTIN

From Grandpa & Grandma Martin - Thank you and the committee for the Ray Summa scholarship award to our grandaughter, Anne Martin. You made a great choice. Anne is a wonderful girl and destined to contribute to our World.

ANDREW MILLS - 3rd place winner with grandfather MARVIN JALVING

From Andrew Mills - I was excited to receive the letter announcing my selection as a Ray Summa 34th Bomb Group recipient. My grandpa was excited to learn I had won also. It is greatly appreciated as I receive my bills for the first semester. I am now in my sixth week at Grand Valley State University. I am taking classes toward an engineering degree and with a schedule of eighteen hours, I have been extremely busy. I am also involved with the university's electric boat team, which designs and builds boats which we race in competition with other schools.

I am enjoying my time at school and hope to graduate in spring of 2004. Thank you for selecting me as one of your scholarship recipients.

From Bob Gross, West Hartford, CT:

You might be interested to know my grandson, Alex Wisner-Gross, first place recipient of the 34th bomb group 1999 scholarship award, is now considered to be the most outstanding student at MIT and has been recommended for the Barry Goldwater scholarship that is awarded to a little over a hundred students in the country for their junior and senior years. These scholarships are funded by Congress each year and are considered one of the premier awards any college student could receive. We are proud of him.

The Ray Summa - 34th Bomb Group Association Scholarship Awards have been presented annually since 1989 and more than $19,000.00 has been awarded in scholarships to children of veterans of the 34th Bomb Group.

The Ray L. Summa, 34th Bomb Group Association Scholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.

2. Applicant must have maintained a 3.0 grade point average on a 4 - point scale during his/her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4 - point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4 - point scale.

2000 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name:_____Phone ( )_____-_____
Address:_____
Name of Sponsor (paid-up 2000)_____Squadron_____
Address:_____
_____
Age of applicant:____Graduation date_____Best SAT/ACT score_____
Will pursue Academic Major:_____
Colleges and Universities of interest to you:_____
_____
Summary of academic achievements (e.g. scholarships, awards, honor society)_____
_____
Extra-curricular activities:_____
_____
Community activities you have participated in:_____
_____
Hobbies and Special interests:_____
_____
List any non-government funded jobs which you have held: (Full or part time)_____
_____
_____

(Use additional sheets as needed)

Applications must include and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: Latest ACT/SAT test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class (usually on the transcript).

Applications must be postmarked no later than July 10, 2001. (We suggest you include a self addressed post card if you wish acknowledgment of receipt application).

Mail completed applications to: **Scholarship Committee,**
c/o Hal Province
153 North Hill Drive,
CARRIER, MS 39426

PX ORDER FORM

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH.....$37.50ea.
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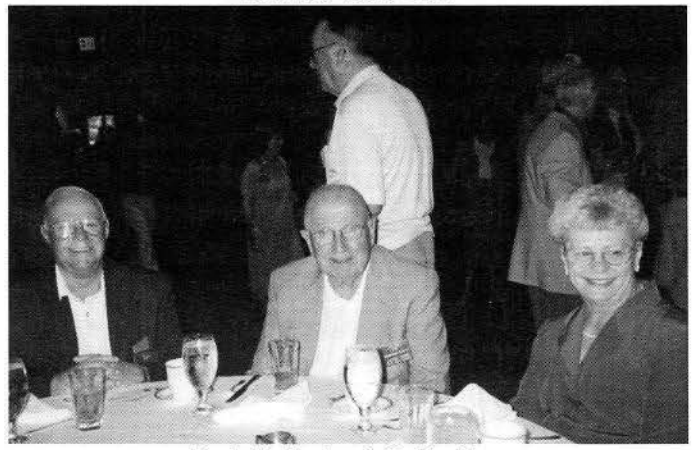
LATE RETURNS
from the
BUFFALO REUNION

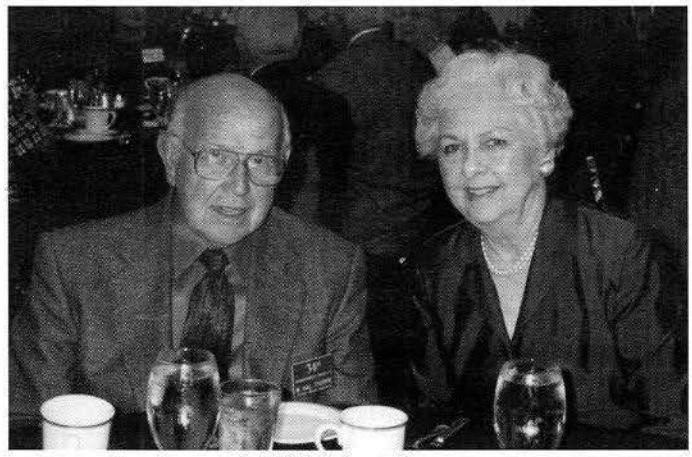
(Poem read by Bruce Sothern at reunion)

I've never made a fortune
and it's probably too late now,
But I don't worry about that much,
I'm happy anyhow.
And as I go along life's way,
I'm reaping better than I sowed.
I'm drinking from my saucer,
'cause my cup has overflowed.
Haven't got a lot of riches,
and sometimes the going's tough.
But I've got loving ones around me,
and that makes me rich enough.
I thank God for his blessings,
and the mercies he has bestowed.
I'm drinking from my saucer,
'cause my cup has overflowed.
Oh, remember times when things went wrong,
my faith wore somewhat thin.
But all at once the dark clouds broke,
and sun seeped through again.
So Lord, help me not to gripe,
about the tough rows that I have hoed.
I'm drinking from my saucer,
'cause my cup has overflowed.
If God gives me strength and courage,
when the way grows steep and rough.
I'll not ask for other blessings,
I'm already blessed enough.
And may I never be too busy,
to help others bear their loads.
Then I'll keep drinking from my saucer,
'cause my cup has overflowed.

Barb & Bob Bell

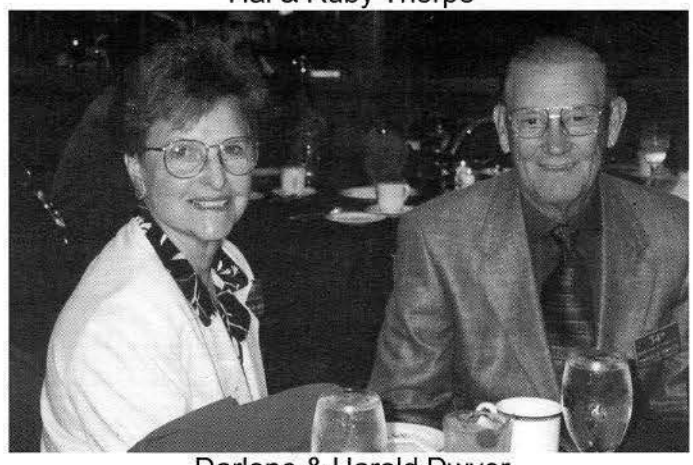


Bob Bell, Jack & Liz Noe



Hal & Ruby Thorpe

Harold Dwyer Crew
L to R Hal Thorpe, Bob Bell, Jack Noe, Harold Dwyer



Darlene & Harold Dwyer

AN OLD MISTRESS CAME TO TOWN

By Joel Friedman – 7th Sqd.

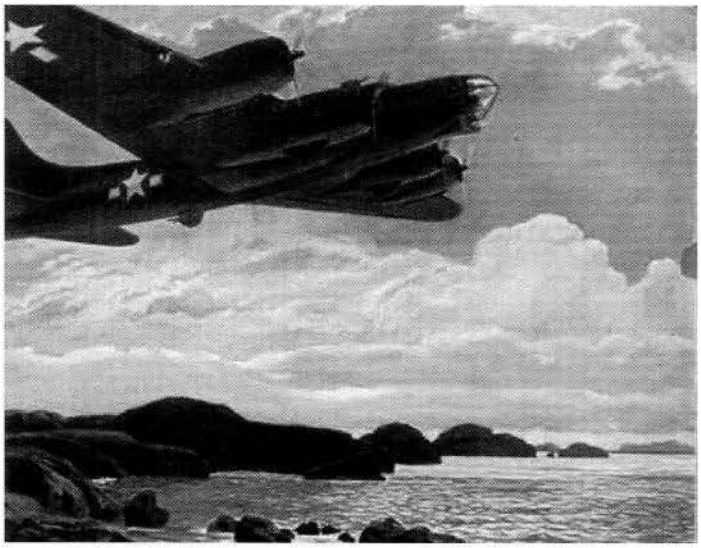
She had not changed, still trim, built for service, and with that ever beckoning look that silently, excitingly said,"Come fly with me." I had not seen her in 30 years. Then there she was, literally sitting on my doorstep. Her lovers were legion; stock brokers, lawyers, ribbon clerks, raw youth – I actually knew of several movie actors who shared her favors. Yet, there was no jealousy. If we would chance to meet, only her virtues were extolled. Her vices, if she had any, were never mentioned. This lady, and she was that, did not treat all her lovers alike. There were those of us who walked away smiling. There were some that she hurt, yet, I feel sure that if they could testify they would still speak of her with respect.

Who was she? What was she? To answer that, I'll have to take this testament out of the realm of a misspent youth to just another airplane story. This mistress, my mistress of yesteryear, was an ancient B-17 that proudly came to town, bedding down on the ramp a few yards from my office on the air base. The "17" was owned by the Confederate Air Force, a private organization dedicated to the restoration of World War II aircraft. As I had been a B-17 crew member during the war, the local Confederate Air Force representative asked me to be a member of an honorary B-17 crew selected from those who lived in the area. I jumped at the opportunity.

Looking at the proud Queen sitting on the ramp, Hollywood type flashbacks ran through my thoughts; old songs such as "Sentimental Journey" and "I'll Be Seeing You". War Bonds and Ration Stamps, crowded trains, girls with wedgie shoes and pompadour hairdos holding hands or arm in arm with uniformed youth. Yes, this old love of mine brought back memories; bustling air bases on the western plains, hidden airdromes nestled in the green English countryside, blacked out London with its air raid sirens orchestrated with the drone of night raiders and the crumb of bond along the Thames. I had to fight off the nostalgia for it happened so long ago that I could not recall what was real or what was imagination.

They gathered us, this honorary crew, ten men from bombardier to tail gunner. We swapped our stories and tall tales, trying for just a few short moments to recapture our adventurous youth. We were posed and photographed in front of the B-17. The ten of us stood just a little taller than usual in front of the crowd that had gathered to watch. Several days after the ceremony, I received a photograph of the crew. I looked at each one and remembered their stories. Some had been shot down, some wounded, some had ended up POWs, some of us came through relatively unscathed; all were better men because of it. Then I understood, it wasn't the airplane alone that held me awestruck through all the years. It was the men who flew, as I flew, it was the men and women who designed and built this sturdy plane. It was everyone from those that maintained it and patched it up to those that supplied the parts, fed, clothed and rendered all types of support to everyone involved. Be it an airplane or computer, inanimate objects just can't tick properly unless we are a bit dedicated, have some belief in what we are doing and can work with each other.

So good bye old gal, All that is left is a photograph on a wall, a model on someone's desk, a very small piece of airplane history. Thanks for the final "affair". I once again was reminded of what it was all about; PEOPLE.



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MAN OF THE CENTURY

From B-17 Combat Crewman & Wingmen Newsletter, PO Box 1102, Simi Valley, CA 93062
Assistant Editor's Note: TIME Magazine named the "American G.I." as the most influential man of the century. General Colin Powell, former Chairman of the Joint Chiefs of Staff, wrote the introduction to the award. In the interest of brevity I have selected excerpts from General Powell's brilliant speech for our members who might
not have had the opportunity of reading it elsewhere. - Ken Wright, RAF Bomber Command veteran.

As Chairman of the Joint Chiefs of Staff, I referred to the men and women of the Armed Forces as "GI's". It got me into trouble with some of my colleagues at the time. Several years earlier, the Army had officially excised the term as an unfavourable characterization derived from the designation "government issue". Sailors and Marines wanted to be known as Sailors and Marines. Airmen, not withstanding their origins as a rib of the Army, wished to be called Airmen. Collectively, they were blandly referred to as "service members". I persisted in using GI's and found I was in good company. Newspapers and television shows used it all the time. The most famous and successful government education program was known as the "GI Bill" and it still used that title for a newer generation of veterans. When added the most common boy's name to it, you got GI Joe.

GI is a World War Two term that two generations later continues to conjure up the warmest and proudest memories of a noble war that pitted pure good against pure evil, and good triumphed. The victors in that war were the American GI's, the Willies' and the Joes', the farmer from Iowa and the steelworker from Pittsburgh who stepped off a landing craft into the hell of Omaha Beach. The GI was the wisecracking kid Marine from Brooklyn who clawed his way up a deadly hill on a Pacific Island. He was the black fighter pilot escorting white bomber pilots over Italy and Germany, proving that skin color had nothing to do with skill or courage.

For most GI's, World War II was the adventure of their lifetime. Nothing they would ever do in the future would match their experiences as the warriors of democracy, waving the world from it own insanity. You can still see them in every Fourth of July color guard, their gait faltering, but forever proud.

Their forebearers went by other names: Doughboys, Yanks, Buffalo soldiers, Johnny Reb, Rough Riders, but GI will be forever lodged in the consciousness of our nation to apply to them all. The GI carried the value system of the American people. The GI's were the surest guarantee of America's commitment.

The 20th Century can be called many things, but it was most certainly a century of war. The American GI helped defeat fascism and communism.

In this century, hundreds of thousands of GIs died to bring to the beginning of the 21st century the victory of democracy as the ascendant political system on the face of the earth. The GIs were willing to travel far away to give their lives, if necessary, to secure the rights and the freedom of others. Only a nation such as ours based on a firm moral foundation, could make such a request of its citizens.

The GI wanted nothing more than to get the job done and then return home safely. All they asked for in repayment form those they freed was the opportunity to help them become part of the world of democracy and just enough land to bury their fallen comrades, beneath simple white crosses and Stars of David.

The volunteer GIs of today stand watch in Korea, the Persian Gulf, Europe and the dangerous terrain of the Balkans. We must never see them as mere hirelings, off in a corner of our society. They are our best, and we owe them our full support and our sincerest thanks.

As this century closes, we look back to identify the great leaders and personalities of the past 100 years. We do so in a world still troubled, but full of promise. That promise was gained by the young men and women of America who fought and died for freedom.

Near the top of any listing, the most important people of the 20th Century must stand, in singular honor, the American GI.

General Colin Powell

ED: Copied from the 390th Bomb Group's newsletter "FRAMLINGHAM TIMES"

A VIEW FROM THE GROUND

(FRANCE – 1944)

by Dorice (Mrs. R.) Lindsey,
708 Misty Pine Dr. Venice, FL 34292

I was 14, a young girl, living in the town of Chatou, about 10 kms from Paris, France. One day, during one of the frequent air raids, our eyes were, as usual, riveted toward the sky. Our excitement reached a crescendo when we saw the group of Flying Fortress bombers heading our way. They had set their sights on the Villacoublay airfield, factories, and railway centers close to us. We had been under German occupation for 4 long years and looked forward to being "liberated" from the enemy.

Across the street from our home was an R&R home for the dreaded SS troops who had been wounded on the Russian front. My father had already been arrested by the Gestapo and spent 8 months in a prison near Fresnes (Paris area). Now we'd been told he was in a concentration camp named Buchenwald. He was only rarely allowed to write us in German. We knew he was alive, but had no idea Buchenwald was one of the extermination camps. The Germans across the street told us he was in a "work camp" and was being well treated.
(The reasons for his arrest; 1-a German General was found dead floating down the Seine River, 2-documents had been stolen from German offices in Paris where my father worked as a interior decorator, 3-treason against the "Great Reich".)

He came home but weighed only 80 pounds, a living skeleton, and would spend months in bed after his return (but that's another story). After the war and his liberation he was made Commander of the Legion of Honor for his services to the Allies. And because his theft of "the plans of the Luftwaffe" which were forwarded to the Allies, they credit him with having saved the lives of many of the Allied pilots. My father had unlimited access to the German occupied airfields in order to make "blackout curtains" for all the windows of the Luftwaffe barracks. He was thus able to count the planes and gather information for the Allies. He always said he did it because it was his duty and he never wanted any credit for it. We begged him to write his story, which he finally did a few years before he died in 1986. He called it " I Stole The Plans of the Luftwaffe", by Jaques Barroux.

During an air raid, instead of seeking cover, we would run outside to our garden and look for the planes to arrive. It would not take long to spot them for they had long white contrails behind them. Then the German anti-aircraft fire would begin. We watched in horror as one plane was hit that day, and a wing broke off and slowly circled down to earth. Men jumped in parachutes from their plane before it crashed; however some of their chutes did not open. Our hearts just broke as we witnessed these sights. I am still haunted by these scenes even today. I remember seeing two bodies plunge to the ground without chutes opened. I saw one airman coming down in his chute and watched in horror as the Germans machine-gunned him. His head tipped down all of a sudden. We knew he was gone. Another parachuted to safety on an island across the Seine from us. He was so close we could watch him wrap up his chute and hide it about 50 yards from us, then disappeared.

All of a sudden the Germans from across the street rang our doorbell and wanted to borrow our boat, a small sailboat, to go to the island to find the airman from one of the B-17's shot down. We told them this was impossible for it was a sailboat, it would take a long time to get it ready, and there were not oars for these boats. Disgusted, they left, but could realize for themselves that the boat would not be of much use to them. Then they noticed our motorboat on blocks in our garden. We explained to them that the motor had no gas anyway. The Germans had blocked it to prevent French people from going onto the island to try to rescue airmen. They went over but never found him.

Continued on page 14

Later that night our doorbell rang. Our town's Assistant Mayor greeted Mother. He knew my mother was American and wanted to know if she could come and speak to that airman. The Germans across the street watched our every move so she, being alone with two girls, (my sister and me), offered money and food instead. She would not leave us alone at night, as tempted as she was to see her first American soldier. The French underground's men had crossed the river at night, found the airman, a pilot, and brought him back in a row boat at the far end of the island. They took him to the Town Hall, unbeknown to the Germans. How we would love to know who he was. We were told he was sent back to England, via Spain, a few weeks later. He had landed on the island of Chatou, about ten kilometers from Paris, directly in front of our house.

A few months later, in August 1944, we heard loud rattling noises coming from the street. I ran outside the gate to see what the commotion was, it was German tanks retreating toward Germany. They were going home, just 3 months after D-Day at Normandie. As I opened the gate to get a better look they immediately pointed their machine guns at me. You never saw a 14 year old close a gate so fast! The next day we found out that these same German troops had murdered 18 Frenchmen, making them dig their own graves, then shot them and poured water into the graves to drown those who were not quite dead yet. There is a memorial to the 18 at that spot in Chatou.

I want to take this opportunity to thank all crewmembers of our Air Forces who did for us the unthinkable: risk their lives and give their lives to liberate us from that Nazi oppression so long ago. It was not in vain.

Dorice Barroux Lindsey

P.S. I have lived in the United States since 1951. My mother died 4 years ago at the age of 93 and my father, a true French hero, died in 1986. Anyone, especially if knowing the crew of the B-17 that crashed near our home, may contact me at:

E-mails: doricelind@aol.com (from Sept. 22 to April 28), or dorice@telusplanet.net (from April 28 to Sept. 22).

Buzz Bomb Patrol

Ritchie
Carlson
McKeon
Rogers

A GOLF STORY

A man goes into the confessional. "Forgive me Father, for I have sinned."

"What is your sin, my son?" the priest asks.

"Well," the man starts, "I used some horrible lanquage this week and feel absolutely terrible."

"When did you use this awful language?" asks the priest.

"Well, I was golfing and hit an incredible drive that looked like it was going to go over 280 yards, but it struck a phone line that was hanging over the fairway and fell straight down to the ground after going only 100 yards."

"Is that when you swore?"

"No, Father," says the man. "After that, a squirrel ran out of the bushes, grabbed my ball in his mouth and began to run away."

"Is THAT when you swore?" asks the Father again.

"Well , no," says the man. " You see, as the squirrel was running, an eagle came down out of the sky, grabbed the squirrel in his talons and began to fly away!"

"Is THAT when you swore?" asks the amazed Priest.

"No, not yet," the man replied. "As the eagle carried the squirrel away in his claws, it flew over a bit of forest near the green and the squirrel dropped the ball."

"Did you swear THEN?" asked the impatient Priest.

"No, because as the ball fell, it struck a tree, bounced through some bushes, careened off a big rock, and rolled through a sand trap onto the green and stopped six inches from the hole."

Silence filled the confessional until the Priest sighed and said, "You missed the putt, didn't you?"

WHEW, CLOSE CALL II

A story in the December, 2000 issue of Mendlesham Memories by Bruce Bleeker, describing his hectic flight home after the war, brought this response from the navigator on that flight, F/O Edward J. Gronkowski.

The trip home was pretty much like Bruce wrote it. I was the navigator on Kelly's plane. We lost an engine as we were about to reach Iceland. Then the radio and electrical system went crazy. We had to be over 10,000 feet because the mountains were that high. After flying around for a spell, a hole in the clouds allowed us to get down to ocean level. We spotted a three or four mast schooner below us and the logic was that if we had to ditch we could get to the ship. Fortunately, that didn't happen. Kelly buzzed the land but the base could not be seen because of camouflage. As we looked for the base, I spotted a plane that appeared to be in landing mode and I told Kelly to "get on it's tail." This proved to be a good call as it did lead us to the field and a safe landing. Later folks told us that while attending a movie, they heard us buzzing the field and had to hit the floor several times because we were so low.

Before leaving England, fifty-four crews were briefed that the weather was clear all the way to Greenland. So far we were the only plane to have landed. We waited in the briefing room for orders to go out on a rescue mission , the consensus being that the other fifty-three planes were lost, as none had yet reported in. If a plane had to ditch in that area, survivors would only last about seven minutes because of the water temperature. Shortly after assembling, we were informed that a plane did report in; eventually all fifty-three had landed on Greenland from Bluie West to Bluie West 10, which was located on the Northern end of the land mass.

Our plane was not flyable so the V.I.P. Snowball was our transportation home. We landed in Miles Standish AFB, Connecticut.

Barracks Gang
Grezelak, Averette, Rogers, Rogers, Nichols, Bacaus, McKeon

D.F.C. AWARD

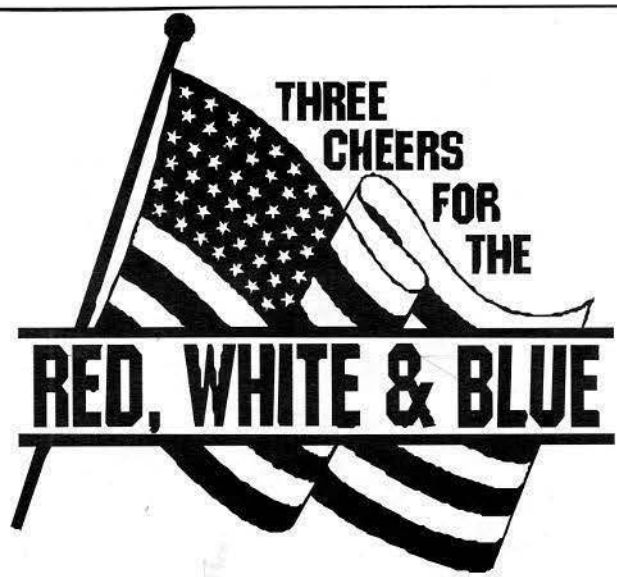
Leonard Adrignola was a 4th squadron tail gunner on B-24's and B-17's. After flying 26 missions, he was hospitalized for a week with pneumonia. He was about to be released when someone in the ward came down with chicken pox. As a result Lenny was quarantined for an additional 21 days.

In the meantime his crew went on to finish their 30 missions and were sent back to the states. Lenny was released from the hospital and was sent back with them.

The problem was that all the crew received their D.F.C.'s after their 28th mission and since Lenny had only 26 he didn't qualify.

After 50 years had passed and Lenny was about to undergo a quadruple heart bypass surgery he confided in his brother that the only regret in his life was that he never receive the D.F.C.

His family spent the next six years learning about the award and launched a battle of their own to get it for their father. Finally, after one failed attempt, his pilot Alf Johanson, wrote a letter to the Air Force in his behalf and the wait for Lenny's award was over and the D.F.C. was his.



TROUBLE ON TAKEOFF

By Fred Bergland – 7th squadron

It was a black early morning at the 34th bomb group airdrome at Mendlesham, England that April day in 1945 and the great war in Europe was drawing to a close. Our crew hopped on a truck around 4am for a ride to the mess hall where we were served eggs and spam. Only combat crews got real eggs. After breakfast we went to the briefing room where our bombing targets in Germany were revealed. Some of us then paid a visit to the Chaplains for a brief prayer. From there we were driven to the flight line to check our B-17 bombers for the mission that day.

As I climbed a tall ladder to check the #2 engine, which our hard working crew chief had labored on all night, the quiet black night was shattered by exploding machine gun bullets whizzing in front of me. Our bombardier had charged his guns with a bandoleer of 50 caliber shells and accidentally hit the firing trigger. When I came out of shock, I climbed into the nose hatch of our B-17 "Misbehavin Raven" to chew out our red-faced bombardier.

We started the 4 engines and started taxiing behind several other B-17's to the take off runway. We were behind an unnamed B-17 whose engines were gunned into full power for takeoff and disappeared into the fog and a pitch-black void. Moments later, there was a giant flash and a terrific explosion. The preceding B-17 had apparently lifted off and crashed back down to earth before reaching the critical 120-mph take off speed. His 1000 lb. bombs had exploded along with several thousand gallons of high-octane gasoline. We watched in horror for a few minutes when the tower called and said, "Continue take off". Obeying orders, we took off, slowly climbing over the fire and wreckage.

We flew our mission – somewhere over Germany – and returned. When we landed, we heard the details. Only 2 of the 5 1000lb. bombs had detonated. I found a small round blood spattered window from the radio room of the doomed B-17, near our barracks. To this day we never knew whose plane blew up. There was no funeral, no flags, no taps. Nine men simply disappeared into oblivion.

FRED BERGLAND - ENGLEWOOD, FL

We leave for Florida and our condo on a golf course in 2 weeks. We love it here and there! We'll see Bob Wright in Florida soon. He lives nearby. He called when they printed a nice story about the 8th and a Florida writer wrote a good story.

I had a preacher friend along and showed him some B-17's and B24's, (we had a few good war stories too).

Hope the reunion is near Florida in 2001. I will sure be there.

Ed: Fred sent an article from the Minnesota Star Tribune newspaper telling of the problems the Minnesota Chapter of the 8th Air Force Historical Society had in getting a proclamation declaring the week of Oct. 8 to 14 Mighty Eighth Air Force Week in Minnesota. Seems, the current governor, Ventura was reluctant to sign it so the state legislature passed a bill requiring all governors to sign the proclamation for the next 100 years. The governor dutifully signed it.

The week of Oct. 8 to 14 was chosen because those seven days in 1943 were the most horrific the Eighth faced in World War II. In that week alone, more than 170 Eighth Air Force bombers were shot down over Germany.

Fred suspects a few of our 34th members from Minnesota were instrumental in pushing the bill through the state legislature.

****

VIRGILINE & JAMES "CHIP" SPENCER - CARSONVILLE, MI

Found this poem which my husband had written while stationed in Mendlesham, England. We get a Christmas card every year from Sy Tulol in Florida and Bob Filip in Illinois. We went to Chips aunts 100 birthday party.

Enjoy the newsletter, think it is a good idea to have WWII veterans bring their children to the reunions, they may find it interesting.

continued on page 17

AERIAL GUNNER

They call him the aerial gunner, his hopes
they say are dim
And his life is said
To hang by a thread
That is long, weak, and slim.

For he loves his home and he loves his land
He gambles his neck and limb
And wagers his life
In a cloud land strife
In the game with the reaper grim.

His mount is a roaring dragon
That flashes across the sky
To take the dare in the enemy's sky
To shoot him down or die.

He is a knight of the upper air
And death his eternal foe
Rides the tail, with as eerie wail
Wherever his steed may go.

You have to give him credit
For the job he does so well
For he brings her home
Though his steed may roam
To the very jaws of Hell.

He wears no bars and he wears no stars
For Sergeant is his rank
But I've heard them tell he fights like Hell
And is proud of the title Yank.

There are others there in the upper air
And we can't detract their fame
For they make a crew
And the job they do
Regardless of who, is the same.

But this is a song to the gunner
The hero who goes unsung
Though the enemy knows
His deadly blows
And the funeral knells he's rung.

T-Sgt. Chip Spencer
Carsonville, MI

****

DON SHEE - DOWNERS GROVE, IL

Referring to the Mission #64 story on page 4 of MM (Dec. 2000), it appears that the date of September 17, 1945 is incorrect. If my memory still serves me properly, the war in Europe was over on that date. In fact, WWII was completely over before that date. I didn't make it to Mendlesham for the 34th BG's 1st B17 mission but I was still there for the last one in April '45.

Other than the above typo, it's another great issue. Thanks for all your efforts.

Ed: Just wanted to see if anyone is reading the newsletter - yeah, right.

****

JANE ANN FELKER - ORLANDO, FL

This is to inform you that my husband of 52 years, Colonel (Ret) Walter J. Felker, Jr. passed away on December 7th, 2000. He was a life member of the 34th Bomb Group Association. His health has been very poor for several years.

Colonel Felker was in a number of airborne outfits during his 30 years of service. The 34th bomb group and his former crew, that he was in touch with these past few years, were his favorite.

****

VERNE SANTAS - DUNEDIN, FL

The December issue of Mendlesham Memories is enjoyable, as they all are. Your efforts are greatly appreciated by all association members. It is good to see so many photos of the Buffalo reunion in this last issue. I did notice that my name was missing from the photo on page 16 of Bob Wright, Harold Rutka and myself on trip to Niagara Falls.

Hope to see you at Savannah.

****

ROLAND GEIGER - ST. WENDEL GERMANY

Salu, folks,

I just talked to my good friend Helga Radau, city archivist at Barth, Germany, the site of former Stalag Luft I where some of you experienced German hospitality in WW2 (bad joke).

She told me there will be another reunion, like the one last year in April, in September this year. It will be the weekend Saturday, Sept. 8th and Sunday, Sept 9th. Everyone interested is invited to come to Barth. A program will be created within the coming months. One special guest will be a former Russian soldier who was a member of the occupation troops.

If you are interested in going to Barth, please, contact Helga by way of her e-mail helga.radau@web.de And in case you come or don't - please, tell everyone with the slightest chance they might be interested about this event in September. CU at Barth.

****

BYRD A. GUINN, JR - SHERMAN, TX

Did not wish to miss a single Mendlesham Memories! So I'm sending in my change of address. Thanks, so much, for your concern.

DEXTER & BUELAH JORDAN - HUNTERSVILLE, NC

Thanks for the great job your are doing with the MM. We always look forward to the next issue and the next reunion. Thanks to all who work so hard on them. We especially enjoy Notes from Friends.

J.C. Smith and his crew were assigned to my plane "The Near Sighted Robin" when we went to England. Eight of the crew are still able to attend the reunion and they always include us in their plans.

"Sweet Seventeen" was my last plane and James F. Martin's crew gave me a hard time but at least we are on speaking terms.

Thanks to friends like the above, and many others, with the long nights and many hours of work, I finished the tour with no mechanical failures credited to me.

A note to all our friends, our address has not changed but some are not getting the street number correct. The only reason we get your cards and letters it that the employees in the post office know us personally and check the errors and send them on to our address - which is:

11401 Asbury Chapel Rd.
Hunterville, NC 28078
Phone - (704) 875-2266

****

BORAH LIPSKY - WANTAGH, LONG ISLAND, NY

The New York State assembly recently passed a bill called "Operation Recognition" that will give high school diplomas to WWII veterans who left school in the '30's and '40's before they graduated to serve in the armed forces, thus enabling them to finish high school. Although these veterans may not have met the high school requirements needed to graduate they have earned the credits through real life experiences that students in the classrooms could never duplicate.

"Operation Recognition" is limited to WWII veterans because veterans of more recent wars still have time to go back to school.

So, after sixty years and at the age of 80, I have just received my high school diploma.

Ed: Congratulations, Borah, what a wonderful achievement. Borah's advise to the senior social studies class, " Stay in school and graduate, it is important for your future."

****

JAMES B. MEEHAN - VENICE, FL

I've received a letter from Philip Reinders asking for information on Mission #64, September 17th, 1944. It was a few years ago! I did write a few things down about every mission I flew on. I sent you a copy some years ago. In the September MM an article said we dropped our bombs sometime after 11:00 AM. My diary says, "Bombs away" at 10:32.

ED MUNK - SCOTIA, NY

We enjoyed the reunion last fall. It was a very congenial group. We'll try to make the reunion this fall.

****

CARL NICHOLS - FRESNO, CA

Did enjoy the last newsletter - I see some of us have left.

No hope to make the reunion this year.

****

JOHN STIVENDER - GADSDEN, AL

Really enjoyed the Buffalo reunion. Four of our five living crew members were there along with wives. We hope all 5 will be in Savannah. We have memories of that city since we left Hunter AFB in a new B-17 in early September 1944.

****

LESTER THOMPSON - GRANITE CITY, IL

As a boy I delivered newspapers.

As a young man I helped deliver bombs to Hitler and food to Holland.

Now, as an old man, I am delivering flowers and having a ball. Everyone smiles when they see flowers.

Happy New Year.

****

WALTER STURDIVAN - STOCKTON, CA

What a joy to see the picture of the old WINDMILL in London, sent in by Dale Granger, on page 34 of the December Mendlesham Memories. If you look carefully you can see on the sign in front of the old picture:WINDMILL. 14TH YEAR. NOW OPEN DAILY FROM 12 PM. CONTINUOUS PERFORMANCES. WE NEVER CLOSE. (I assume that the latter means during the London blitz).

I remember the WINDMILL well. Three of my crew members and myself were ejected from the theater after trying to get into the act with our loud interruptions. We escaped into the men's room and left hurriedly. Unfortunately, we were nabbed by the MPs about a block away.

Saved from the guard house when we were rescued by one of our navigators, Lt. Myron Levi, who just happened to be passing by. We were sent back to Mendlesham at once. When the report came in to the 18th squadron, our punishment was severe. The commander made us report to the Orderly Room each morning for two weeks and sign in about 7AM. That was pretty harsh treatment for airmen who usually slept until about noon, unless flying a mission.

****

BOB GROSS - WEST HARTFORD, CT

Cynthia couldn't understand why the Museum wasn't being used for all events, as their hall is large enough to accommodate all of the 34th - bad decision in our minds. However, God willing we will be in Savannah.

Again, the best for a New Year to you and yours.

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BASS	RUBIN	391LM	320 E SHORE RD APT 25C	GREAT NECK	NY	11023
CROOK	LONNIE, H	GRP	600 E. FLOURNOY LUCAS RD	SHREVEPORT	LA	71115
DE HAAN	HELEN	7LM	749 S 30TH ST APT 320	GRAND FORKS	ND	58201
GUINN	BYRD, JR	18	P.O. BOX 321	SHERMAN	TX	75091
MEHLING	GEORGE,W	18	4107 CALLAWAY DR	NICEVILLE	FL	32578
WEBSTER	GEORGE,C	7	3578 ALDERWOOD DR	MEDFORD	OR	97504

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
PALMER	KENNETH, W	4	01/00	2046 STEBBINS RD	JEFFERSONVILLE	VT	05464
FELKER	WALTER, J	391LM	12/07/00	4329 N. LAKE ORLANDO PKY	ORLANDO	FL	32808
SEELHURST	ALEXANDER,M	391	09/20/99	705 APPLE ST	FREDERICKSBURG	TX	78624
UNWIN	JOHN, J	391	?	12731 N FOREST CANYON	PARKER	CO	80138

"As we go on we remember
all the good times we had together
and as our lives change, come whatever.
We will stll be friends forever".

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
LEASON	FAUN	17033 BUTTE CRK APT 402	HOUSTON	TX	77090
GOODROE	PATTI	4516 ROBIN AVE	ALBUQUERQUE	NM	87110

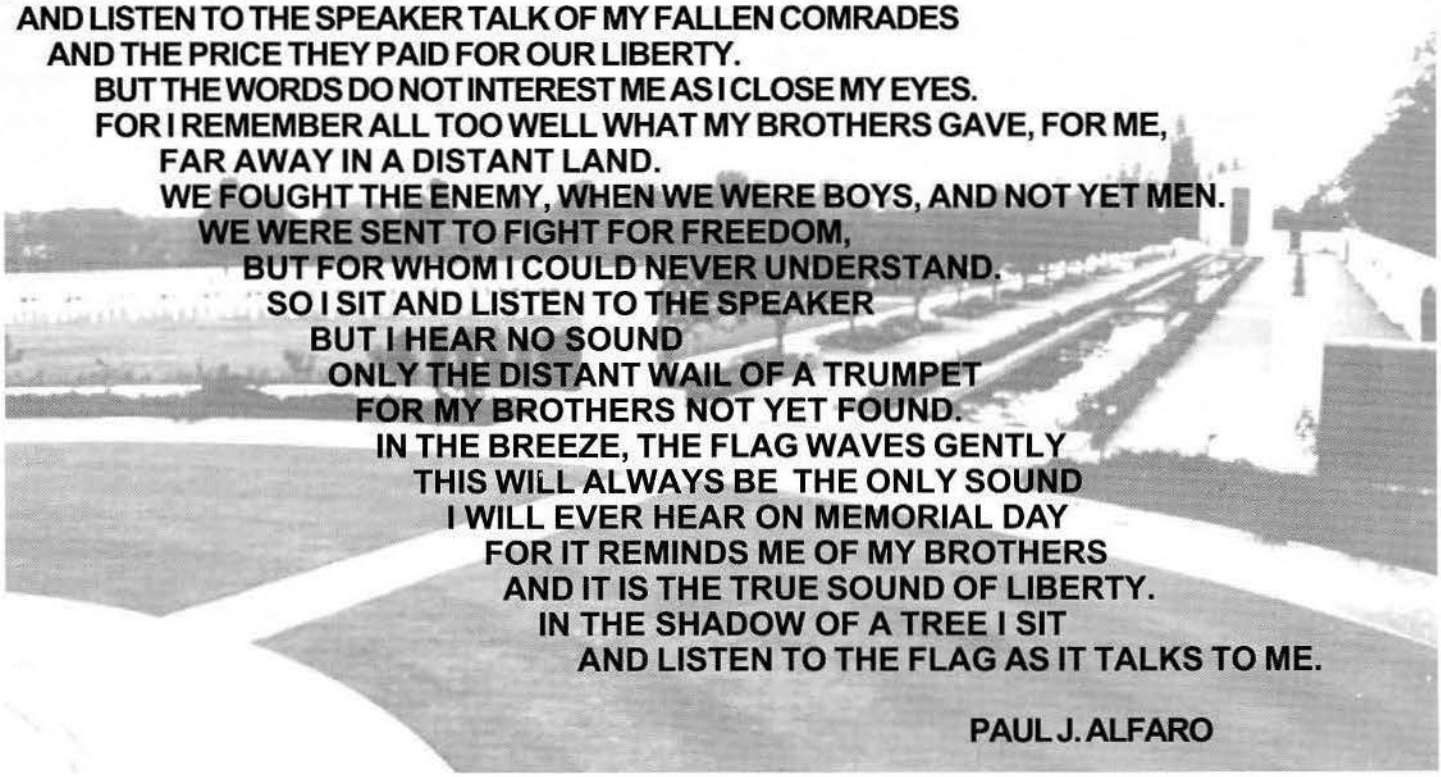
NEWLY FOUND MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BOLDUC	NORMAN	4	2552 W. GREENLEAF AVE	ANAHEIM	CA	92801
JOUBERT	ARCADE	18	511 KENYON AVE	PAWTUCKET	RI	28661

NEW LIFE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
PEDIGO	WILLIAM	18	611 VIKING CT	BRIDGEPORT	TX	76426
FREDETTE	RAYMOND, H	7	8351 WAGON WHEEL RD	ALEXANDRIA	VA	22309

MEMORIAL DAY POEM



IN THE SHADOW OF A TREE I SIT
AND LISTEN TO THE SPEAKER TALK OF MY FALLEN COMRADES
AND THE PRICE THEY PAID FOR OUR LIBERTY.
BUT THE WORDS DO NOT INTEREST ME AS I CLOSE MY EYES.
FOR I REMEMBER ALL TOO WELL WHAT MY BROTHERS GAVE, FOR ME,
FAR AWAY IN A DISTANT LAND.
WE FOUGHT THE ENEMY, WHEN WE WERE BOYS, AND NOT YET MEN.
WE WERE SENT TO FIGHT FOR FREEDOM,
BUT FOR WHOM I COULD NEVER UNDERSTAND.
SO I SIT AND LISTEN TO THE SPEAKER
BUT I HEAR NO SOUND
ONLY THE DISTANT WAIL OF A TRUMPET
FOR MY BROTHERS NOT YET FOUND.
IN THE BREEZE, THE FLAG WAVES GENTLY
THIS WILL ALWAYS BE THE ONLY SOUND
I WILL EVER HEAR ON MEMORIAL DAY
FOR IT REMINDS ME OF MY BROTHERS
AND IT IS THE TRUE SOUND OF LIBERTY.
IN THE SHADOW OF A TREE I SIT
AND LISTEN TO THE FLAG AS IT TALKS TO ME.

PAUL J. ALFARO

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(936) 273-3561

34th Bomb. Group

4 7

18 391

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Al Israelsen
Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

VOLUME XXVI NUMBER 2 JUNE, 2001

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

391ST SQUADRON

SAVANNAH, GEORGIA
home of the
Eigth Air Force Historical Society Museum
and site of the
34th Bomb Group Association Reunion
September 5th to 9th 2001
at the
Hilton Savannah DeSoto Hotel
HOTEL RESERVATION,
REUNION REGISTRATION FORMS
AND DETAILS OF EVENTS
IN THIS ISSUE.

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

MENDLESHAM MEMORIES

Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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DEADLINE

All material and items for the September issue of Mendlesham Memories should reach me no later than July 20th 2001. That is the date our final copy will go to the publisher.
Jack Share, editor

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Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

DEDICATION

Familiar sounds emanated from the heavy bomber base each night as ground crews repaired, tuned up and tested the giant Curtis Wright engines. Propellers bit the early morning air sending sound waves over the countryside awakening English farmers long before sunrise. The sound of grinding gears echoed from giant hangers as GI trucks roamed constantly from one end of the flight line to the other dropping off flight crews at designated hard stands where B-17's waited, silhouetted against a brightening Eastern sky. Smoke wafted lightly upwards from the smoke stacks sticking out of olive drab tents nearby as ground personnel warmed their hands, numbed from clinging to cold wrenches as the last bolt or spark plug was installed.

Earlier, the C.O. had flicked his flash light across wool blankets in the Quonset huts searching for still closed eyes, weary and tired from searching for Nazi fighters yesterday. "Captain Smith's crew is flying this morning. Briefing at 5 o'clock."

The clothes were cold as they covered strong, supple young bodies. Boots with open buckles slogged to the mess hall where the smell of frying eggs and bacon permeated the air. False courage was covered by bantering and jostling in line. Behind the serving counter stood dedicated and courteous soldiers fully aware some of the men in line would not return for dinner. They watched as some of the men ate their " last meal."

At briefing a tall captain in Class A uniform walked to the front of the room and pulled the curtain back, revealing a large map of Europe. Every eye peered through the smoke-filled room and followed the red string as it snaked across the map. As the arrow appeared, pointing to the target, a loud groan swept the room. A few whistles. Eyes shifted aside to a buddy seated on the bench. A few shook their heads - they'd been there before. Meresburg!!

The crew chief was courteous and friendly as the flight crew hopped off the 4 X 4 truck. " We've been up all night, Captain, checkin' her out. New engine on number 4, checks out fine. Had some trouble with the Command Set. Radio man just left. It's O.K. now. Armament finished a-half hour ago. Ten 250 pounders this trip. If you need anything, we're right here."

Jeeps continued to circle the parameter track. Orders, flares, flak suits, parachutes, ammunition, bomb sights, last minute preparations before the giant bombers began to lumber slowly out onto the taxi strip. Then they watched them go, one after the other at half-minute intervals, struggling to lift their wheels from the tarmac, each ground crew member lifting secretly inside until he could see daylight under the belly of his plane. Only after his bomber had disappeared into the morning dawn did the crew chief turn and walk slowly to his tent on the flight line, then to his Quonset. Now came the waiting.

Eight hours and waiting. Eight and a-half . Nine. The glances at watches are more frequent now. The drifting outside begins. Bicycles begin to populate the flight line as men dismount and rub sleepy eyes. The stairs to the control tower creak as heavy GI shoes stomp upward. Olive drab vehicles, with red crosses on the side, join fire engines moving close to the east/ west runway. Eyes move to the Eastern horizon. It's time for the bombers to return.

First the sound of engines, a distant, intermittent, low rumble. Finally, a steady roar. " Here they come!" Fingers point. Heads turn. Below the overcast, in perfect echelon, parade ground formation, the Fortresses came on.

Now the count begins. 36 went out, 31 returning. 3 missing from lead. 2 missing from low. They may show up later. Let's hope so. They peel-off for landing, wounded aboard. A glance at the medics. They are ready. The fire engines move closer.

"How'd it go Captain?" "Rough!"

The interrogation officer writes slowly, searching the faces of the flight crew. A B17 shot in two at the waist. No chutes observed. One ship on fire, going down near the target. One chute observed. No fighters over target. Heavy flak - like flying through hail. Some stragglers - duck soup for Nazi fighters. Some P51's nearby (Little Friends).

The interrogation went on as crews drifted in. Men downed their whiskey allowance. Non-drinkers passed it on. Nervous hands lit cigarettes, one from the other with little fingers hooked together. Parachute harnesses hung down and open flight boots scraped the concrete floor. The men were opening up. Talk was louder as backs were slapped and tension eased. Stomachs, once churning with fear, were now settling. Hunger began to take its place. It was over - until tomorrow!

On the flight line men were busy. A lot of holes to patch. Props needed changing. There were tires to requisition and mount. Turrets to test and fix. And those pesky solenoids to replace. Empty gas tanks needed filling. And generators, always generators, going out. Some planes going to the bone yard for scrap, others for salvage.

The back breaking work went on. Men swarmed over the planes from end to end, checking, patching, and repairing. Tomorrow will soon be here, there is not much time. The air crews need the best; we can't let them down. They didn't!!

At the group hospital, men were wheeled into

surgery. Some walked in unassisted. All were given special treatment. Frost bite, burns, wounds, lacerations, all given attention. Some would fly again, some wouldn't. The chaplain is called. Letters will follow if anything changes. The dreaded reports - missing in action. Killed in action.

As night settles in all across the air base, men and women, the support personnel gave their attention to their assignments, with one purpose in mind - Keep 'em flying!

To those dedicated, conscientious men and women, the ground personnel who behind the scenes gave hour after hour of selfless labor, day and night under the most difficult circumstances, many times without a word of thanks, I want to dedicate this work. To the unsung heroes of the air war. Thanks a lot!!

Walter W. Sturdivan

Ed: This is the prologue to Walter's book "THE RED - TAILED DEVILS FROM MENDLESHAM."

PRESIDENT'S MESSAGE

As we enter 2001, I have been recalling my first experience with the 34th Bomb Group Association. I was a lost sheep until 1982, at which time I attended my first reunion in Cincinnati, Ohio with the 8th Air Force. That is where I met my pilot, Gerald Holmes and bombardier, Henry Lambert for the first time since we were shot down over Brussels, Belgium on July 27, 1944.

Since that first reunion, Audrey and I have been able to make them all. Later I met my flight engineer, Kivett Ivey and ball turret gunner Edward Berry along with crew chief, Pete Gray and his assistant, Charles Smith.

All this was made possible through the efforts of the leaders of the 34th Bomb Group Association through the years. They are still going strong today. We have been fortunate in having people willing to continue this work for our benefit.

I urge you, one and all, if you can possibly make it, to join us in Savannah this September. A visit to the 8th Air Force Museum is scheduled, as well as the opportunity to meet old and new comrades and friends.

Claude Gibbs

share—

a thought.

Through out this issue of Mendlesham Memories you'll find many references to the September reunion of the 34th BGA in Savannah, Georgia. Special attention should be given to the report from the Reunion Committee. Harold Rutka, the committee chairman has detailed the plans, as he knows them to date, and has placed special emphasis on sending in hotel reservation forms early. Since it is impossible to ascertain the number of attendees, the committee must rely on, among other things, experience, location, past attendance and, of course, attrition.

They are required, at the time of booking the hotel, to provide the number of rooms required. The ideal situation is that we would have more attendees than rooms since additional rooms can usually be found. The other side is that if we don't have the participation to fill the requested rooms - then we must pay for those not used.

You'll find, in this issue the hotel reservation and the reunion registration forms. Please, fill them out and send them in as early as possible and make the reunion committee's job a little less hectic come September.

You've probably noticed recently that we have been getting more and more inquiries on deceased 34th bomb group veterans from their offspring, nephews and nieces. Most of these people have done extensive research to find out more about these men who never talked much about their wartime experiences. Some have even developed their own web sites in honor of their loved ones.

Hal Province has been successful in signing several up as associate members. We would hope that they will attend our future reunions and hear some of these experiences first hand. The research library at the Savannah 8th Air Force Historical Society Museum would be a good place to start. We also have our own Rev. Gary Ferrell who has done extensive research on the 34th. to assist them in finding information. But just sitting around listening to these men, that were there, tell stories that have never seen the printed page, would be worth the trip.

Y'all come to Savannah, you won't be disappointed, but whether you should decide to come, or not, we greatly value your participation in our organization and are here to help you in your efforts to find information on our comrades of the Mighty Eighth.

Jack Share, Editor

REUNION COMMITTEE REPORT

The people of Savannah are looking forward to meeting members of the 34th Bomb Group (H) September 5-9, 2001. The Hilton Savannah De Soto Hotel is located in the heart of Savannah's historic district. For those that want to visit the historical sites through out the city, there are 30 such sites within walking distance of the hotel. Savannah's historic district is the largest registered urban such area in the United States and has been a registered national landmark since 1966.

The Eighth Air Force was founded in Savannah in January 1942. The Mighty Eighth Air Force Heritage Museum is in nearby Pooler, Georgia and is a journey of sight and sound that recreates some of our country's proudest times in its darkest hours. State of the art visual displays, the "Mission Experience" and the Memorial Gardens will bring back memories of the past. Lunch is available at reasonable prices.

We will have two busses departing for the Museum at 0900 hours. They will return and pick up the balance of the group at 1000 hours. Each group will have different colored tickets. The busses will make trips back to the hotel for those that desire to return early.

We had heard that another group, the 459th Bomb Group (H), would be meeting in the same hotel, at the same time as our group. I was not able to find the group in the Eighth Air Force but the winter issue of "Briefing" had an article pertaining to them. They were attached to the Fabulous Fifteenth Air Force stationed in Foggia, Italy. (They must be a good group as they flew B-24's).

We would suggest that all make their arrangements early. Airlines serving Savannah are:

AIR TRAIN AIRLINES
COMAIR
CONTINENTAL EXPRESS
DELTA AIRLINES
UNITED EXPRESS
US AIRWAYS

Your travel agent will be able to make your arrangements.

Gen and I have made six trips to Savannah by air and have traveled NORTHWEST to Atlanta and then DELTA to Savannah. Hotel arrangements should be made prior to the "cut off date".

We will be looking forward to seeing you all in Savannah in September.

THE REUNION COMMITTEE
Harold Rutka
Robert Wright
Bruce Sothern

TREASURER'S REPORT

As this is being written, we are ready to send out the 2001 34th Bomb Group Association roster. You may recall that I wrote about it earlier. Since I had very few replies about changes of address, I would like to discuss that now.

It has been some time since we completed the Summer-Winter portion of our address records. Some have moved, others no longer have dual addresses. We need to update YOUR record - if you have a dual address. So - - if you go SOUTH in the winter or NORTH in the summer - - PLEASE drop me a postcard and indicate :

1-Your Winter address and telephone number and the dates you want to receive mail at this address.

2-Your Summer address and telephone number and the dates you want to receive mail at this address.

And, if you've moved, we want the new address and telephone number also.

I hope you've made your plans to attend the reunion in Savannah in September. We're just four months away from that REUNION. Let's make it a good one - - there are many things to see and do around Savannah!

For you who have grandchildren graduating - - the deadline for SCHOLARSHIP APPLICATIONS is July 10th, 2001. And, remember, if you need extra applications, just copy the one you have.

Hope to see you all in Savannah. May GOD abundantly bless!

Hal

Thought for today:

"Reflect on your present blessings,
of which every man has many,
not on your past misfortunes,
of which all men have some."

— Charles Dickens

Now They Know -
55 years later.

This is the story about a young man who went to war and never came back. Garfield "Roy" Morehouse grew up in Savannah, Ga. As a youth he was extremely popular with friends, neighbors and all who knew him. A "real gentleman" was the description that fit him well.

Roy was a promising engineering student at Purdue University when called to duty in World War II. He became a navigator with the 34thBomb Group of the 8th Air Force and was just 22 years old on July 19 1944, when he was reported missing in action somewhere in Europe. Roy was presumed dead but no official word ever came. His parents went to their graves not knowing the whereabouts of their only child.

GARFIELD "ROY" MOREHOUSE 1943

In the summer of 1945, when Roy's disappearance still remained a mystery, members of his Sunday school class paid tribute to Roy by naming their class the Roy Morehouse Memorial Class and continued meeting every two years for a reunion. In 1998 a longtime member decided to collect money for a plaque, in Roy's honor, in the Memorial Gardens at the Mighty Eighth 8th Air Force Heritage Museum.

There was also strange feelings that Roy's body had been found. The first check with the 8th Air Force failed to uncover any additional information about Roy but a recheck found a survivor's account of mission #38 - the same mission Roy flew on - when two B-24's collided in mid air over Germany. Of the 20 crew members on those planes, only two survived.

Meanwhile, more pieces of the puzzle began falling in place. A newsletter from the 34th Bomb Group Association, "Mendlesham Memories",* included a note from Horst Wilhelm, a German author, who, as a little boy, saw the planes crash over his hometown. "I would like to have information regarding that raid.." Horst wrote. " I plan to publish the story of those two planes together with other events of WWII".

After contacting Horst Wilhelm, it was discovered that Roy's name was listed among those buried in the American cemetery at Ardennes cemetery near Luettich, Belgium. After all these years, they still remember their buddy who never came home, and now - - they know what happened.

* March 2000 issue of MM "The Story of Hell's Belle and Anne". p 11

ED: This article appeared in the August 3rd, 2000 edition of the Savannah Morning News and was submitted by Hawley Hudson, 4th Sqd.

Did You Know-
That a D-Day Museum is being built in Bedford, Virginia?

The museum will be the ONLY National D-Day Memorial in the United States and should not be confused with the D-Day Museum in New Orleans, Louisiana. The Memorial is being built completely without funds from the Federal Government.

The Memorial has a web site complete with information and pictures for viewing. The site address is - www.dday.org

Should one care to contact the Memorial Foundation the email address is - dday@dday.org

THE EARLY YEARS

By Norm Bolduc

I enlisted in the Army Air Corps, Regular Army, for the 34th Bomb Group (H) on the 19th of June 1941 at Westover, Field, MA. At the completion of 12 weeks of basic training, I was assigned as assistant to the newly assigned Group Chaplain, Captain Carl E. Melberg. This was, quote, unquote, to be a temporary 2 week assignment until he found an assistant of his own faith. This was, however, not to be since I was with him until early June 1942.

On January 22, 1942 the 34th bomb group boarded a three-section troop train for POE, San Francisco, CA. Several miles west of Chicago one of our equipment trains was damaged in an apparent sabotage attack. The main body of the group, HQ & HQ Sq, the 1st Recon Sq. the 4th, 7th and 18th Sds. continued on to the Denver Freight Yard where we laid over until the 26th when we were rerouted with a destination of Pendleton Field, Pendleton, Oregon, arriving in the middle of the night.

Pendleton was the B25 base of the17th Bomb Group (M) and when we arrived we found there were no barracks for us. The solution was for the 17th to give up half of their housing and stack us 3 high in bunks, mighty hard on all concerned. This arrangement was continued until the 17th left for the east coast to practice for their famous raid on Tokyo in April.

The group put up a cadre for the 305th to go to Gowen at Boise, ID, under the command of Major Curtis E. LeMay. In late April, or early May, we made another PCS to Davis-Monthan Field, Tucson, AZ. Again, another unit was on base and we were regulated to tarpaper housing in the so-called Rattlesnake Gulch, outside the base fence.

We shared this area with the 14th Cavalry Regiment (Horse) that was patrolling the Mexican border. As the cavalry troops came off patrol, they turned in their mounts and headed, by troop train, for Camp Funston, Kansas to be trained as armored cavalry. This was a pretty sad affair as most of the troopers had been with the same mount for up to 12 years.

Around mid June, Chaplain Melberg left the group for assignment to McArthur's Hq in Australia and I was assigned to the 4th sq. as the S-2 NCO when we left Tucson for Geiger Field, Spokane, WA. After attending 2nd Air Force Intelligence and Photo Interpreter's School at Salt Lake City AFB I returned to Geiger as the group was moving to Ephrata. What a nice home, 6 man tents with a potbelly cast iron stove plus a ration of one candle per tent for light.

I believe it was mid November when we moved once more to Blythe AFB, California. After one week there, we repacked the whole thing up again and returned to Ephrata where I was re-assigned to Teletype at Glasgow, Montana as the
S-2 NCO for the 96th Bomb Sqd., 2nd Bomb Group (H) thus ending my association with the 34th Bomb Group.

ED: Norm Bolduc recently joined the 34th BGA as a new member.

DRIVERS' SAFETY TIP

When we see an accident, we all tend to slow down. When you do that, please also put on your hazard lights. That way the driver behind you knows there is something ahead of you that they may not have seen yet. Hopefully, they will catch on and do the same for the driver behind them.

The worst feeling a law enforcement officer can have is when some drivers don't slow down and speed right by them while their investigating an accident. "Our hearts go right to our throats."

Ed: This tip comes to us from a new associate member of the 34th BGA. Her name is Fawn Leason and her uncle was Clair Zarfoss, pilot of the original crew of the " Flying Dutchman". Fawn is a deputy sheriff in the Houston, TX area. She is very interested in the B-17 and the WWII air war and is in the process of creating a web page dedicated to the men who flew in the "Flying Dutchmen". Welcome aboard, Fawn. Hopefully, we'll hear more from you in the future.

AIRLINE HUMOR

After WWII many pilots,both British and US, went to fly for the Airlines. It became well known that the German controllers at Frankfurt Airport area are a short-tempered lot.They not only expected you to know your parking location, but how to get there without any assistance from them. So it was, with some amusement, a few years back, that we (Pan Am 747) listened to the following exchange between Frankfurt ground and a British Airways 747 (radio call Speedbird 206) after landing.

Speedbird 206: "Good morning Frankfurt, Speedbird 206 clear of active."

Ground Control:"Guten morgan, taxi to your gate."

The British Airways 747 pulls onto the main taxiway and stops.

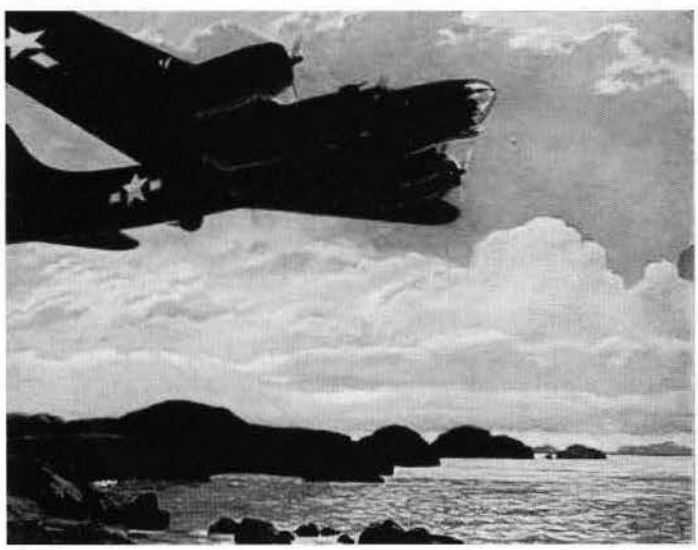
Ground Control:"Speedbird, do you not know where you are going?"

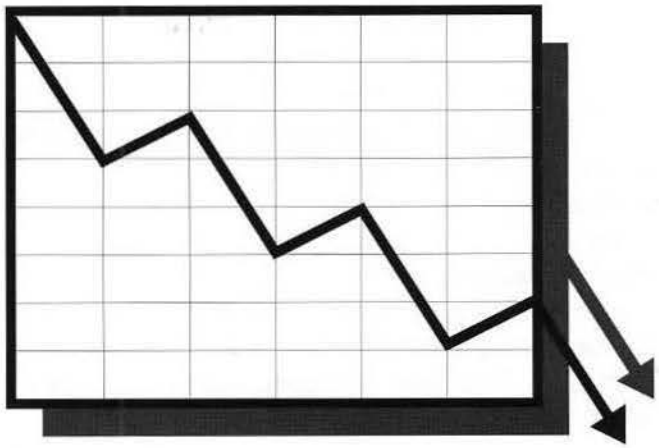
Speedbird 206:"Stand by, ground, I'm looking up the gate location now."

Ground Control(with typical German impatience):"Speedbird 206, have you ever flown to Frankfurt before?"

Speedbird 206 (coolly): "Yes, in 1944 but I didn't stop."

From the 463rd. BG newsletter





POW Statistics

In the course of all wars and conflicts since the Civil War, where the United States service Personnel served as combatants, a total of 850,229 soldiers, sailors, marines and airmen were captured and held as prisoners of war. Of this number 8.96% or 73,021 died in captivity. The percentages by war and conflict break out as follows:

CONFLICT	HELD	DIED	PERCENTAGE
Korea	7,140	2,701	37.8%
WWII, Pacific	34,648	12,935	37.3%
Vietnam	766	114	14.9%
Civil War, Union	211,000	30,000	14.2%
Civil War, Conf.	462,000	26,000	5.6%
WWI	4,120	147	3.6%
WWII, Europe	95,532	1,124	1.2%
Persian Gulf	23	0	0%

The combined overall death rate for WWII POWs was 10.8%. It is interesting to note that 28,000 or 29.3% of the 95,532 WWII European prisoners were 8th Air Force Airmen. Our POWs suffered greatly in serving our nation and many have endured hardships and physical disabilities during the intervening years resulting from their period of incarceration. With recent dedication of the new POW museum at Andersonville, Georgia, the 8th Air Force Heritage Museum just wanted to take the opportunity to salute all POW's and say thanks.

Lt.Gen. E.G. Shuler, Jr., USAF, Ret.
Chairman, Board of Directors
Eighth Air Force Heritage Museum
From the 463rd. BG newsletter

Finally a "Smart Blonde" Joke

A blonde walks into a New York City bank and asks to see a loan officer. She explains she is going to Europe on business and needs to borrow $5,000. The bank officer says the bank will need some kind of security for a loan, so she hands over the keys to a brand new Rolls Royce, parked in the street in front of the bank. The title and paper work all checked out and the bank agrees to accept the car as collateral for loan. The loan officer drives the car into the underground garage and parks it.

Two weeks later the blonde returns, repays the $5000 loan and the interest, which came to $15.40. The loan officer says "we are very happy to have your business and this transaction worked out very nicely, but we are a bit puzzled. While you were away, I checked you out and found you are a millionaire. What bothers me is why did you bother to borrow $5000?"

The blonde replied, "where else in New York City can I park my car for two weeks for $15.00?"

Below photo from top left:

John Work
Engineer/TopTurret Gunner

Mark Hall
Pilot

J. Brown
Mickey Operator

McClure
Bombadier

Eugene Blatz
Co. Pilot

William Chambers
Navigator

R Henderson
Tail Gunner

RV Rubley
Waist Gunner

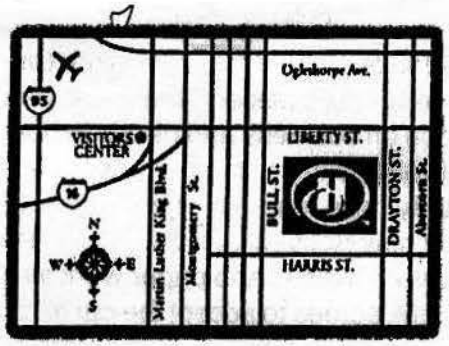
Vito Violante
Radio Operator

Robert Rutherford
Ball Turret

I have a reservation at the Hilton Savannah DeSoto for September 5-9, 2001

Check in time 4:00pm
Check out time 12:00 noon

Hilton Savannah DeSoto
15 East Liberty Street
Savannah, Ga. 31401
912-232-9000
Fax: 912-231-1633



Transportation to Hotel:
Coastal Transportation
$15.00 per person—one way- **ROUND TRIP TICKET $20.00**
Located in Baggage Claim Area at Savannah Int'l Airport

Take I-95 to I-16 East to the Montgomery Street exit. Turn right on Liberty Street. Hotel is 5 blocks on the right

The Hilton Savannah DeSoto is pleased to host the **34th BOMB GROUP ASSOC. (9/5-9/01).**
To ensure accurate reservations, please complete this reservation request and return it before **08/05/01.**
Requests received after this date will be accepted based on room and rate availability. Reservation requests must be accompanied by a deposit equal to one night's room rate plus 12% occupancy tax. This deposit will be applied to the last night of the reservation.

Room type preference:	Single	Double	Triple	Quad
☐ King	$99	$99	n/a	n/a
☐ Two Double Beds	$99	$99	$99	$99
☐ Concierge King	$119	$119	n/a	n/a

Special Requests (subject to availability)

- ☒ Roll Away Bed ($10 per night) Available in King bedded rooms only
- ☐ Crib ($10 per night)
- ☒ Wheelchair Accessible
- ☐ Nonsmoking Room

Name:_____ Arrival Date:_____ Arrival Time:_____

Address:_____ Departure Date:_____

City/State/Zip:_____ Additional Guest(s):_____

Telephone:_____ _____

☐ I have enclosed a check in the amount of one night's room rate plus 12% occupancy tax.

☐ Please charge one night's room rate plus 12% occupancy tax to the following credit card:
☐ Mastercard ☐ Visa ☐ American Express ☐ Diners Club ☐ Discover

Card Number_____ Exp. Date_____

I understand that I will forfeit my deposit in the event that I do not arrive or cancel less than 48 hours prior to arrival (unless contracted differently). All reservations will be assesed a $50.00 early departure charge for each night I check out in advance of my scheduled departure date.

_____ _____
Name of Credit Card Holder Signature of Card Holder

Maximum of two rooms held per name. Bed types are not guaranteed and are based on availability.
* Check in time after 4:00pm. Check out time is 12:00 noon. Occupancy tax is subject to change.
* Cancellation or modification of reservation must be made at least 48 hours prior to arrival to avoid forfeiture of deposit. Ask for and retain cancellation number until you receive refund of deposit or credit to credit card.
* No charge for children under 18 when sharing room with parents and using existing bed space.
* All hotel accounts are subject to credit arrangements at time of registration and payable on departure.

Please call 800-426-8483 for reservation assistance

REUNION 2001

The 34th Bomb Group will hold it's Annual Reunion at the DeSoto Hilton Hotel, 15 East Liberty Street, Savannah, GA 31412 TX 912-232-9000, from 5 - 9 September 2001

Hotel reservation forms are included in this issue. Send your check or credit card number directly to the Hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H. Wright
411 Parkovash Ave.
South Bend, IN 46617-1029
TX 219-232-4287

Make checks payable to **34th Bomb Group Association**.

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR-GOLF REGISTRATION FORM

REGISTRATION AND SCHOLARSHIP FEE $15.00 EACH PERSON **NOTE: Both Member and Spouse or Guest must pay**		X___=___
9/7 Friday	Breakfast $11.00 per person	x___=___
	Tour of 8th AirForce Museum $16.00 per person (includes transportation and cost of admission)	X___=___
	Dinner $25.00 per person	X___=___
9/8 Saturday	Breakfast $11.00 per person	X___=___
	Gala Banquet $25.00 per person Choice of Chicken Cordon Bleu or London Broil(beef) # chicken: ___ # beef: ___	X___=___
9/9 Sunday	Breakfast $11.00 per person	X___=___
	TOTAL	___

Name_____ Spouse/Guest_____

Address_____

City_____ State_____ Zip Code_____

NOTE: All prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags _____Yes _____No

REGISTRATION DEADLINE IS 5 AUGUST 2001

Full refund given (less $5.00 for Scholarship Fund) if notice of cancellation received by 2 September 2001.

PX ORDER FORM

NEW: AUTO WINDOW STICKER - 2"X41/4" BLACK AND SILVER
VET: WWII U.S AIR FORCE OR VET: WWII US ARMY AIR CORPS.....$4.00 EACH OR 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH.....$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition.....$49.95ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No).....$ 7.00ea.
LICENSE PLATE (34th Bomb Group).....$ 4.00ea.
LICENSE PLATE HOLDER (2 for $5.00).....$ 3.00ea.
PATCHES - 8TH AIR FORCE OR 34TH BOMB GROUP.....$ 5.00ea.
PATCHES - 8TH AIR FORCE (Gold & Silver Bullion Thread).....$ 9.95ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st.....$ 5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5".....$ 1.50ea.
BUMPER STICKER - 34TH B.G. - 3" X 12" .....$ 1.50ea.
BELT BUCKLES - 34TH B.G. (VALOR TO VICTORY).....$ 8.50ea.
BOLO TIES - 8TH AIR FORCE - 34TH B. G. - B-17 - B24.....$ 6.00ea.
KEY RINGS - 8TH AIR FORCE - B-17 - B-24.....$ 4.00ea
HAT PINS (FOR DECOR) B-24 - B-17 or POW .....$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN).....$ 3.50ea.
WINGS - 2 3/4" - PILOT - BOMBARDIER - NAVIGATOR - GUNNER.....$ 4.00ea.
WINGS - 2" CREW.....$ 4.00ea.
WINGS - 1" - PILOT - BOMBARDIER - NAVIGATOR - ENG - GUNNER..... .....$ 3.50ea.
TIE TACK - 8TH A.F. - 4TH - 7TH - 18TH - 391ST SQDNS.....$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE
DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM.....$ 1.49ea.
CAPS - SOLID ROYAL BLUE (New 34th B.G. Design).....$ 7.00ea.
CAPS - 34TH. B.G. (Mesh back).....$ 6.00ea.
CAPS - 50TH ANNIVERSARY - 8TH A.F (Royal Blue).....$ 5.00ea.
V.C.R. TAPE 58 mins. (" Start Your Engines + 50 Years").....$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green - beautiful)
MED. LRG. XLRG. XXLRG.....$24.50ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO - (no pocket).
MED. LRG. XLRG. XXLRG.....$24.50ea.
MEN'S POLO SHIRT (White W/ Emblem - no pocket) Large or X Large.....$27.00ea
LADIES POLO SHIRT (White W/ Emblem - no pocket) Large or X Large.....$27.00ea.
SPORTS BAG - WHITE - W/Emblem.....$10.00ea.
RUBBER STAMPS (3 B-17'S IN FORMATION).....$ 7.95ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

Please add $.3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683 - 2900
e-mail kenpax1@aol.com

We will have several new jackets for viewing at Savannah and need your help in deciding which one to have our logo and name on.

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

PROPOSED AGENDA

34th BOMB GROUP REUNION

DESOTO HILTON HOTEL
SAVANNAH, GEORGIA

WEDNESDAY 5 SEPTEMBER 2001

1300 - 1600 hours	EARLY BIRD REGISTRATION (lobby area)

THURSDAY 6 SEPTEMBER 2001

1000 - 1600 hours	REGISTRATION (lobby area)
1500 - 1700 hours	Board of Directors meeting - Hospitality Suite 421

FRIDAY 7 SEPTEMBER 2001

0730 - 0830 hours	Breakfast - Harborview Room 15th floor
0900 hours	First Group departs Hotel for tour of 8th AirForce Museum
1000 hours	Second Group departs Hotel for tour of 8th AirForce Museum Lunch will be on your own.
1430	First Group returns from tour
1530	Second Group returns from tour
1800 - 1900 hours	Cash Bar - Harborview Room 15th floor
1900 hours	Dinner - Harborview Room 15th floor

SATURDAY 8 SEPTEMBER 2001

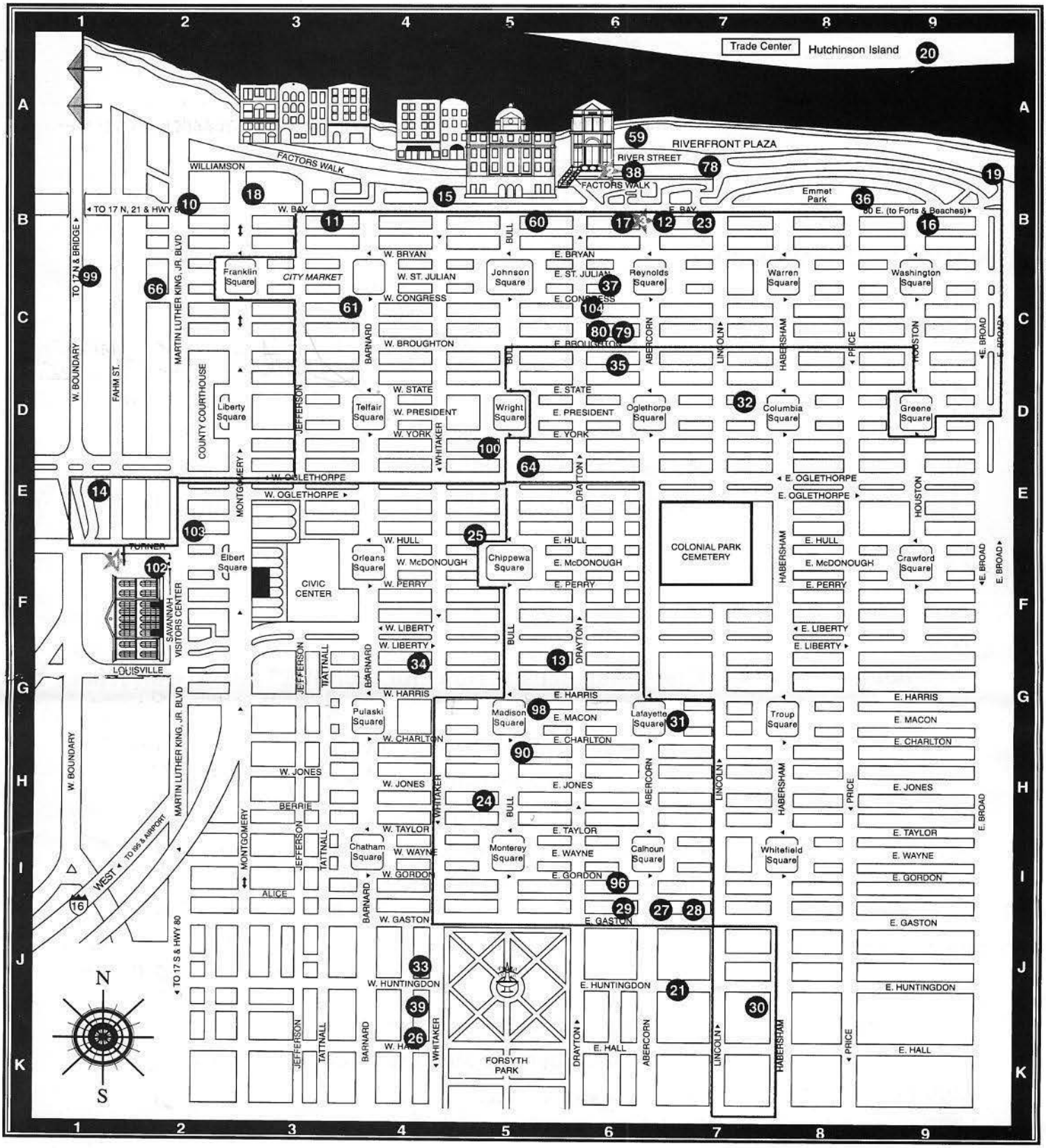
0730 - 0830 hours	Breakfast - Harborview Room 15th floor
0900 hours	General Membership Meeting following breakfast
1200 hours	Lunch on your own/free time
1800 - 1900 hours	Cash bar - Atrium 1st floor
1900 hours	Gala Banquet - Atrium 1st floor

SUNDAY 9 SEPTEMBER 2001

0730 - 0830 hours	Breakfast - Atrium 1st floor Farewells until 2002

Post Exchange (Monterey Room 2nd floor) to be open at hours yet to be determined.

HISTORIC DISTRICT MAP



10. Best Western
11. Days Inn
12. Hampton Inn
13. Hilton Savannah DeSoto
14. Howard Johnson
15. Hyatt Regency
16. Mulberry Inn
17. Oglethorpe Lodge
18. Quality Inn
19. Savannah Mariott Riverfront
20. Westin Savannah Harbor Resort
21. Azalea Inn
23. East Bay Inn
24. Eliza Thompson House
25. Foley House
26. Garden Inn
27. Gaston Gallery B & B
28. Gastonian
29. Granite Steps
30. Habersham Inn
31. Hamilton-Turner Inn
32. Kehoe House
33. Magnolia Place Inn
34. Manor House
35. Marshall House
36. Olde Harbour Inn
37. Planters Inn
38. River Street Inn
39. Whitaker-Huntington Inn
59. Riverstreet Riverboat Company
60. Savannah Onstage
61. Ray Ellis Gallery
64. Juliette Gordon Low Birthplace
66. Ships of the Sea Museum
78. Boar's Head
79. Casbah
80. Sakura
90. Savannah College of Art & Design
96. 'The Book' Shop
98. E. Shaver, Bookseller
99. Grayline Tours
100. Hospitality Tours
102. Old Savannah Tours
103. Old Town Trolley Tours
104. Savannah Walks

— Free CAT Shuttle route

Visitor Information Center

NAVIGATOR TO CREW!!

Remember guys when we came together to form the crew in Dec. of 1943? Our training days with Schiller, our first pilot. And how lucky we were to get J.C. Smith as our new skipper?

All the training missions in good old Blythe, the hellhole of the universal, and how we counted the days 'till we could go on leave to Hollywood. Up RT.66, thru Desert Center, Twenty Nine Palms and San Bernadino then on to L.A. and then back to the salt mines. More flights, more practicing navigation, bombing and gunnery. Finally, we received our new bird. "The Nearsighted Robin". Where did we get that name? As many crew members as we were, that's how many stories there are as to the origin.

Up to Lincoln to the modification center for 10 days. Great steaks as I recall. Then we were airborne and opened our orders. The ETO, the 8th Air Force. The first stop was Morrison Field, Florida, just outside West Palm Beach. On to Trinidad, Natal, Belem, Dakar, Marrakeech and then to Holyhead, Wales. Just as a sideline, do you recall the rum we bought in Trinidad and the silk stockings in Brazil?

After Holyhead, we flew to Mendlesham. More practice missions and then our 1st real one. Hey guys, remember the 1st burst of flak? Looked like dirty smoke. Then they got our range. Boom, The Robin would go up a couple of feet from the concussion. Scary, wasn't it? I was that's for sure.

Then, the real surprise. We were taken off ops. and trained in B-17's. As I recall, it took three weeks. Then our 1st B17 mission, Kassel, Germany. My only trip in a 17. When we landed, I was told I was done. Believe the gunners, radio, and engineer were also finished. I sure as heck did not argue. I was done. Finished. Smitty, Fred and Vic flew 4, more I believe.

The sixty four dollar question. What was the name of our B17? "The Miss Behavin Ravin". Gary Ferrell furnished me that nugget of knowledge.

Guys, we were very lucky. No wounds, no casualties. Ben saved my life. Fred had called for an oxygen check and I failed to respond. Ben checked on me and found me slumped on the navigator's table. My hose connection came loose and I was out cold. He put me on pure oxygen and brought me to. Thanks, Ben.

So, here we are today, 56 years later. A little grayer, a little slower, but still filled with same go-go spirit. For truly, you can really call us "The Exhausted Robins".

Let's not forget Vic Lupei and Don Morrison who have flown their "LAST MISSION". May the Lord grant them eternal peace. Amen.

Ed: Letter written by Bob Pacholski, navigator of the B24 "NEAR SIGHTED ROBIN" and Presented to the eight surviving members of the crew, all of whom attended the 34th BGA reunion in Buffalo, N.Y.

DUES
(for those who pay annually)
are due on January 1st. each year.
Please remit your $10.00 to:
HAROLD PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

If a membership card is desired,
please send a self addressed stamped
envelope with your remittance.

CHARLES CONWAY - METUCHEN, NJ

Enclosed find check for dues. Finally received Mendlesham Memories on Jan. 18th which included dues request. Lorraine and I are looking forward to Savannah. Sept. 8th is our fiftieth anniversary.

****

BILL CHEEK - LAKELAND, FL

Betty and I are at our mountain home in North Carolina. My December Mendlesham Memories arrived 1/16/01. Glad to know the Pony Express is alive and well. It is a good issue which we enjoyed very much.

We plan to get as many from my crew as we can to be in Savannah. You might recall we had 8 present in Raleigh and the local newspaper did a feature article covering us.

Our ball turret gunner, James H. Smith, passed away 9/6/00 which was listed in the Dec. issue. Enclosed is a $10.00 donation to the Summa Scholarship Fund in his memory from Betty and me.

Looking forward to see you in Savannah.

****

RAYMOND FREDETTE - ALEXANDRIA, VA

Enclosed is my check for $85.00 for a life membership in the 34th BGA.

I recently had a thorough check-up and come out O.K. so I figure I'll be around for awhile.

****

EDWARD BERRY - BENTON, AR

We've moved to Jonesboro, Ark. and are building. Will send our permanent address when we occupy our new home.

Do you remember the haystack Grezelak and I set on fire accidentally, with a flare, on June 4th, 1944? 'Caused quite a ruckus on the base.

****

ARTHUR BUSSE - ANAHEIM, CA

Enclosed please find my check for $10.00 for my annual dues.

My wife, Kathy, and I are in good health and hope you are also. We hope to go to Savannah next September. If so we will see you there.

****

LOUIS TAMBURRO - TARPON SPRINGS, FL

The 34th is looking A-OK from where I'm sitting. As old age has approached, all is still well. You also are looking great.

Keep up the good work you younger fellows are doing.

John Northrup (deceased) was my navigator, great guy.

****

PATTI GOODROE - ALBUQUERQUE, NM

Hal, thank you so much for the back issues of the 34th Bomb Group newsletters. I have been enjoying them. My father (Arcade Joubert) also thanks you. His crew of "EVADIN MAIDEN" was in the Sept. 93 issue. He was so excited! He's going to get in touch with some of his crew. He's feeling much better these days. You never know we just might make one of those reunions.

I want to thank you again for all your help. I've enclosed my membership dues, and my father's as well. If any questions you can e-mail me at Pattigal@cnsp.com.

Ed: Patti is one of our new associate members.

****

SUSAN J. PETERS-RAMOS - GLOVERSVILLE, NY

My dad, Richard J. Peters was a T/Sgt, radio operator, with the 34th bomb group. He served in Europe and participated in the invasion of Normandy and the Rhineland air offensive. He was the recipient of the good conduct medal, American Service medal, with five oak leaf clusters, the bronze star, the European service medal, with four bronze stars, and the purple heart. His plane, B-24, "OFF LIMITS", crash landed at Dungeness, on the coast. The pilot was Lt. Guy M. Gibson and co-pilot, Lt Franklin A. Draper. (From Rev. Gary Ferrell's web site "The Mighty Eighth - VALOR TO VICTORY").

My dad could never talk about the war and knowing how very painful this was for him, I would never press him for the horror stories. They are nightmares that never leave you. I am so proud of my dad and love him with all my heart and I miss him so much every day. He passed away suddenly a few years ago. GOD BLESS ALL THE MEN -you are the greatest generation of all!!!

If anyone knew my dad, please let me know. I would love to talk with anyone, thank you.

Ed: Hal Province saw this comment in Gary's web site on the B-24 page. He answered and invited Sue to become an associate member of the 34th BGA. Her answer follows.

Hello Hal,

I was very happy and excited to hear from you! I went to all of the sites which were just wonderful. I

wish so much that my father could have seen the many sites and read all of the postings from the men who were in the war. No one in our family had a computer until after his death. I just found the guest book site last week! I think that is so great. I have spent hundreds of hours trying to get as much info as I possibly can on the 34th BG and now, thanks to you, I have the missing info that I was unable to find for so long.

I would really appreciate it if you could send me a membership blank. I would like to know more about it.

Susan Peters

****

FRED BERGLUND - ENGLEWOOD, FL

There are miracles!!

I won the championship at our Wildflower C.C. here in sunny SW Florida. It took me twenty years of competing but finally I won the 54 hole tournament. Not bad for a 77 year old ex-B-17 co-pilot!

I started the last 18 holes 5 shots behind a much younger "Tiger Woods" type player.

I will treasure the trophy and brass nameplate in the clubhouse for many years to come - I hope!

PS - I was only 3 over par on the back 9.

****

LEE HARKLEROAD - BRISTOL, TN

Helen and I had been for a ride, me on my scooter and my fraulein riding Shanks mare (whatever that is). I had a flat tire on my Rally scooter and we had to return home. A neighbor loaded my buggy into his van and drove us home. I went in the house and sat down in my chair lift and had trouble breathing. My fraulein convinced me I needed to go to the emergency room where they confirmed I had had a heart attack. After an eleven day stay in the hospital they let me out this morning. I feel fine - all's right with the world - I think.

****

JOE WONG - ALAMEDA, CA

Happy, healthy and prosperous New Year!

Marilyn and I enjoyed Niagara Falls and Buffalo immensely. The Falls are so magnificent and beautiful - - what a wonderful sight! Unbelievable! The reunion group did an outstanding job with their selection of Buffalo and the hotel. Buffet dinner was the best ever! "Ho-Ho" as the Chinese would say, meaning "very good".

Kung Hei Fat Choy to your family and the members of the 34th bomb group. For the year of the "Snake" I am enclosing a donation to the Ray Summa Scholarship Fund, in memory of Ray Summa, Gerry Pine and Jack Farley.

Take good care and see you in Savannah.

KAREN LYNN JENNETTE - BINGHAM FARMS, MI

Thank you for keeping in touch with my mother, Carrie M. Smith. I am sorry to inform you of her death. Both my parents enjoyed the Mendlesham Memories and would share them with me often.

Please accept this small token in honor of my parents, Charles E. and Carrie M. Smith in hopes that it may help with your efforts to keep the Mendlesham Memories arriving in the mail boxes of those deserving of it.

****

FRED MUENTE - WAUWATOSA, WI

After sending you my original letter for renewal membership, the family came up with a birthday idea of a "Life Membership". If possible, I would like to revise the regular membership. Use the $20.00 check, previously sent and the enclosed $65.00 check as payment for the life membership.

Sorry for the confusion, but this will forego anymore of the forgetfulness that comes with aging. Thanks for your help in this matter.

****

WILLARD ATKIN - SIERRA MADRE, CA

Sorry to be so late paying dues for '01. Jean and I have had some serious health problems the past few years, but seems to be improving now. Will take this opportunity to try to bring you up to date on the make up of our crew, and correct some missing information you may have received. Our aircraft ,"Goomba" did complete 100 missions, without an abort, during our assignment of 35 missions. At what point, I can not recall. We completed our tour in late April, 1945 and , as I recall, that part of the war was over in May. Now, about our crew. We were designated as crew 101, assigned to the 391st squadron. Make up of crew:

Pilot - Joseph Sekaus, 1st Lt.
Co-pilot - Robert Mason, 2nd Lt.
Flt. Engr - John Blair, T/Sgt.
Toggalier - Malcolm Corrum - S/Sgt.
Radio - Paul Baber, T/Sgt.
Ball turret - Frank Besnier - S/Sgt.
Waist gunner - Charles Lux - S/Sgt.
Tail gunner - Williard Atkin - S/Sgt.

I'm sorry for the poor printing. I have the tremors pretty bad and am unable to write. Anyway, I hope you can decipher these scribbles. I want you to know I admire the effort all you fella's put into keeping our organization going. Wish I was able to contribute some energy to help. FYI, today is my fifth birthday since receiving my new heart.

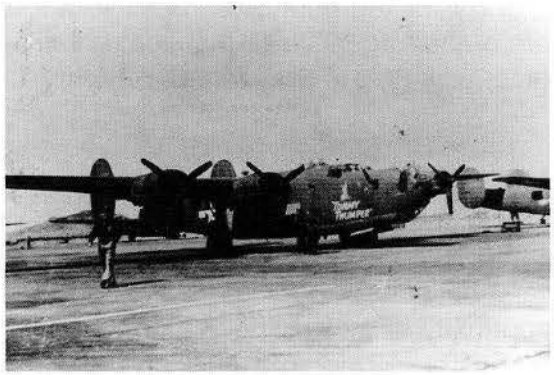
Take care and hope I have helped you.

MARIANNE (DAUGHTER OF ROSE AND ELI BALDEA)

Here is a picture of mom and dad at my house for Thanksgiving. We were able to bring him over from the nursing home and he had a good meal and a good time. For Christmas we had a party at the home and he enjoyed that also.

****

WALTER STURDIVAN - STOCKTON, CA



"TOMMY THUMPER" shown above at Blythe, California. This B-24, #41-29562 was flown to Mendlesham by Warren Thrun and his crew. The aircraft was the first 34th bomb group loss due to a hard landing, on a training mission, with a full bomb load. William Pedigo was the pilot at the time. Thrun's crew was given the B-24 #42-94811, the plane originally assigned to Allen O. Israelsen and named "TOMMY THUMPER II". This second plane was transferred to the 467th bomb group and crashed on Jan. 22, 1945 with the loss of the entire crew.

****

LON S. FELKER - MIAMI, FL

I wish to inform you that my father, Walter J. Felker, Jr. who served with the 34th BG in WWII, died this past Dec. 7th. He was a member of the 34th BGA and took considerable pride in his service with the 34th and the 391st squadron at Mendlesham, England n the years 1944-1945.

He is survived by his wife, Jane Ann Felker, his daughter, Keturah Ann Ruppert and myself (son) as well as six grandchildren and five great grandchildren.

My father retired from the Air Force after a long career that saw service, not only in WWII, but also the Korean War (B-29's) and Vietnam, stationed at Tan San Nut AFB overseeing freight operations. He was recalled for Korea and after suffering severe injuries in a civilian car-train accident in Japan, recuperated and went on to serve in the admistration with MAC, where he was twice recognized as Outstanding Transportation Officer, as other numerous decorations and awards.

****

OLIVER BOLDUC - CHAPLIN, CT

First, what a great job all the staff of MM do in creating such history for us all to enjoy. Most of us fail to put it down until we've read it all the way through. I know you need articles and I, for one, fail to pick up my pen and write, even to say thanks to all the staff.

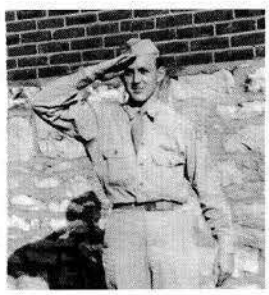
Trust you having a nice spring. We still have ice and snow but it is slowly going.

I must write a "new found" member, Norman Bolduc of the 4th squadron to find out if we are related.

****

REQUEST FOR INFORMATION
J.O. CAMP

On October 14th 1943, at the Air Force Base at Blythe, California, a B-24 belonging to the 4th squadron of the 34th Bomb Group exploded on take off killing all aboard. Among those killed, was Joseph Oscar (J.O.) Camp. It was rumored, at the time, that it was a case of sabotage.



Jim Walker of Boise, Idaho is the nephew of J.O. Camp and is interested in obtaining any information that might be forthcoming from the members of the 34th Bomb Group Association that were stationed at Blythe at the time of this incident and might possibly have known his uncle. Mr. Walker visited the base at Blythe when he was about 5 years old and remembers there being a big white X placed at the site where the crash occurred. He also recalls a S/Sgt F.L. Consiglio who accompanied his uncle's remains to his home in Illinois.

Jim and his wife Renee can be reached at:

Walker Graphics
1718 North 30th. St.
Boise, Id 83703
Or by e-mail - jw1718n30@aol.com

****

LT. WILLIAM K. MACKEY

Scott Mackey, nephew of Lt. William K. Mackey who was lost over the North Sea on August 24th, 1944, on a mission to Kiel, Germany would like to hear from anyone who remembered that mission. It was the 34th bomb group's last mission in B-24's. Any information about Scott's uncle would be appreciated. He can be reached at:

Mr. Scott Mackey
7671 Tramhill Ct.
Colombia, Oh. 43235
Phone 614- 761-7973

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ACKERMAN	HARRY	HDQLM	N PARK BLVD	GRAPEVINE	TX	76051
CAMP	JOHN, B	18LM	9250 N BAYSHORE DR	MIAMI	FL	33138
CARROLL	DANIEL, P	?	1604 NW 21ST AVE	GAINESVILLE	FL	32605
FANGUY	FLOYD, J	4	127 MAGNOLIA COURTYARD	HOUMA	LA	70364
MORTON	ROBERT, J	391	418 EAST PROSPECT ST	GIRARD	OH	44420
WALLACE	KARL, S	4LM	8922 BLOOMFIELD BLVD	SARASOTA	FL	34238
WEBSTER	GEORGE, C	7	42 BEL FLORA RANCHO SANTA	MARGARITA	CA	92688

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
EISWERT	LEONARD, G	18	02-10-1998	3024 O'DONNELL ST	BALTIMORE	MD	21224
PRATT	ROBERT, E	391	08- -1998	328 S. SAGINAW	FLINT	MI	48502
SMITH	CARRIE	7A	?	30725 TIMBERBROOK LN	BINGHAM FARMS	MI	48025

Day is done
Gone the sun
From the lakes
From the hills
From the sky
All is well
Safety rest
God is nigh

E-MAIL ADDRESS

WILLARD M. FAGER - WRFager@juno.com or brfager@srv.net

WEDDING ANNIVERSARY

CHARLES AND LORRAINE CONWAY 50 YEARS SEPT. 8, 1951

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Moving???

If you are moving, send your new address to:

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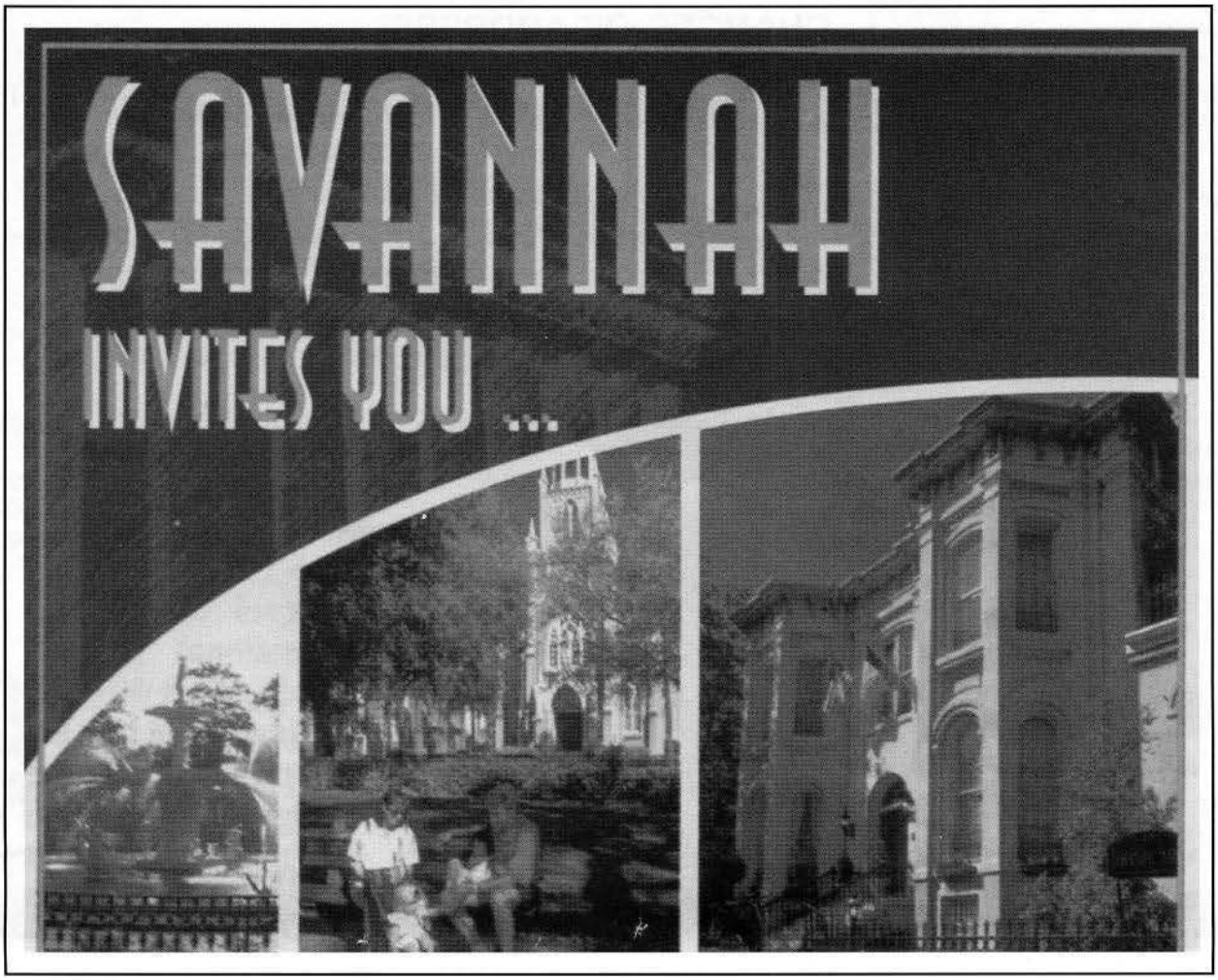
Mailing lists are given to printer on the first day of February, May, August and November for the March, June, September and December issues



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34th Bomb. Group

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VOLUME XXVI NUMBER 3 SEPTEMBER, 2001

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON 18TH SQUADRON 391ST SQUADRON 7TH SQUADRON

A Tribute
to those who served in the
British RAF Air Sea Rescue Service
In World War II

MENDLESHAM MEMORIES

Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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(316) 685-4376

DEADLINE

All material and items for the September issue of Mendlesham Memories should reach me no later than July 20th 2001. That is the date our final copy will go to the publisher.
Jack Share, editor

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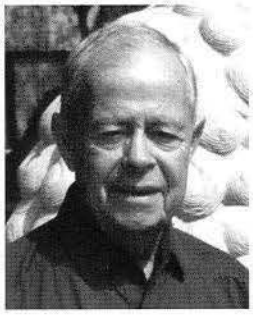
Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

share—
a thought.



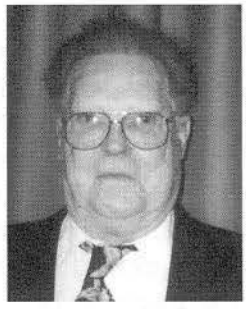
We here in Houston, Texas, and the vicinity of the Gulf Coast, are very aware of the hurricane season and respect their potential for serious destruction. But no one was prepared for the wrath and fury of the tropical depression, called Allison, which recently devastated parts of this state as well as all along the Gulf Coast and on up into the Eastern seaboard. How do you cope with 20 plus inches of rain in a few hours? The bayous overflowed, sewer drains were filled above capacity and with no place to go the water took to the streets and homes and businesses and literally brought the city of Houston to a standstill for days. To name a few of the problems, it will be months before people can get back into their homes, with nothing left. Hospitals, which had to be evacuated, are closed indefinitely and hundreds of pets, lost in the surging waters do not know where their owners are. When the storm finally left the area there were 22 people dead and 4 billion dollars worth of damage. We were very fortunate where we live, as damage was minimal, but those poor people in the flood ravaged areas are still in a state of shock and will probably never fully recover their losses. Our hearts go out to them.

In a different vein, but in keeping with the water theme, this edition of MM is paying tribute to the British RAF Air Sea Rescue service of World War II which saved over 13,000 lives from the cold seas, many of them Americans. Every airman who flew from East Anglian bases was assured by the presence of these reliable high speed launches, and the men who manned them, of the possibility of being rescued after bailing out or ditching into the sea.

We are fortunate to have an ex member of that service as an associate member of our 34th Bomb Group Association. I was personally introduced to Aubrey Meadowcroft one day in April 1945 when he and his crew of HSL 2579 plucked the B-17 crew of Dinah-Mite from the icy and dangerous waters of the North Sea after being pummeled by German anti aircraft fire over Dunkirk. His article in this issue tells of his life in the Air Sea Rescue service during World War II where he served as first class coxswain on a high-speed launch. To say our crew will always be indebted to him and his crew would be putting it mildly.

Jack Share, Editor

PRESIDENT'S MESSAGE



Reunion time is fast approaching and I hope you are making plans to join us in Savannah, Georgia in September. We are in the twilight of our lives and need to take advantage of our remaining time to remember and honor those who have gone before.

Father's Day has come and gone and I hope all of you had a wonderful day. Personally, I had the opportunity to fly in a rebuilt B-25 bomber. It was quite different from any plane I have flown in. It made me appreciate flying heavies rather than mediums. Space was very confining, particularly since I no longer bend well. The noise was unbelievable. In spite of this I really enjoyed a chance to fly in another warplane of WWII.

We can still take some consolation in the fact that, because of our efforts over 55 years ago, we still live in a free nation where "OLD GLORY" still waves, as a symbol of freedom and democracy.

Audrey and I are looking forward to seeing you in Savannah.

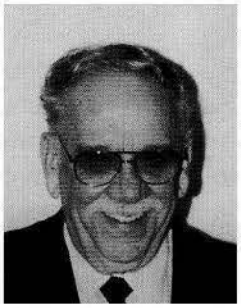
Claude Gibbs,
President

DUES

(for those who pay annually)
are due on January 1st. each year.
Please remit your $10.00 to:
HAROLD PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

If a membership card is desired,
please send a self addressed stamped
envelope with your remittance.

TREASURER'S REPORT



Each year after the June issue is mailed I am surprised by the response I get in the mail!! This year is no exception. I've heard from men who haven't paid their dues for several years, most of them including a check in order to get back on the roster of paid-ups. Perhaps it is the reunion in Savannah - or are they getting older and want to again be involved in the 34th BGA? And as I've told many, I don't dun for the years missed. If they send in dues for two years I credit for this year and then mark Paid-Up for the next year also. You can always check on your status by looking at your mailing address: Following your name are two items - 1) Your organization in the 34th and 2) the current year for which you paid dues. I have to use a code to escape the 2YK problem so A1 means 2001, A2 means 2002, etc. So don't expect a letter from me telling you that you owe dues for the year. Dues are payable following the December issue of Mendlesham Memories.

I warned the membership that we were going to put out a new roster soon and asked for address changes. So up-date your roster by the changes Jack has included elsewhere in this issue.

It may be close and may not happen, but between Jack, the publisher and the printer they hope to have the September issue of MM in the mail before you leave for the reunion.

God willing, and we don't get any hurricanes, I look forward to seeing you at the reunion in Savannah!

May God abundantly bless!
Hal

MOVING???

If you are moving, or have moved, send your new address to:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

Mailing labels are printed on Feb. 1, May 1, Aug.1 and Nov.1 for the March, June, September. and December issues.

Thought for today:

"No date on the calendar is as important as tomorrow.

- Roy W. Howard,
American newspaper
Publisher (1883 - 1964)

REUNION COMMITTEE REPORT

The 17th Annual Reunion of the 34th Bomb Group (H) Association to be held in Savannah, Georgia, at the Hilton Savannah De Soto Hotel, is fast approaching - September 5-9, 2001.

We have 89 reservations as of now - including several first timers and some that have not attended recently. The Reunion Committee welcomes everyone and will do our very best to help you meet old friends and make new ones. For further information on Savannah, refer to "Mendlesham Memories" - June 2001 issue.

We hope to have the arrangements made for Salt Lake City, Utah, our 2002 reunion site, by reunion time. Seymore Isaacs, who lives in the Salt Lake area, will help in the screening process for our 18th Annual Reunion. He will be able to cut down on the number of hotels that will have to be looked at. We had talked about what we needed while we visited during the 8th Air Force Historical Society meeting and he volunteered to help us out.

We will be looking forward to seeing all of you at the September Annual Meeting in Savannah. Some of you will receive this before the reunion, some later due to mail delivery problems

Good health to all. Take care and we will see all of you at the reunion.

THE REUNION COMMITTEE
Harold Rutka
Robert Wright
Bruce Sothern

Life in the RAF
Air Sea Rescue Service

By Aubrey Meadowcroft

As far as I can tell from the latest roster, I am the only former member of the Royal Air Force accredited with membership in the 34th Bomb Group (H) Association. This being the case, I thought perhaps you would like to know something about me and my RAF service and how I came to be a member in your organization.

When World War II broke out in September 1949, I was on vacation from school which was due to reassemble at the end of the month. But, not knowing what Hitler was going to do, and with the school located on the outskirts of London and likely to be caught up in any random bombing, the school closed down. I was not quite seventeen at the time and due to go to the university the following year. So what did I do? Along with lots of other boys and girls from the two grammer schools, we set out filling sand bags to shore up the windows and walls of the local hospital. This turned out to be a good move because our benefactor took us all over to the local pub the "Leather Bottle" each day and bought us a couple pints of beer.

When I turned seventeen, I hiked off to the local recruiting office and applied for the RAF. But, not being the required seventeen years, nine months of age this required my parent's permission - and they declined. I found a job with Lloyds of London in downtown London listening to the continuous German bombing attacks. Upon reaching the required age for enlistment, I offered myself as aircrew in the RAF. However, because of astigmatism I was rejected for pilot training and was told I could go home and await for the draft, which could have meant either the Army, Navy or possible Air Force. The alternative was to remain as a volunteer going into an alternative ground trade within the service. I opted for this, especially when they suggested Marine Craft. I did not know much about this except that they had some very fast rescue boats known as HSL's (High Speed Launches). This branch was expanding and needed personnel. From that moment I was in and given seven days special leave to clean up my private affairs and then report to the recruiting center for initial training, assault courses, weapons, marching - the lot.

Being very "wet behind the ears", I was posted to my first Marine establishment at Felixstowe to learn and work afloat before going to the No.1 Marine Craft Training School at Calshot, near Southhampton, for a very intense couple of months, learning all the basic skills needed to be an efficient motor boat crewman.

After posting out very well, I was rewarded with a posting to Sullom Voe at absolutely the extreme end of the country in the Shetland Islands, far off the northern coast of Scotland, where I languished for nearly two years on a very large Marine aircraft base with Sunderland and Catalina flying boats that were covering Russian and North Atlantic convoys, searching out U-boats - with great success. The weather was unbearable, the work hard and the hours long. But, I did learn my trade which ended with a promotion to first class coxswain with the skills and authority to take charge and handle any seagoing boat in service with the Air Force - nobody could have wanted more than that.

Having more than finished my tour of duty at Sullom, I was returned to Felixstowe where I had been as a raw recruit, but now being a part of management. Felixstowe, being located at the entrance of the river where the winds and tides had so much influence on the close in maneuvering of the flying boats as they came in from all over for major, scheduled maintenance and repair. The RAF had no amphibs and I was able to pass on much that I had experienced and learned in the Shetlands. But, my stay there was comparatively short.

Once again, I was back in Calshot with the responsibility to collect and deliver any type of large seagoing craft wherever it was allocated around the British Isles and islands and also to collect them new from the makers. With the ultimate experience of learning about the many virtues and shortcomings of any particular type of craft. This proved to be one of the most enjoyable periods of my service.

It was from Calshot, being at the entrance to Southampton waters, where the major part of Operation Overload was to sail. It was also from here that a new unit was set up designated as No's 32/33 Mobile Air Sea Rescue Unit formed specifically to cover air activity expected once the invasion had started. When the invasion started, we were to spend 3 to 5 days on the beachhead in Normandy, returning to Calshot for two days for maintenance and servicing, before returning to the beachhead. There was so much debris floating around in the channel that we were always hitting something. Can you believe it? As an HSL we even collided with the turret of a Sherman tank that had slipped off its landing craft and gone straight to the bottom. It wiped off all our underwater gear, props, rudders, the lot and we had to be towed ignominiously back to Calshot for repairs.

As the armies consolidated their gains in

France, Belgium and Holland, we moved up the coast to Ostend, Belgium taking over the German E Boat pens as our base and headquarters, remaining there until the end of hostilities. It was quite a lively place to be, very close to the fighting and with the Yanks from Mendlesham and elsewhere having their daily "parties" overhead.

It was while at Ostend, on April 5th, 1945 that I had my introduction to the 34th Bomb Group. We were on stand by late in the afternoon when we got a crash call for an American plane reported down just off the harbour entrance to Dunkirk. Our initial plot put it in the Market Square. However, we were joined by a P-47 Thunderbolt which honed us in on the spot where we found two dinghies. It was a bit hairy as they were only about a mile off shore where it is very shallow, the seas very rough, with high waves, and where the Germans were still surrounded in the town. We had no chart to show where the their mine fields were. We recovered the six surviving crewmen and made a hasty retreat to the tune of some 88 MM gun fire back through the mine fields again. It was getting dark by now and we were still two hours from base so the throttles were thrown open and we just flew a long - without hitting a mine. The crewmen of Dinah-Mite were treated en route and were duly handed over to the ambulance crews awaiting them at the dock in Ostend. They were whisked away to the hospital for treatment of severe shock and wounds, especially the radio operator who was in a pretty bad state.

To the best of my recollection, it was quite dark by the time we were able to get back to our moorings and shut down our engines. It was then our fitters told us our middle engine of the three was glowing red-hot and had been running on a wing and a prayer on the way back. There was a gate on the throttles that allowed us to run through for a maximum of 15 minutes - ours had been wide open continuously for at least two hours - needless to say, that engine never ran again.

The radio operator, Jack Share, was taken to a British hospital in Blankenburg, Belgium where I visited him the next day after which he was whisked away by the Americans. It would for another fifty years before I saw him again when he managed to find me (Oh, how he had changed!)

Hostilities ended shortly thereafter when we returned to England, turned in our beloved 2579, picked up a refurbished launch and were dispatched, along with five other crews, to a little island, all to ourselves, in Oslo fjord, Norway where we spent the summer of '45. We were then dispatched back to England via Sweden, Denmark, Germany, Holland, Belgium and then to Gorleston where it all started with launch 2579 in May 1944. A lot of water had flowed under the bridges between those dates. Here the unit was disbanded .

My posting from there, after Christmas at home, was back to the No 1 training school where I saw out the remainder of my time in the Air Force as an instructor to all those who were still "wet behind the ears" in the handling of RAF marine craft. I left in August, 1946; my career in the RAF was finished on the last day of October.

I would love to be able to come to the US and shake hands but distant travel is not on for either my wife, Joan or me. I have seen George Mehling, pilot of Dinah-Mite and Jack Share who came to visit me and that was great joy.

As you may have gathered, I am very proud to have been a member of the Royal Air Force and am equally honoured to be associated with the 34th Bomb Group Association.

My Forgetter

My forgetter's getting better,
but my remember is broke.
To you that may seem funny but,
to me, that is no joke.

For when I'm "here" I'm wondering,
if I really should be "there".
And, when I try to think it through,
I haven't got a prayer!

Often times I walk into a room,
and say "what am I here for?"
I wrack my brain, but all in vain,
a zero, is my score.

At times I put something away,
where it is safe, but, Gee!
The person it is safe from
is generally me!

When shopping I may see someone,
Say "Hi" and have a chat.
Then, when the person walks away,
I ask myself," Who the heck was that?"

Yes, my forgetter's getting better,
while my rememberer is broke.
And it's driving me plumb crazy,
and that isn't any joke.

PRESS RELEASE

Former Prisoners of war: The VA Wants You

If you are an ex-POW or know of someone who is, please respond to this announcement. The American Ex-Prisoners of War, Inc., has worked hard over the past 20 years to determine the effects of the POW experience on the health in later years of our POW veterans. The Veterans Administration provides benefits related to over 20 health maladies that were presumed to be initiated because of severe prisoner of war conditions suffered in the hands of the enemy. These presumptives include frostbite, heart problems, post traumatic stress, malnutrition, osteoarthritis, and many others. For instance, we who were shot down and experienced the forced marches in the coldest winter, 1944-1945, northern Germany had had in years can well remember the swollen, cold feet; and later heart problems and residuals of frostbite are presumed by the VA to have resulted. Tax-free disability compensation is provided for such.

The American Ex-Prisoners of War organization can keep you informed about the special benefits due former POW's and their spouses or widows. Their volunteer accredited National Service Officers will do their best to help you present your valid claim to the Department of Veterans Affairs, without charge. For more information contact:

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c/oNational Service Office DVARO
National Headquarters
OR
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3201 E Pioneer Pkwy. #40
Phoenix, AZ 85012-2421
Arlington, TX 76010
(602) 745-2201; (602) 745-2203FAX
(817) 649-2979

ASSOCIATE MEMBERSHIP

(An open letter to the members of the 34th BGA from our Corresponding Secretary and Treasurer, Hal Province).

As was mentioned in the June issue, I have been answering Internet Postings and have been getting inquiries from second and third generations of our members. For the most part, the inquirer wants to determine what Dad, Grandpa, Uncle or Cousin did when they were part of the 34th Bomb Group! "They never wanted to talk about it and now they are gone and I'm trying to piece together the information!"

I try my best to supply what information I have available and pass on to Gary Ferrell those questions on: 1) What missions were flown in. 2) What aircraft on. 3) On which dates were they flown. After supplying the available information I usually pass on the idea that we will accept requests for associate membership from anyone who has the same interest as most of us have in the 34th BGA, which is, "Keeping the organization alive and telling the story of the 34th Bomb Group in World War II!" I believe it is our duty to pass the 34th bomb group heritage on to our children and grandchildren. I ask each of you to consider making, or offering your kin, the idea of associate membership in the 34th BGA.

At our reunion in Savannah in September, we should pass an enabling amendment to our constitution that will give a vote to the associate members who have been associate members for two or more years running. In my opinion, this should have been done last year! Until we give the privilege of voting to these associate members we are a last man's organization. I don't want to see that happen! The interest is there, in our heirs, and we need to make certain that they can carry on the heritage of the 34th Bomb Group.

Hal

Double Take

This fellow felt sick and decided to go to the doctor. The doctor examining him say's "Well, I can't seem to find the problem, but I think it has something to do with alcohol." "Well then I'll come back when your sober."

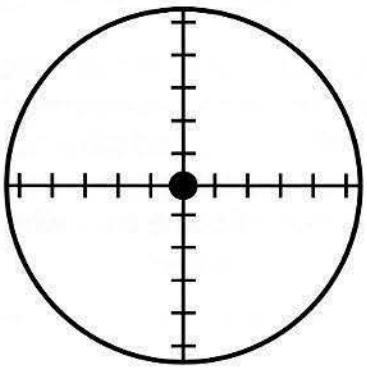
Fighters and the 34th

By March 1945 the Luftwaffe combat policies were shorn of their former arrogance, even compelled to restrict their attacks to make the most of every hour in the air and drop of gasoline. What remained of enemy aircraft after Allied fighters destroyed them in the air and on the ground and bombers kept them hopping about by tearing up their airfields were forced to avoid dogfights and attack bombers whenever possible. Formerly, Luftwaffe pilots had preferences and "priorities" according to whether it was a Fortress or a Liberator formation, or the color insignia on their tail sections marking their favorite groups to hit.

The 34th, with many more hours of formation flying under its belt than average, could hold a close formation. The enemy knew it was an old group fresh from good training in the States. At first they preferred to let the "stranger" alone and continue attacking their favorites. This policy held until March, and other units flying in front or behind the 34th were hit instead.

But on March 2nd, when Allied bombers were roaring over the Reich a thousand at a time, it was a desperate case for attacking fighters. At 1017 hours, on the bomb run to Dresden, the spare but speedy Luftwaffe appeared and 35 jet propelled fighters made intermittent attacks in elements of three, peeling off to close in from all positions and levels. The 34th's only loss was their record; none of the bombers were shot down, and the attackers gave up at 1035. Group gunners claimed eight enemy fighters destroyed, seven probably destroyed and five damaged. Gunnery training had not been relaxed in ten months although hardly a gunner flying that day had ever seen an enemy in his gunsights or was from an original crew.

The enemy did more than make passes during that month. On March 30th on an attack on Hamburg, two of our planes received major battle damage, seven minor. The most spectacular damage to any of the Fortresses occurred to one named "Thelma Jane", piloted by 1st Lt. Carl Washburn. The following account of the mission is told by the tail gunner in his own words.



The Story of "Thelma Jane"

By Jack Kling, Tail Gunner

What started out as a beautiful day for "Thelma Jane", a Fortress (B-17) and crew with 1st Lt. Carl Washburn in command, suddenly turned into a day of fighting for their lives. We were flying from the assembly point to the target for the day, the shipyards and oil installations in Hamburg, Germany.

The propeller hub of #3 engine froze, making it impossible to change the pitch of the blades. This caused quite a dilemma in that if we returned to base or dropped down to a lower altitude it would appear that we were deserting our mission. So, we shut down the engine, which was now windmilling, causing us to lose speed as we kept falling back in the bomber stream.

We must have been at least an hour behind the main 34th group as we turned on the I.P. and headed for the original target. When we got to Hamburg the sky was full of debris and flak was heavy. It seemed like moving barrages, one high, one low were coming at us. Suddenly, from out of the sun and contrails came a ME 262, the new German jet fighter, with cannons firing at us. Being at the tail gunner position, I sounded the alarm by return fire. The fighter scored a hit on the trailing edge of the left wing, which shot out the aileron and wing from the tip to almost the engine nacelle. It exposed the gasoline lines from the wing tip to the main tank; thankfully, the gas was already transferred.

After much discussion between the navigator, pilot and flight engineer it was decided to turn slowly toward England rather than head straight north to Sweden. They accomplished this by a slow flat turn to avoid losing the wing completely. Within the next half-hour, another Me 262 appeared and the ball turret gunner and I opened fire as soon as he got into range. My sight went completely out but I sighted as well as possible down the gun barrels. The ball turret gunner called that the tracers were all around the jet but we did not see him go down.

The navigator plotted a course over the North Sea. The radio operator contacted the British Air Sea Rescue to stand by, as we were not sure if we could maintain enough altitude to reach Mendlesham. The pilot fought the controls all the way from Hamburg as we made a long, straight approach to the runway, finally landing (very rough) without any casualties.

Interrogation followed from our group as well as Wing personnel. E for easy, "Thelma Jane" was sent to the hanger for a new wing and off to London Town for the crew who jelled together that day to continue their battle until the end of the war.

Crew of the "Thelma Jane"

Co Pilot	-	Thomas Bond
Navigator	-	John Perez
Gunner	-	John Polly
Tail Gunner	-	Jack Kling
Pilot	-	Carl Washburn
Flt Engr	-	Crawford Hardy
Gunner	-	Thomas Needham
Toggaleer	-	Fred Kitlinger
Radio	-	Erwin (Skip) Moen

Battle Damage Inflicted by ME 262

#159 Gustrow Suicide Mission

by Fred Berglund 7th Sqd.

An amazing book "The Flight of the Luftwaffe" by Adrian Weir has finally been published. The book is about the suicide attack on the 8th Army Air Corps, April 7th, 1945.

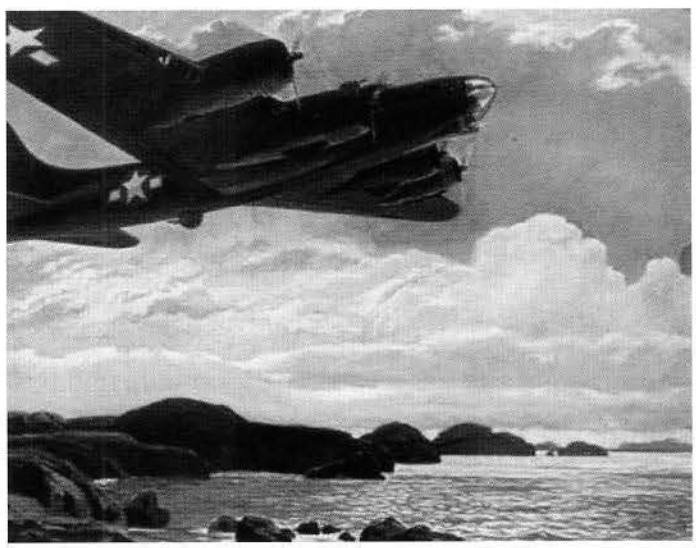
The 34th bomb group was a part of that mission on that fateful day. From my co-pilot seat, I witnessed history being made. I saw two German ME109 fighter planes dive straight down 1000 ft. into two B-17's, with yellow tails, in the bomb group ahead of the 34th. Their suicide rams were within one minute of each other. All that was left was two giant puffs of black smoke, which we flew right in to. Not one speck of wreckage could be seen of the 4 planes. Smithereens were all that was left.

The book shows that we followed the 493rd bomb group. The appendix does not show that the 493rd lost 2 B-17s due to ramming so we must have been following another group.

I checked a letter I wrote after the Gustrow mission and I wrote that we lost a fellow crew of the "Gotta Haver" that day. I saw the plane go down smoking after ack -ack hits to the engines. The crew bailed out and we saw several men a few weeks later. Patton's 3rd Army rescued them from a German jail and the guys were all welts from being beaten up by farmers with clubs. I saw the pilot, Paul Roscher, at a 8th Air Force reunion in Los Angeles in 1982. He was badly burned, as he had to stay with the burning B-17 until the crew all bailed out. He remained in a German hospital and said he never saw any of his crew again.

My letter after the mission stated that we had major damage to 11 of 13 B-17s in out 7th squadron due to heavy flak that day. Only two planes could fly on the next day. I reported the suicide collisions to G-2 after the mission and they said it was due to young, inexperienced pilots. I told the "BS" we had seen German pilots fly through out 34th bomb group that day and there was no "inexperienced collisions". Our flight engineer, Weber Butler and our ball gunner, Mike Jacobauski shot hell out of a ME262 which came from 2 o'clock high right at us. The 262 flew apart right off our wing. Reports said the pilot had bailed out before the plane busted up.

I had guessed that the suicide pilots were young German Hitler Youth," Jugend". The book has pictures of many outstanding decorated veteran German pilots who wanted to die for the "Fueher" and their country.



The suicide "Elbe" German pilots numbered 120. From 25 to 40 died on April 7. They destroyed 13 American bombers on that day and 188 suffered major damage.

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Wichita, KS 67206
Tel: (316) 683 - 2900
e-mail kenpax1@aol.com

We will have several new jackets for viewing at Savannah
and need your help in deciding which one to have our logo and name on.

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

A Crew Chiefs Anguish

By Oliver Bolduc

Much has been written lately about the 34th's 64th mission on September 17th 1944. This was the first mission after transition to B-17s. On that day, the B-17 assigned to me, as a crew chief with two assistants, went on that mission and failed to return to our Mendlesham air base. Its assigned number was 43-38365-N from the 391st ssquadron.

My notes show it was a 5 1/2 hour mission to bomb tactical targets at Derben, Germany. That was the first, and only, mission that new aircraft went on. I have no record as to why it failed to return.

Words can never be put into writing the sadness, the heavy hearts, the complete empty feeling, the wonders of what happened, what went wrong. Did we, as crew chiefs and assistants, overlook, or fail to check something, before we allowed the bomber to leave our hardstand? We try to accept the fact that "war is Hell" and that we all accept and do our very best for our country and the beautiful flag of our Land of Freedom.

I became friends of pilot Hazen Eastman, who was shot down over our Mendlesham base by the German intruders. Lt. Eastman was on the 13th bombing mission for the 34th bomb group. Two men bailed out before the B-24 - 4252733 crashed in flames about 11:00 P.M. Of the two who bailed out, only Edwin J. Irwin lived as they were very close to the ground.

I was crew chief on that plane and witnessed the entire catastrophy and have to grieve over that loss and others and with God's help find peace of mind, 'tho I do have flashbacks.

D-DAY TURMOIL

From Allen O. Israelsen, 4th Sqd.

A booklet titled " Thunderbolts Over High Halden" about those early morning D-day rendezvous' was written by an Englishman Graham J. Hukins, believed to have been a youngster living nearby, when the 358th, P-47 fighter group moved into south England's High Halden "Advanced Landing Ground" in April 1944 - the same time we were moving into Mendlesham. The booklet (84 pages published in 1996) is based on operational records, plus anecdotes and photos, collected from veterans of the group. Through a nephew of my wife, Agnes, I met the daughter of Capt. Howard Gurley of the 365th Squadron, 358th Group. She loaned me this book in which Capt. Gurley describes the early morning rendezvous on June 7th as follows:

The fun began once we were airborne. Although we each had assigned positions in the flights, it was impossible to join up in any semblance of staying in formation using the other planes lights - red on the left wing, green on the right. We did not know whose wing we were on. After our 'leader' circled our field quite a few times with planes on his left wing and also on his right wing, he decided he had better fly a heading to our rendezvous point. We later learned that we were flying on the wing of one of our new inexperienced pilots.

With all planes airborne, the group set course for their rendezvous at Portland Hill. One plane aborted with electrical failure and others returned early because the weather and darkness made it impossible for them to make the rendezvous.

Capt.Gurley's description of their problems in P-47's surely reminded me of our similar problems in getting into formation on D-day with the 34th Group's B-24's. It was a very dark morning and in addition to the jammed beacons going on and off we occasionally were in and out of thin clouds and - oh yes, after forming, we flew up to Scotland and flew more race track patterns until our time to join the bomber stream and fly south across England and the channel to our target at Caen. After all that preparation it was a big disappointment to not bomb because of cloud layers between us and the target. Then it was a long way home, flying west and north to stay clear of other activities over that busy channel. No wonder Miser Agent ran out of fuel.

Another quote from the book:

28 May 1944, the group dispatched 49 P-47's to provide withdrawal support for 8th Air Force heavy bombers that had attacked the oil targets. Led by Lt. Col. Therriault, this was on of the 358th Fighter Group's longest hauls so far, deep into
Germany.

That 28 May 1944 mission was the third one for our crew. We were lead crew for the 34th and the 34th led the 93rd Wing to the oil plant and power station at Lutzkendorf. I don't recall if it was P-51's or P-47's that escorted us out of Germany that day but it could well have been P-47's from the 358th Group.

F Y I

UNITED STATES SOLDIERS' AND AIRMEN'S HOME

For more than a century and a half the Naval Home in Gulfport, Mississippi and the United States Soldiers' and Airmen's Home, in Washington, D.C. have provided the finest retirement and medical care for our nation's veterans. Both facilities, now under the unified management of the Armed Forces Retirement Home, are considered model retirement centers, complete with on-site assisted living and long-term care facilities to meet the future needs of each resident.

Residency is open to veterans from all of the Armed Services whose active-duty military service was at least 50 percent enlisted or warrant officer, received an honorable discharge and who are one of the following:

* Retirees with 20 or more years of active-duty service, and who are at least 60 years old.

* Veterans who are unable to earn a livelihood due to a service-connected disability.

* Veterans who served in a war theater or received hostile fire pay and are unable to earn a livelihood due to injuries, diseases or disability.

* Female veterans who served prior to 1948.

Despite their names, veterans from any service are welcomed at either home.

Both homes offer each resident a private room, three meals per day, some on-site medical care, plenty of recreational activities and access to medical treatment at nearby VA or military treatment facilities.

In addition to fine living accommodations and recreational activities, residents enjoy spending time among people with whom they share a special bond - the bond of military service and service to this nation.

More information is available through our website (www.afrh.com) or by calling the toll-free numbers for each home. The U.S. Naval Home can be reached at 800-332-3527 and the U.S. Soldiers' and Airmen's Home can be reached at 800-422-9988.

The Straggler

I saw a Fort knocked out of it's group,
Afire and in despair.
With the Nazi fighters surrounding her,
As it flew alone back there.

The Messerschmitts came barreling through,
Throwing a hail of lead
At the crippled Fort that wouldn't quit,
Though two of its engines were dead.

But a couple of props kept straining away,
And here guns were blazing too.
As she stayed in the air in that hell back there,
And fought like the Fortresses do.

Four times a fighter belched fire and smoke,
Four times a fighter went down,
As the Fortress kept winging home.
And the nerve of the crew stayed sound.

But time after time the fighters came back,
And attacked the lagging plane.
I knew she couldn't last for long,
And my heart was touched with pain.

Her gunners fought a bitter fight,
But now the guns were still.
And a fighter, seeing the time was ripe,
Came in to make the kill.

A stream of lead ripped into a tank,
And the Fort exploded in two.
And somewhere the angels prepared a place,
For a weary Fortress crew.

T/Sgt Orvil (Second Timer) Lindsey.

8th Air Force Bomb Groups in England in World War II

BOMB GRP	STATION	AIRCRAFT	MISSIONS	LOSSES
34th	Mendlesham	B-24/B-17	170	34
44th	Shipdham	B-24	343	153
91st	Bassingboum	B-17	340	197
92nd	Podington	B-17	308	154
93rd	Hardwick	B-24	396	100
94th	Bury St. Edmonds	B-17	324	153
95th	Horham	B-17	320	157
96th	Snettherton Heath	B-17	321	189
100th	Thorpe Abbots	B-17	306	177
303rd	Molesworth	B-17	364	165
305th	Chelveston	B-17	337	154
306th	Thurleigh	B-17	342	171
351st	Polebrook	B-17	311	124
379th	Kimbolton	B-17	330	141
381st	Ridgewell	B-17	296	131
384th	Grafton Underwood	B-17	314	159
385th	Great Ashfield	B-17	296	129
388th	Knettishall	B-17	306	142
389th	Hethel	B-24	321	116
390th	Framlingham	B-17	300	144
392nd	Wendling	B-24	285	127
398th	Nuthampstead	B-17	195	58
401st	Deenthorpe	B-17	256	95
445th	Tibenham	B-24	282	95
446th	Bungay	B-24	273	58
447th	Rattlesden	B-17	257	97
448th	Seething	B-24	262	101
452nd	Deopham Green	B-17	250	110
453rd	Old Buckenham	B-24	259	58
457th	Glatton	B-17	237	83
458th	Horsham ST Faith	B-24	240	47
466th	Attlebridge	B-24	232	47
467th	Rackheath	B-24	212	29
486th	Sudbury	B-17	186	33
487th	Lavenhan	B-17	185	48
489th	Halesworth	B-24	106	29
490th	Eye	B-17	158	40
491st	Metfield	B-24	187	47
492nd	North Pickenham	B-24	64	12
493rd	Debach	B-17	158	41

Additional losses incurred by the 8th in other than "Combat"

The above tabulation represents a record of planes lost only on "Combat" missions, primarily on the continent. Not taken into account are such losses as crashes in England when returning from a raid, losses in training, ferry flights, etc. When "all causes" are counted, the 8th Air Force aircraft losses look like this:

B-17's - 4,754
B-24's - 2,112
P-47's - 1.043
P-38's - 451
P-51's - 2,201

In addition to these better known aircraft, the eighth also incurred losses in a variety of light and medium bombers plus aircraft in weather observation, troop carrier, radio counter measures, training operations, etc. A total of 12,731 B-17 Flying Fortresses were built. About 50 still exist with only a dozen or so still flying.

** From the 398th BG newsletter "Flak News"

Friends Write

DEXTER JORDAN - HUNTERSVILLE, NC

It is with a sad heart that I write this note. I received a note yesterday from Betty Schommer that Paul, her husband, had passed away March 7th 2001.

Paul worked on my ground crew the latter part of our time in England. He was a good friend.

Men who were assigned to my crew from time to time in England were Elmer Scofield, James Miller, James Watkins, Paul Schommer and Paul Meeder. They were not just mechanics; to me they were good friends. Hang in there, Paul Meeder, it is just you and me now - all the others are gone.

****

BOB WRIGHT - PORT CHARLOTTE, FL

Sending this picture along for the MM. We had a mini-reunion at the Stuthers home in Nokomis, FL in March with a buffet lunch. It was very nice.

Left to right - Bob Wright, Loren Pittman, Richard Sculley and Jim Stuthers.

****

LOU TAMBURRO - TARPON SPRINGS, FL

Finally got to the 34th bomb group dues time.

Been waiting to move since my wife passed away. The time was right now; have downsized to one bedroom.

Hoping to be present in Savannah in September as it is close and I can drive up.

****

JACK OYSTER - NICEVILLE, FL

As a relative new member of the 34th Bomb Group Association, I'm looking forward to the 17th annual reunion in Savannah. It is with strong hope that I will meet several other crewmembers that flew on the following missions:

June 7, 1944 - the 13th group mission - France
June 14, 1944 - the 16th group mission - Germany
Sept. 27, 1944 - the 69th group mission - Ludwigshafen, Germany

It was the June 7th mission that what I thought was a German JU-88 (later others said it was a He 111) shot down two of us as we were coming in for a landing at Mendlesham. As I remember it, one plane on our right wing was hit and the other was lower off our left wing. Our pilot, Captain Sam Laskin, killed our lights, hit the deck and landed us safely at another base. I and the other enlisted men of our crew joined Col. Wackowitz on a futile search for the members of one of the planes. I understand that their remains were later found in a cornfield.

On the June 14th mission, we were returning from our bombed target and were severely hit by flak close to Antwerp. Captain Laskin was wounded by flak that came up trough his seat, through his right thigh, and split his right hand between thumb and forefinger. I shot him with morphine, put a bandage and tourniquet on his leg and bandaged his hand. Despite his severe injuries, Capt. Laskin fought our crippled B-24 and safely crash-landed it on a cement square somewhere over the Cliffs of Dover. Needless to say, each and every crewmember owes his life to him. Capt. Laskin was awarded the Silver Star and the last time I saw him was in the hospital in Oxford. I have tried to locate him or his heirs at his last known address, but to no avail. If anyone has any idea where I can get in touch with him, or his heirs, it would be most appreciated.

The September 27, 1944 was Group Mission 69. We had gone to Ludwigshafen on September 25th but evidently didn't do a very good job, so we went back on the 27th. We were lead plane, but our electrical system was goofing up so we had to signal the deputy lead to take over, just before the bomb run. As we moved over, we were hit by flak: all eleven of us bailed out. The only crewmember seriously hurt was the micky operator (radar). I was a guest of the Germans until April 26, 1945.

When we were shot down the tail gunner was replaced by R. Stellmach, visual navigator. We also had Major H. Burton as co-pilot from the Wing, and W. Davis, radar operator. Our co-pilot was moved to the tail gunner's position to spot formation.

Back Row - L to R
J. Dealer - Gunner, J. Oyster - Radio, R. Huebler - Flt Engr, R. Pearce - Bombardier, E. Lian - Co-pilot.
Front Row - L to R
? - Tail Gunner, J. Wolf - Top Turret, Capt. J. Blackburn - Pilot, C. Orr - Navigator

Look forward to seeing one and all in Savannah.

****

FRED BERGLUND - WAHKON, MN

Looking forward to Savannah reunion. May be the latest and greatest.

****

JOE RAPISARDA - RICHMOND, VA

Re: Bruce Bleeker's article "Close Call" (December 2000 issue MM).

I was one of the men on that flight and I must say it was quite and experience.

Bruce and I recall returning from Iceland on a mail plane with bench or bucket seats and landing at Presque Isle, Maine, then going to Miles Standish just outside Boston, by train.

I am wondering who else was on the flight that day and if you have heard from any of them. If you have please publish as it might be interesting to correspond with them.

Ed - see F/O Ed Gronkowski's story "Whew, Close Call II in March, 2001 issue.

****

MARIE DENNY - SEBRING, FL

With a sad heart, I would like to let you know that my husband, Howard H. Denny, passed away on February 7, 2001.

Howard always enjoyed reading Mendlesham Memories. Thank you for the memories you provided him over the past years.

****

VERNA EDWARDS - LAKE KIOWA, TX

I want to let you know that my husband, Joseph W. Edwards passed away My 4th 2001. He was a life member and loved the 34th.

He was buried in the Dallas-Ft. Worth National Cemetery with full military honors.

****

MERLE RUSSELL - CASA GRANDE, AZ

I just received the new roster and wanted to notify you that Irwin P. Pochter and his wife, Beverly were killed in a plane crash in Kansas on June 8th 1999. We were crew members on the same plane.

****

JIM HINCHEE - SALEM, VA

Helen Maciel called me this morning to say that Earl passed away in the early morning hours.
Our group keeps getting smaller.

I went to the D-day Memorial on the 6th. It was very impressive and Bush gave a good address.. There sure was a large crowd there. We were lucky and had a nice clear day - but hot. Cannot have everything. Just thought you would like to know.

****

MARY ANN SACHERMAN - WOODLAND HILLS. CA

Friends are sending a tribute to Lee as he loved reading the quarterly newsletter. He almost finished a book about WWII. Incorporated in the book are 200 love letters that he wrote to me while in training and then from overseas. Our daughter will try and finish it. We had 57 happy years together. I want to thank you from the bottom of my heart for the lovely letter written me. He and Val McClellan spoke often and fondly about the 34th bomb group and as you say "memories" - even with a "hole in my heart".
PS - You should receive a donation from my teachers where we volunteer and teach English, as a second language, once a week, to parents and adults, free of charge. I organized this class 3 years ago. It is most gratifying to help so many adults learn to speak our language.

****

ROBERT MACIEL - WARWICK, RI

I'm saddened to report the passing of my father, Earl J. Maciel on 9 June 2001. He and his family are proud of his 35+ years of military service to his country and he was particularly fond of his participation on the 34th Bomb Group Association. It was clear your annual reunions were eagerly anticipated by my parents. Upon going through his effects, it appears he kept every issue of "Mendlesham Memories"

Before he died, I promised I would continue with the 34th. Please advise how I can best accomplish this.

Warmest regards.

Ed: Hal Province has extended an invitation to Rob to become an associate member of the 34th Bomb Group Association.

****

PAUL KUTCHER - NORTH CANTON, OH

I was stationed with the 34th bomb group, 4th squadron at Mendlesham in 1944-45. Some years ago I was asked if I was with the group in England and I replied that I was, but never joined. I want to thank you for the occasional newsletter I receive each year.

Enclosed is a check for my dues. You are doing a very good job.

****

PAUL GUSTAFSON - WOOSTER, OH

Enclosed find a check for $20.00 for 2001 and 2002 for dues to reinstate my membership in the 34th BGA. For some reason, I have often, over the years, been off schedule on payments.

I have been a placid member of the organization, feeling I should support it but not on to talking much about service time or associate with others that do.

Bret, our son, first got interested in his maternal grandfather's WWI unit, 28th (Pennsylvania) division, then on to WWII history, the tail end of which was Air Corps, navigator - and so- the 34th bomb group. He has probed and prodded and gotten me somewhat more interested in my past and I will keep at it.

Thanks for forthcoming with "Mendlesham Memories" and thanks for getting me on the ball and thanks for your interest in Bret's work.

****

JOHN CIARLELLI - HAMDEN, CT

I would appreciate very much if you would send me the home address and telephone number of the Norm Bolduc whose article "The Early Years" appeared in "Mendlesham Memories" Vol XXVI No 2, June 2001.

He and I served in the same 34th bomb group, but different squadrons from Westover Field, Massachusetts to Ephrata, Washington.

Enclosed is a $25.00 check - just cuz!

****

WAYNE WRIGHT - JACKSON, TN

Regret not sending dues the past several years. I've experienced very good health but my wife, has been immobile for several years and past away last Jan. 8th, so I've been living in the past for several months.

I hope to make the reunion at Savannah in September.

I saw in the last Mendlesham Memories when Louis Tamburro of Tarpon Springs Fl. said John was his navigator. Would you please send me his address so I can write to him.

Also, I'm enclosing a donation to the Ray L. Summa Scholarship Fund in memory of John.

****

LLOYD INMAN - KELSO, WA

Think I owe dues for this year. If I'm late I'm sorry - health problems have slowed up my response time!

Looking forward to Savannah and visiting old friends again. Thanks for all your good work for the association.

****

MARGO BURNELL - KIRKLAND, WA

Enclosed are our checks for two associate memberships. One is Bill's son, Robert who will be with us in Savannah and the other is my son, Michael who joined us on the field Father's Day when Bill went up in the B-17 and has showed an interest in his stepdad's war years.

Thanks so much for your work in keeping the 34th going in this way.

****

GORDON MATSON - LATHAM,NY

I want to thank you for the information and the opportunity to become a member of the 34th bomb group association. I am very excited about the recent contacts that have come my way. The co-pilot of my uncles crew, who from fate was placed on another plane the day of 8/24/44 and had the very unpleasant experience of watching his close friends go down with extreme helplessness. However, Scott Mackey and I are extremely lucky for this for there is probably no other who knew our uncles the way he did.

I am seeing information about the Savannah reunion - 90% sure about going for Fridays and Saturday leaving Sunday morning.

I have enclosed a check for $10 for the membership fee. Some information about me. I have a wife, Bonnie, of 8 years and two boys, Mack (41/2), Scott (5 mos).

Looking forward to meeting people and talking about the 34th bomb group while at Mendlesham.

****

DAVE KILEY - SAN DIEGO, CA

My father, Warren Kiley, died July 23. I have attached the obituary that ran in the San Diego Union Tribune. We are very proud of his service to his country and of all his comrades in arms. He had a US Air Force detail at his funeral and the local VA-POW group provided his pallbearers. I would like to join the 34th association to keep in touch.

His obituary read that he was born in Chicago, IL, and was an aerospace engineer for many years. He served with the 34th bomb group of the 8th Air Force as a B-17 bomber pilot during WWII for which he received numerous medals. After being shot down in October 1944, he spent 7 months in a German POW camp.

****

BILLIE D. EZELL - SILOAM SPRINGS, AR

I was very glad to see the article about "Tommy Thumper" by Walter Sturdivan as I was the Flight Engineer on "Tommy Thumper" and "Tommy Thumper II". We flew 28 missions on "Tommy Thumper II". We were issued "Tommy Thumper" at Blythe, Ca. The emblem above the name "Tommy Thumper" is a rabbit put there at the request of Lt. Warren Thrun's wife. When we left Blythe, we flew to Omaha, NE, West Palm Beach, FL, Havana, Cuba, Georgetown, British Guiana, Belem, Brazil, Marrakech, Morocco, then to Mendlesham, arriving there with the rest of the 34th bomb group in April 1944. Below is a picture of "Tommy Thumper II" and our crew.

Back Row Standing
Charles F. Norton - Waist Gunner
Billie D. Ezell - Fight Engineer
Albert J. Migiorelli - Tail Gunner
Phillip F. Sheridan - Bombardier

Front Row Kneeling
Frankie L. Champion - Ball Turret
Guatemazie Garcia - Waist Gunner
Eugene J. Troth - Radio Operator
Richard H. McCauley - Co-Pilot
Warren E. Thrun - Pilot

LIFE - a learning process

I've learned that no matter how bad it seems today, life goes on, and it will be better tomorrow.

I've learned that you can tell a lot about a person by the way he/she handles three things: a rainy day, lost luggage and tangled Cristmas tree lights.

I've learned that regardless of your relationship with your parents, you'll miss them when they're gone from your life.

I've learned that life sometimes gives you a second chance.

I've learned that making a "living" is not the same as making a "life".

I've learned that you shouldn't go through life with a catcher's mitt on both hands. You need to be able to throw something back.

I've learned that if you pursue happiness, it will elude you. But, if you focus on your family your friends, the needs of others, your work and doing the very best you can, happiness will find you.

I've learned that whenever I decide something with an open mind, I usually make the right decision.

I've learned that even when I have pains, I don't have to be one.

I've learned that every day you should reach out and touch someone. People love that human touch - holding hands, a warm hug, or just a friendly pat on the back.

People will forget what you said, people will forget what you did, but people will never forget how you made them feel.

I've learned that I still have a lot to learn.

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
CARROLL	GEORGE, H	7LM	04-21-01	RT 1 BOX 189	GILBERT	LA	71336
DENNY	EDWARD, H	391LM	02-07-01	2502 DAVIS CIRCLE	SEBRING	FL	33870
DUKES E.	FRANKLIN	18		2645 CORALBERRY PL	CHARLOTTSVILLE	VA	22911
EDWARDS	JOSEPH, W	391LM	05-04-01	830 KIOWA DR. E.	LAKE KIOWA	TX	76240
KILEY	WARREN, J	18		5255 LENORE DR	SAN DIEGO	CA	92115
LARSON	LOWELL, A	4W	03-26-01	636 W 5TH ST	OXNARD	CA	93030
MACIEL	EARL, L	391LM	06-09-01	59 LIVERPOOL ST	WARWICK	RI	02886
POCHTER	IRWIN, P	7	06-08-99	E CALLE SIN PECADO	TUCSON	AZ	85718
SACHERMAN	LEE, R	391	05-25-01	21801 BURBANK BLVD#89	WOODLAND HILLS	CA	91367
SCHWARZ	BERNARD, M	391 CP LM	01-01-01	100 SEQUASSEN AVE	OLD SAYBROOK	CT	06475
SCHOMMER	PAUL C	7	04-07-01	550 VIEW APT #10	ST. PAUL	MN	55102
SKAGGS	LEWIS	LWP	08-23-00	1718 ZUNI RD	PUEBLO	CO	81001
STOCKMAN	J EUGENE	4	?	RT 2 BOX262	CLINTON	SC	29325
WESSEL	JEROME, R	4 & 18	?	4915 RAMSDELL AVE	LaCRESCENDA	CA	91214

LIFE MEMBERSHIP

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
STURROCK	JAMES, D	391	PO BOX 1300	TRYON	NC	28782

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ASHLEY-ADNEY	HELEN, L	391A	N LATANA ST	CAMARILLO	CA	93010
BRIGHT	MICHAEL, J	7A	8144 17TH AVE, SW	SEATTLE	WA	98106
BURNELL	ROBERT, C	7A	21215 NE 156TH ST	WOODINVILLE	WA	98106
CHESTER	EVELYN, L		8689 OLD CHARLOTTE PILE	PEGRAM	TN	37143
MACKEY	SCOTT 4A		7671 TRAPHILL CT	COLUMBUS	OH	43235
MATSON	GORDON	4A	4 DORSMAN DR	LATHAM	NY	12110

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JOHN T. NORTHRUP	MARGARET NORTHRUP (WIFE)

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ALDRIDGE	FREDERICK, P	4/391	467 SUNSET BLVD	CLINTON	SC	29325
ALVORD	FAYNE, L	18	914 CHESTNUT ST.	COAL TOWNSHIP	PA	17866
ANDERSON	MAURICE, N	18	12800 MARION FARMS APT516W	MINNETONKA	MN	55305
AUSTIN	PAUL, E	18	14188 COUNTY RD 12	PENGILLY	MN	55775
AZZOPARDI	HARRY	391	7314 PASEO VERDE	CARLSBAD	CA	92009
BARRETT	WILLIAM, J	GRP	8001 HOPE CROSSING	EVANSVILLE	IN	47712
BERRY	BOB	7A	1907 CATHARINE CIR	JONESBORO	AR	72404
BERRY	EDWARD G	7	1907 CATHARINE CIR	JONESBORO	AR	72404
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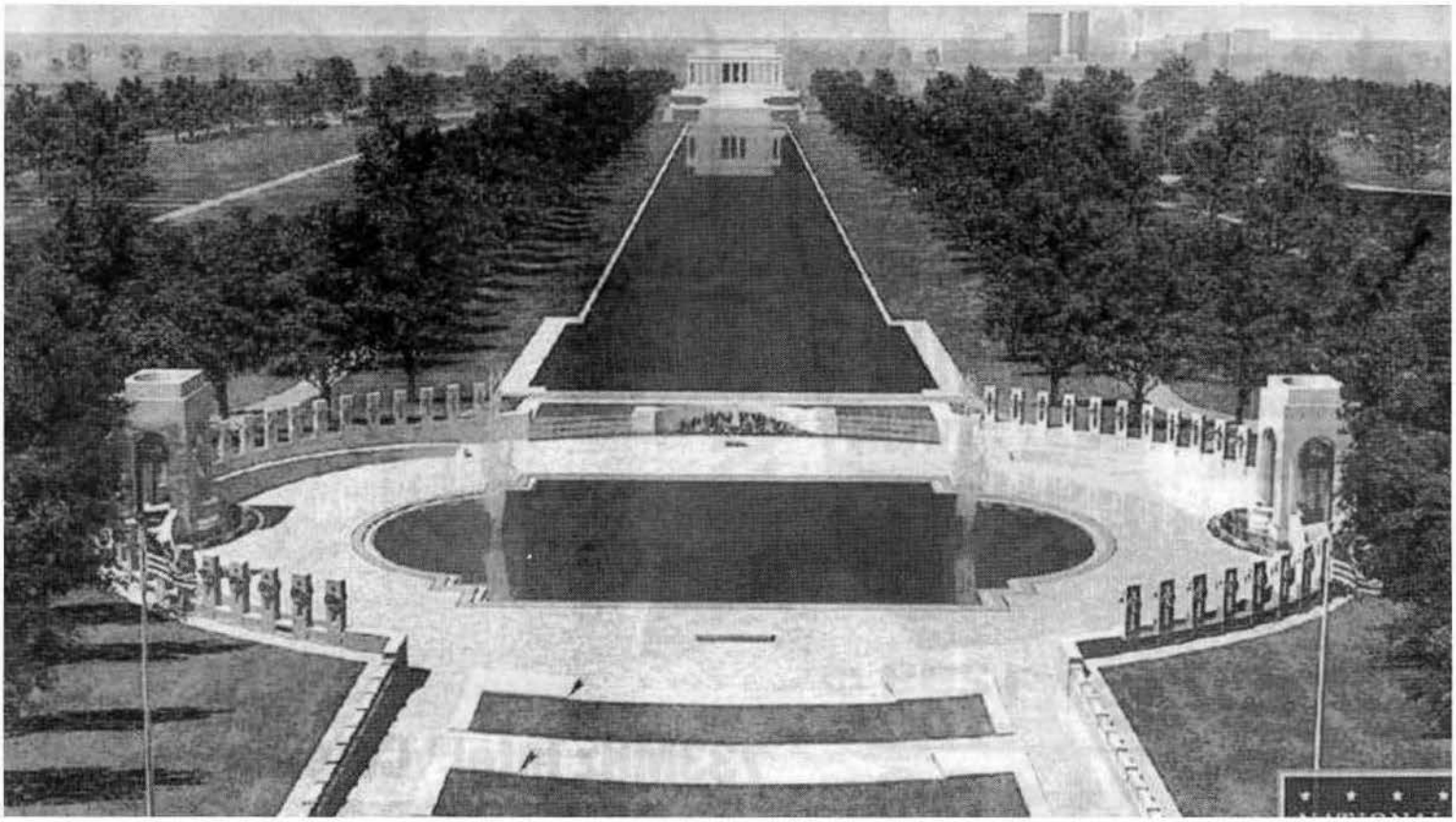
COLE	SANFORD	7	BOX 501	SIMSBORO	LA	71275
CONSTANCE	JOHN E	18/391	5412 S 106TH ST	OMAHA	NE	68127
EGGLESTON	A.C.	7	1200 PASEO VERDE DR.	MERCED	CA	95348
FILLMAN	DONALD, K	18LM	1101B CARRIAGE LANE	CAMERON	MO	64429
FOX	ROBERT, B	7LM	PO BOX 42882	INDIANAPOLIS	IN	46242
FRANK	DALE, L	475SDLM	415 WEST BENTON	WINTERSET	IA	50273
FRANK	PAUL, E	7	903 EUSTIS ST	EUSTIS	FL	32726
GARRETT	JOSEPH, O	4	535 STABLEGATE DR	ALPHARETTA	GA	30004
HARRELSON	THOMAS K	WLP4	5344 S LANSING STRA	TUCSON	AZ	85706
HELLAND	PHILLIP	18	1669 YANKEE DOODLE RD APT208	EAGAN	MN	55121
HENSON	HAROLD R	18	216 W MAIN ST	PAYSON	AZ	85541
HOENNINGER	AUGUSTINE, R	7	2556 82ND ST	EAST ELMHURST	NY	11370
JORGENSON	WAYNE 7	15206	GREENHAVEN WAY	BURNSVILLE	MN	55306
KNOWLTON	ROBERT, W	18	786 HARRISON DR	SAINT GEORGE	UT	84790
LEWIS	CHARLES, H		PO BOX 3631	WENATCHEE	WA	98807
LOCKARD	LESTER18	415	SOUTHWOOD DR	TIPTON	IN	46072
LUCAS	RAYMOND, E	4	6501 BRUSH COUNTY RD UNIT 135	AUSTIN	TX	78749
NURRE	ALVIN, H	18	4607 HEGER DR	CINCINNATI	OH	45217
ORTON	WILLIAM, H JR	14460RDLM	POBOX190503	BOISE	ID	83719
REYNOLDS	WINFIELD, K	18LM	4 TEWKSBURY CT	PINEHURST	NC	28374
REILLY	GLENNIS	18A	13307 PEACHTREE RD	OCEAN CITY	MD	21842
RICE	LOUIS, H	18	6700 VOLCANES RD NW APT217	ALBUQUERQUE	NM	87121
ROE	WAYNE	391	410 N CENTRAL AVE	ALLERTON	IA	50008
ROWLEY	FRANCIS, O	4	2121 N CENTER #42	MESA	OK	85201
SARGENT	CLARA MAE	391A	15 ABBY CHASE	JEFFERSONVILLE	IN	47130
SAKOWSKI	JOHN, J	391	401 PHELPS AVE	GLEN BURNIE	MD	21060
SEILER	TOBY		8600 U S HIWY 41	PALMETTO	FL	34221
SIMPSON	WILLIAM R	HDQ	10 BISHOP BLVD APT 204	HOLLY HILL	FL	32117
SUDDERTH	CLYDE, T	7	4616 LAKE JEANNETTE RD	GREENSBORO	NC	27455
TANDY	ERVIN, LEE	4LM	1907 E MUNCIE AVE	FRESNO	CA	93720
TOPOR	ALBERT, C	HQ	420 MORNINGSIDE DR	MIDLAND	MI	48640
VENNE	DERRICK, J	7	100 LYNN CT	GULFPORT	MS	39503
WAARVICK	TILVERN, M	391	9463 SW LAKESIDE DR	TIGARD	OR	97224
WEST	LOUIA, E	4/18	10858 VALIENTE CT	SAN DIEGO	CA	92124
WILLIS	LYN	391LM	9617 ESTRELLITA ST	RIVERSIDE	CA	92503
WOOLFORD	WILLIAM, J	391LM	983 NETZEL ST	OREGON CITY	OR	97045
YOUNG	JAMES, C	7A	1839 GREEN ST APT305	HARRISBURG	PA	17102



The artist's rendering above shows the World War II Memorial on the National Mall in Washington, D.C.

The Veterans Administration provides these sobering statistics. Of the 16 million American men and women who served in uniform during World War II, about 5 million are alive today. In 2004 - the earliest date the Mall memorial could be dedicated, if everything proceeded smoothly - 3.8 million veterans will be left. For every year after that - well, you do the math.

Jack Share
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34th Bomb. Group

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VOLUME XXVI NUMBER 4 DECEMBER, 2001

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

18TH SQUADRON

391ST SQUADRON

7TH SQUADRON

4TH SQUADRON

"Enduring Freedom"

MENDLESHAM MEMORIES

Newsletter of
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Deadline

All material and items for the March 2002 issue of Mendlesham Memories should reach me on or before January 15th 2002. That is the date our final copy will go to the publisher.

Jack Share, Editor

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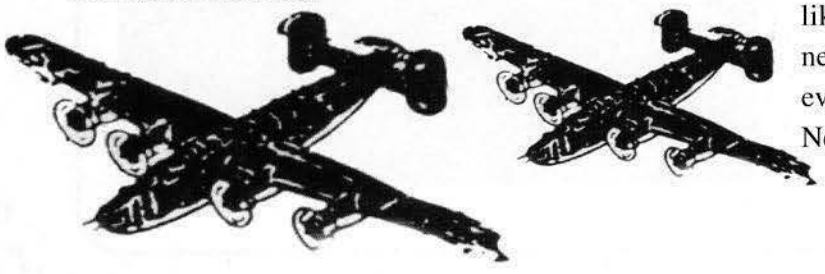
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

Passing the Gavel

Outgoing president Claude Gibbs presents gavel to newly elected president Wayne Howarter

The reigns of office of president of the 34th Bomb Group Association was relinquished at the 34th Bomb Group Association reunion in Savannah, Georgia, recently when outgoing president Claude Gibbs presented the gavel to the new incoming president Wayne Howarter from Welda, Kansas. Wayne is a dedicated member of the organization having served for many years on the board of directors and as an elected officer. He is well qualified to lead us through the coming year and we wish him well.

Claude's tenure as president was highlighted by one of the largest gathering of members, associate members, offsprng and guests for a reunion in many years at Savannah. A most notable achievement during his tenure was the passing of the resolution to allow associated members to become regular members after two years. Thanks, Claude for a job well done and God speed.



share—
a thought.

WE MOURN,
WE PRAY,
WE NEVER FORGET.

The joyous and friendly atmosphere that was prevalent at our reunion in Savannah was abruptly dampened, even before many of us returned home, by the dastardly and cowardly attack on the twin towers of the World Trade Center in New York City, the Pentagon in Washington, DC. and the plane crash in Pennsylvania. The worst affront to our freedom since Pearl Harbor has again brought this country together in a display of unity and loyalty. Being Americans, we will survive this catastrophe and seek justice to deter future attacks on innocent people throughout the world. It is for this reason I chose to show our colors on the front cover in support of our nations great undertaking to stamp out this evil.

In spite of this tragedy, we can't let this publication go to press without commenting on our recent reunion in Savannah, Georgia. I know it is becoming somewhat of a cliché, but it seems like each one brings something more special and the camaraderie continues to impress. This years gathering was even more enhanced by the large turnout of 1st timers, associate members and offspring, children and grandchildren of our members.

The memberships unanimous decision to admit associate members as part of the regular membership, after two years, was a momentous decision. Welcome aboard, we enjoy, and need, your company immensely. This is an open invitation to all those interested in the 8th Air Force to join us - we would certainly enjoy having you.

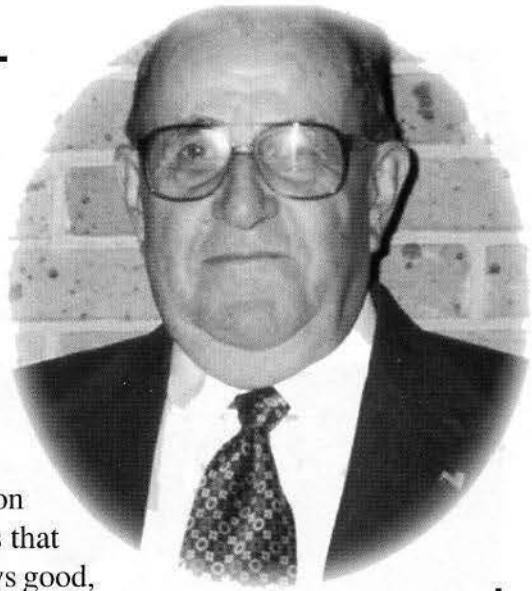
I want to thank all of you who sent in photos and comments for this edition of Mendlesham Memories. There were some beautiful pictures of some beautiful people. Without your cooperation this reunion edition would not be the same.

As the holidays and year's end approach, I would like to thank all of you for your contributions to the newsletters throughout the year and to wish each and everyone a joyous holiday season and a happy and healthy New Year.

God bless you and God bless America

Jack Share, editor

Presidents Message



Greetings to all of the 34th and friends. Our group seems to be getting smaller. We have missed some of the reunions in recent years. All that we attended were great. We can owe that to our reunion committee. Glad to see the attendance holding up so well. Seems that too many birthdays may be slowing us up. Our intentions are always good, but just can't make them all for some reason or other.

Those terrorists attacks in New York, D.C. and Pennsylvania don't encourage much travel. We dodge all of those things, like storms, terrorists, etc. that we can. We're not looking for trouble any more. Just wish some would quit causing it and keep America safe.

This was our 19th reunion, including the 8th Air Force group. The first being in St. Louis, MO in 1977. We have visited several of my crew. Some are gone, of course, as well as members from other crews. I see several 34th group members at reunions that came in after we had left the group in England.

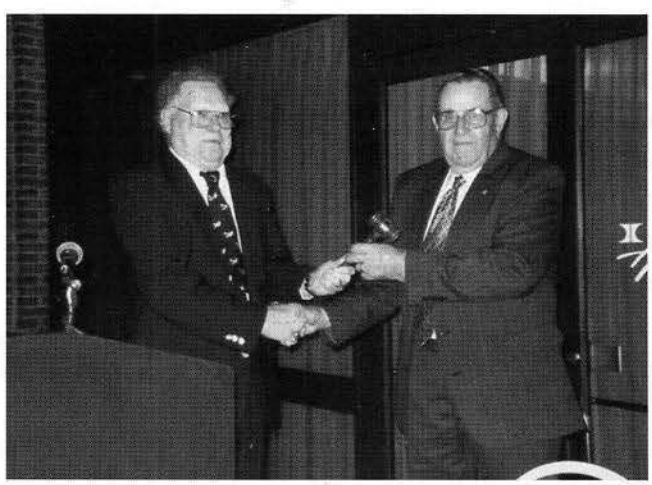
Our crew pilot, S.T. Alexander is still around. We saw him in Houston a few years ago. We have seen Harold Rutka and Bob Gross and have kept in touch with them. I've lost track of Pete Lucyk, Seifert, Owens and Carlson. Pat McKeon, bombardier, Grady Deatherage, tail gunner and Romeo Terron, crew chief, are all gone.

I look through my memory books every once in awhile. It brings back lots of memories, some good, some not so good.

We hope everyone stays well and hope to see you all in Salt Lake City in 2002.

LaVerne and I wish you all a Merry Christmas and a safe New Year.

Wayne E. Howarter, President



TREASURER'S REPORT

The good feeling generated from attending the 2001 reunion at Savannah was quickly lost on Tuesday morning as we watched, with unbelief, the events taking place in New York and Washington and heard about the plane crashing near Pittsburgh. Modern electronics allowed us to see it on our TV screens as the unbelievable occurred and our lives and the World were changed on that BLACK TUESDAY.

The sympathy of the World goes out to those who lost loved ones in this terrible plan of the terrorists. If you lost someone close to you in the attack, we offer our deepest sympathy and condolences.

The disaster caused a change of plans to some 34th members in their return home from the reunion. Bill and Margo Burnell and son were scheduled to fly back to Washington State but had to rent a car in order to get home. It took them most of the week for the drive. The son of Ed Aikey, who lives in Texas, had to drive to Ohio to attend his fathers funeral and I'm sure there are others who have similar stories to tell of their experience on that fateful day.

I thought the reunion went very well. It was a nice hotel, the weather was good, plenty to see in that beautiful city and the trip to the Heritage Museum was enjoyed by all. We had 276 in attendance with many of those of the second generation. It was very pleasing to see sons and daughters attending with their parents. And there were several widows who we were glad to see and welcome. I hope we'll have as many, or more, next year at Salt Lake City!

For those who pay dues annually - -

2002 DUES ARE NOW DUE!!

I know Jack will need several pages for the reunion photos so I'll stop my ramblin' so he can have the space.

HAPPY HOLIDAYS ONE AND ALL.

Hal

PAST PRESIDENT

Well, another reunion has come and gone. It was truly a pleasure to see the great turnout at Savannah this year. I was very impressed with the service, courtesy and helpfulness through out our stay.

The Mighty Eighth Air Force Museum speaks for itself. I'm sure everyone shared the same overall impression.

I wish to give my sincere appreciation to the officers and committee members who, year after year, give of their time and energy to keep the 34th Bomb Group Association a great organization. They deserve our thanks and appreciation for a job well done.

Thank you all for giving me the privilege of serving as president. Let us give our new president a big welcome and wish him well in 2002.

Please join us in Salt Lake City, Utah next year. Hopefully, we'll have a large turnout there.

Claude Gibbs

CAN YOU COPE ?

If you can start the day without caffeine or pep pills,
If you can be cheerful, ignoring aches and pains,
If you can resist complaining and boring people with your troubles,
If you can eat the same food everyday and be grateful for it,
If you can understand when loved ones are too busy to give you time,
If you can overlook when people take things out on you when, through no fault of yours, something goes wrong,
If you can take criticism and blame without resentment,
If you can face the world without lies and deceit,
If you can conquer tension without medical help,
If you can relax without liquor,
If you can sleep without the aid of drugs.

THEN YOU ARE PROBABLY THE FAMILY DOG.

Reunion Committee

The reunion committee thanks the 276 members, their families and their friends for attending our 34th BGA reunion at Savannah and making it a huge success. Some had to stay at nearby hotels, as the Hilton Savannah DeSoto could not handle the unexpected turnout. We were able to get together at the Museum, for meals, the hospitality room and the PX room. The shuttle to the Mighty Eighth Air Force Heritage Museum worked out well, and when it was time for the last bus, we were all tired out and it felt good to sit down for the ride back to the hotel.

The Mighty Eighth Air Force Museum personnel were taping our members experiences – our group was the first to have this done. Our display is still there; a bit smaller as the displays have been downsized to make room for other material. The "Last Man's" wine bottle is still intact. I presented two 8" x 10" framed photographs of our Mendlesham memorial. The British ladies and friends had presented them to the 34th bomb group. These were the first that the museum had received from any of the organizations.

LOST AND FOUND: A package was left on one of the buses. The bus company delivered it to me at the hotel Monday morning. There was no identification, only that it was purchased at the museum. There was one metal container plus other items – all you have to do is identify the other items and Gen Rutka will wrap them up and send the package to you. Our address is: Harold Rutka, 11 East Artavia St., Duluth, MN 55811-2330. Our phone number is 218-724-1667.

We had a group of people making a videotape of the 34th bomb group members that had been on the "Munster Raid". Bob Wright was a pilot on the mission and he wasn't sure he would take off the make-up that was applied on him as it make him look "50 years younger".

We will be looking forward to seeing all of you in Salt Lake City, Utah in September 2002. Salt Lake City was the starting point for many of us that received our assignments to the 34th bomb group while at Blythe, California. We will not duplicate the troop train ride on that Christmas Eve and Christmas Day.

There is a "Return to England" tour tentatively set for the month of June 2002. If interested, please contact:

TAMARAC TRAVEL, Dick D'Amato
Phone – 1-800-486-0022
Fax – 321-235
e-mail – rdamato@cfl.rr.com

We are survivors of an attack on our country and we are in the same situation again. We had people praying for us then and now it is our turn to offer prayers for our country and our military personnel. The problem now is that we don't always know who the enemy is. We did it before and we can do it again – GOD BLESS AMERICA.

We wish you and yours peace, good health and happiness in the coming year.

The reunion committee,
Harold Rutka
Robert Wright
Bruce Sothern

INTERNET NEWS

From Hal Province

Have you on-line members of the 34th Bomb Group checked out Gary Ferrell's site recently? http://members.tripod.com/VALORtoVICTORY/index.html. Gary e-mailed me recently that he has added a great deal to the site. I'm sure the additions will be of interest to most of the air crews. Now you can see the list of the missions a crew flew or the missions on which a favorite a/c flew along with other lists. The entire list of B-!7 and B-24 missions are listed along with the a/c that went on those missions. Gary has done a yeoman's job at getting all of this data on the net.

In spite of the work it took I'm sure it will save him some time in the end. Now he won't have to make individual retrievals to find out which missions a certain crew flew and which planes they were on.

Other web sites of interest to the members are:
The official 34th BG page:
www.excel-tech.com/34th/
"Flying Dutchman" crew - http:/www.jccc.net/~bgustaf/34th_Bomb/Feider page:
-http://34thbombgroup.homestead.com/
Pop and Planes
http://www.eiswert.com
34th page under 8thAF :
www.HeavyBombers.com

COMMENTS ABOUT THE CREW

By Robert S. Gay

This is picture of Major Eaton's Special crew when it landed in England.

M/Sgt. Meredith was a talented man who could fix anything (except a rocker arm) that caused us to make a forced landing in Puerto Rico.

Harry Ackerman was as good a navigator as ever wore shoes. He had served a tour in the Pacific before joining us at Blythe to sharpen up our navigators. He did not have to serve another tour but somehow volunteered to do so. A little encouragement from Jack Eaton helped.

Rose I don't remember too much about.

Ryan was something else. Wherever we stopped he recruited the native labor. He would give them a cigarette or candy bar and from then on he had a personnal servant.

In Belem we had quite a layover because we were losing aircraft on the way to Dakar. We were selected to fly dead reckoning and have Steiner monitor the radio out of Dakar. Al Steiner was a genius on communications and got Guy Lombardo from the Waldorf Astoria in the middle of the South Atlantic.

On the evening we were to depart, I entered the aircraft from the rear and found hidden among the gear, Charley Boy, a native Ryan was taking along as his personal servant. Ryan said he wanted to go with us and couldn't we sign him up. "I don't think so, I replied, "and besides your rank (S/Sgt.) doesn't entitle you to a personal servant. Charley Boy, out!

Jack Eaton was a good officer who dreamed of becoming a General. He was a good executive and fun to be around. Had he lived he would have made a good General. A good pilot he was not and that is why he had Howard Burton in right seat. Captains were not flown as co-pilots but Eaton never flew without Burton who was a good pilot.

Donald Durham was a ballet dancer before he went into the Air Force and Armament school. He was very good at his job and he could adapt without being told what to do.

The 34th never left the ground without a full load of gas even if we were a bomb or two light on the Division Mission order. The reason for the 34th's success was due to the great talent of our men and officers. I take pride in that I had a lot to do in selecting them.

In Belem we all bought "boots". I am the only one bold enough to show them off on duty.

DID YOU KNOW.....?

Unlike many of the warring nations, the United States emerged from World War II essentially unscathed, primarily due to the vast stretches of ocean that lay between it and its enemies.

However, Axis planners were always looking for ways to attack the Arsenal of Democracy, even if only for propaganda value. Japan was especially motivated to strike after suffering the minor, but humiliating Doolittle raid in April 1942.

One scheme it developed to strike the American mainland involved a force of its huge, four-engined H8K float planes. The plan called for 30 H8K's, freshly refueled by submarines at a rendezvous point off Baja California, to fly halfway across the U.S. to bomb the Texas oilfields.

After the attack, the seaplanes would meet up with a group of German tanker U-boats in the Atlantic that would support them as they flew up and down the East Coast launching terror raids on major cities.

Although the Germans were supportive of this plan and prepared the necessary U-boats, the Japanese ultimately called off the operation because of their deteriorating situation in the Pacific.

Source: *Dirty Little Secrets of World War II* by James Dunnigan and Albert Nofi

My View Of The Flood

Many of our newly acquired and younger associate members of the 34th BGA have interesting and varied occupations. One of those is Fawn Leeson, niece of Clair Zarfoss, pilot of the first crew to fly the B-17 "Flying Dutchmen" in combat. Fawn is a deputy sheriff in Harris County, Texas.

Most have heard of the devastating flood that hit Houston, Texas and surrounding areas in June as a result of the tropical depression called Allison. Fawn and her fellow law enforcement officers were deeply involved in problems that were occurring in the county jail as the floodwaters rose to the point where it became necessary to evacuate the prisoners. Her story follows:

1301 Franklin St. was under water, basement, tunnel, no lights, etc. We had over 2000 male and female inmates to be transported into our other two jails. The only way to get them out was by going up and down several flights of stairs. We started at the top, the 12th floor, and worked our way down. I would estimate that I went up and down the stairs 64 times, others even more.

We used flashlights and candles to light our way. Each tank (cell) was emptied. Each inmate was cuffed and leg ironed to prevent any from trying to escape, or getting hurt. Most were jokingly enjoying the move – but not us.

With no lights and extreme heat it was physically and mentally draining on all the deputies involved. Most deputies that were off couldn't get in because they too were flooded like the rest of Houston. Their phone lines were down and so were certain cell phone companies.

It was a slow process to do this massive move and I'm sure there were some who felt it went too slow, but they didn't take into account that some of these inmates were pretty bad people, people who no one would want walking the streets. Planning the undertaking was essential, for not only our safety but also the inmates and the cities.

I managed to get into work at 7PM, after several futile attempts, and remained until 6:00 the next morning. Many deputies were there much longer helping get these people out. I am happy to say no one was hurt during the ordeal and am thankful for the dedication and support all the deputies provided during this emergency. And most thankful for all the smiles we exchanged as we passed on the way up and down the stairs. My legs will need much time to get back to normal.

Also, I want to thank all the brass Lt's, Sgt's and Capt's that were right by our side assisting and giving smiles of encouragement. I would hope we never have to go through that again, but if we do, I know we will handle it with pride, strength and love for each other, just the way we did it this time

Better Late Than Never?

Sgt. Guilford Spence was a flight engineer/top turret gunner on Lt. Cranston Sproul's B-17 bomber crew assigned to the 391st squadron, 34th Bombardment group(H), Mendlesham Airbase, Suffolk County, England during World War II.

On December 31st 1944, while the crew was attacking Hanover, Germany, their plane was blasted by anti-aircraft artillery and set on fire. Shrapnel almost severed Sgt. Spence's foot and he was bleeding profusely. Despite his wounds, Spence slid down from his turret, got his toolbox and dragged himself to the cockpit where he started to cut burning wires and repair leaking oxygen lines.

Communication within the aircraft was hampered as the flak had destroyed the radio and intercom equipment. One wing was on fire and the bomber headed down. But Spence remained in the cockpit attempting to repair some damage.

When Lt. Sproul gave the order to bail out, not all of the crew heard him because of the damage. So Sgt. Spence left his post and, ignoring his serious injuries, unselfishly crawled through the hatchway to inform the navigator and bombardier to bail out, thus saving their lives.

The crippled bomber. by that time. was spinning wildly as it spiraled downward. The crew spilled out one by one through the bomb bay. But Sgt. Spence was pinned by G-forces until another crewman pushed him from the burning plane. Three crew members died and the rest taken prisoners of war.

Cranston Sproul, pilot of the ill-fated B-17 Flying Fortress, wrote the original recommendation for a citation for Spence, after returning to the U.S., and notified him a year before his death that the citation had been approved and he would be receiving the Silver Star.

Although Guilford knew the award was coming, it was not received until Feb. 1991 when his widow, Bernice Spence, was presented with the medal – 10 months after he had died of heart failure in Zephyhills, Fl. "If only he could have lived a few months longer," said Benice Spence who is now living in a nursing home in Zephryhlls. "But I was pleased to know that he knew it was coming."

The USAF couldn't explain why Spence received the award so late. "In this particular case, it fell out of the system somehow and was lost," said Col. Egede-Nissen, commander of the 56th Combat Support Group at McDill AFB, Tampa, Fl., after he had presented the Silver Star to Mrs. Spence.

Spence's brother, Marshall, said he thinks that some action taken by the crew at a 34th Bomb Group Association reunion might have provided the nudge the Air Force needed to jog it's memory. "Probably some of his former officers resubmitted his name for the award," Marshall said. " Better late than never."

PX UPDATE

Two new books have been added to the PX list.

"The Munster Raid, Before and After" was written by English author Ian Hawkins who spent 20 years researching this mission. It sells for $32.00.

A fiction novel in paper back "Bail Out Over Munster" was written by the 34th bomb group's own Walter Sturdivan is priced at $5.00. Both of these books are in stock and available.

Two other books written by Walter are available and can be purchased direct from Walter at his home address:
Walter Sturdivan

5901 N. El Dorado St.
Stockton CA 95207
Tel: 209 477 3811

"The Red Tailed Devils from Mendlesham" tells of the 34th bomb groups action and losses in combat and sells for $15.00

"Shake Hands With the Devil" is a true story about an airman in combat and is also priced at $15.00.

Another book written by another member of the 34th bomb group, Robert Vaughn is titled "Fames Favored Few" can be ordered direct from his home.

Robert Vaughn
106 Country Home
Picayune, MS 39466

Ken Paxton, PX manager

Inquiry from Mendlesham

By way of Hal Province's trusty computer network, this letter from Mendlesham, Suffolk, England :

Please excuse the intrusion but I am wondering if you may be able to help me?

My wife and I recently purchased a property in Mendlesham which used to be known as the Royal Oak Inn, opposite the church. It is no longer an Inn and we are trying to establish its history through to c1510 when it was believed to have been built on an existing market site dating back to the 1200's

The war years are just some of the many gaps that we have in it's life and it is possible that some of you members may have knowledge or even visited the Inn whilst stationed at Mendlesham airfield. If you or your members should have any information or pictures of the Inn I would be most interested in adding the details to my records.

Hal's reply stated that he had no knowledge of the Inn but we could ask our membership. The return e-mail from England follows:

I do appreciate that this is a shot in the dark but it would be great to add our American friends touch to the history. Apart from, at best photos or other documents, it would be nice to hear the personal experiences and memories of those who may have visited, giving us an insight to life, layout and atmosphere of the Inn during those times.

Some may have visited by vehicle, others may have used the footpath across the fields to the base. Who knows what tales and deeds may transpire from this. Probably some joy and some might say joyful embarrassment.

From this end, our thoughts go out to those of you there who thought perhaps they had seen the last of terror until the tragic events of September 11.

Once again many thanks for your interest and cooperation.

Regards,

Stuart Larkin
Oak House
Chapel Rd
Mendlesham, Stowmarket
IP14 SQ
ENGLAND

PX ORDER FORM

NEW: AUTO WINDOW STICKER – 2"X41/4" BLACK AND SILVER
VET: WWII U.S AIR FORCE OR VET: WWII US ARMY AIR CORPS.....$4.00 EACH OR 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH.....$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition.....$49.95ea.
"THE MUNSTER RAID, BEFORE AND AFTER" by IAN HAWKINS.....$32.00ea
"BAIL OUT OVER MUNSTER" by WALTER STURDIVAN.....$ 5.00ea
PERMANENT NAME TAGS (First and last names & Sqdn. No).....$ 7.00ea.
LICENSE PLATE (34th Bomb Group).....$ 4.00ea.
LICENSE PLATE HOLDER (2 for $5.00).....$ 3.00ea.
PATCHES – 8TH AIR FORCE OR 34TH BOMB GROUP.....$ 5.00ea.
PATCHES – 8TH AIR FORCE (Gold & Silver Bullion Thread).....$ 9.95ea.
PATCHES – SQUADRON – 4th – 7th – 18th – .....$ 5.00ea.
DECAL – VALOR TO VICTORY – 5" X 5".....$ 1.50ea.
BUMPER STICKER – 34TH B.G. – 3" X 12" .....$ 1.50ea.
BOLO TIES – 8TH AIR FORCE – 34TH B. G. – B-17 – B24.....$ 6.00ea.
KEY RINGS – 8TH AIR FORCE – B-17 – B-24.....$ 4.00ea
HAT PINS (FOR DECOR) B-24 – B-17 or POW .....$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN).....$ 3.50ea.
WINGS – 2 ¾" – PILOT – BOMBARDIER – NAVIGATOR – GUNNER.....$ 4.00ea.
WINGS – 2" CREW.....$ 4.00ea.
WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER..... .....$ 3.50ea.
TIE TACK – 8TH A.F. – 4TH – 7TH – 18TH – 391ST SQDNS.....$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE
DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM.....$ 1.49ea.
CAPS – SOLID ROYAL BLUE (New 34th B.G. Design).....$ 7.00ea.
V.C.R. TAPE 58 mins. (" Start Your Engines + 50 Years").....$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green – beautiful)
MED. LRG. XLRG. XXLRG...$24.50ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO – (no pocket).
MED. LRG. XLRG. XXLRG...$24.50ea.
MEN'S POLO SHIRT (White W/ Emblem – no pocket) Large or X Large.....$27.00ea

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

Please add $.3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 685 4376
e-mail kenpax1@aol.com

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

Minutes

MINUTES OF THE BOARD OF DIRECTORS' MEETING, SEPTEMBER 6, 2001

The annual meeting of the Board of Directors of the 34th Bomb Group Association was called to order by Pres. Claude Gibbs at 1500 on Sept. 6, 2001, in the Hilton Savannah DeSoto Hotel in Savannah, Ga. The Pledge of Allegiance was led by Pres. Gibbs. Chaplain James Martin gave the invocation.

Pres. Gibbs called for a roll call. Present were: Pres. Claude Gibbs, 1st VP Wayne Howarter. 2nd VP Carl Stemen, Rec. Sect. John Feda, Treasurer and Corresponding Sect. Harold Province, Past Pres. Norman Mayer, Chaplain James Martin, PX Mgr. Ken Paxton, MM Editor Jack Share, Bd Members Claude Conklin, Everett Rose, Carroll Forister, Franklin Sivret, James Clemins and Anthony Coutros,. Reunion Committee members Harold Rutka, Bob Wright and Bruce Sothern. Absent: Archivist Wallace Brauks.

Motion by Sothern, second by Clemins to accept the minutes of the 2000 meeting as printed in the Mendlesham Memories of December, 2000. Motion carried.

PX report was given by Ken Paxton.

Balance on September 5, 2000	$885.36
Deposits from merchandize sold	1,285.03
Interest on checking account	4.89
	$2,172.28
Checks issued for merchandize, refunds and supplies	1,700.90
Balance on Sept. 6, 2001	$ 474.38

Outstanding bills: Expenses to Ken Paxton for supplies and postage of $112.81
A number of books on consignment
Bomb Group shirts on order.
Motion by Province, second by Clemins to accept the PX report. Motion carried.

Motion by Clemins, second by Sivret to authorize PX Mgr Ken Paxton to purchase the remaining thirty 34th Bomb Group history books from the publisher at a 10% discount. Motion carried.

Treasurer's report was given by Harold Province with all figures as of August 27, 2001.

Working accounts		2000	2001
General fund in England (est)	$	380.00	380.00
Checking account Hancock Bank		431.92	686.17
Money Mkt Hancock Bank		1,517.51	1,446.89
Money Mkt Edw Jones		2,887.70	4,081.42
Sub-total	$	5,271.70	6,594.48
34th Bomb Group Funds:			
Life Membership Fund	$	22,063.44	14,375.08
Scholarship Fund		13,135.57	13,559.57
Memorial Fund		1,055.89	1,055.89
General Fund		2,329.42	6,594.48
Pete Grey Fund		0.00	1,010.00
Grand-total	$	38,584.32	36,595.02
Location of Funds:			
Money Mkt funds at Edw Jones	$	2,254.90	4,081.42 draws interest
CD at Edw Jones		30,000.00	30,000.00 draws interest
Money Mkt funds at Hancock		1,517.51	1,446.89 draws interest
Genl fund Hancock and England		2,329.42	1,066.17 no interest
CD at 6.4% was due in October of 2000		5,000.00	0.00
Grand-Total	$	39,584.62	$ 36,595.02

As of September 3,2001, the bill for the September MM has not been paid. It will probably be between $1,800 and $2,000.

Respectfully submitted by Harold Province

Treasurer Province stated that about 300 members are paying annual dues. We have 360 life members who have paidup dues. We also have about 65 associate members who pay yearly dues.
Motion by Rose, second by Coutros to approve the treasurer's report. Motion carried.

Reunion committee report by Harold Rutka. We got a $233 rebate from the Buffalo reunion. Currently we have $20,000 in the bank for this reunion. Ninety rooms were reserved at the Hilton. Five were added after the deadline so some late registrants are housed at other hotels. Ninety-six have signed up for the tours to the 8th AF Museum on Friday. Next year's reunion is planned for Salt Lake City for the comparable weekend in September of 2002. Seymour Isaacs, a member who lives in Salt Lake City, is assisting the committee. Motion by Conklin, second by Province to approve the reunion committee report. Motion carried.

The Scholarship Committee report was given by Harold Province. Fourteen applications were received. The committee recommends the top three as: First for $1000 is Amy Crawford of Ticonderoga, NY 2nd for $750 is Sean Hoban of Louisville, KY, and Third for $500 is Theresa Russo of Hartsdale, NY. Motion by Sivret, second by Rutka to approve the report. Motion carried.

The proposed addendum to our Constitution for Article 2 relating to associate members was thoroughly discussed. The addendum to Article 2 defining membership in the Association shall read as follows: AND TO ASSOCIATE MEMBERS WHO HAVE BEEN ASSOCIATE MEMBERS FOR TWO OR MORE YEARS. (This addendum will give associate members the right to vote and to hold office after two years as associate members.) Motion by Sothern, second by Stemen to submit this addendum to the General membership for approval on September 8, 2001. Motion carried.

The Memorial of $1000 in memory of Pete Grey was discussed. A survey was made of the widows of deceased members. The majority expressed a desire to continue receiving the Mendlesham Memories. Motion by Province , second by Coutros to use the money in the fund to send the MM to the widows of deceased members. Motion carried.

The Mendlesham Memories report was given by Editor Jack Share. He reported no significant problems at this time. He did request that individual members continue to send him their individual stories to use in future editions. He also requested that all pictures from this reunion reach him by October 15. Motion by Rose, second by Sivret to approve the report and commend Editor Jack Share for the great job he is doing. Motion carried.

Pres. Gibbs appointed an audit committee of Carl Stemen, Everett Rose and Anthony Coutros to audit the PX account, the treasurer's accounts and the reunion committee funds and report to the General Membership on Sept. 8, 2001.

Old business - none.

New business. Pres. Gibbs reported on a request from the 8th AF Museum Foundation for a contribution from the 34th BG. Motion by Stemen, second by Clemins to decline the request and encourage individuals to make contributions as they may desire. Motion carried.

Bruce Sothern made a request on behalf of the nominating committee for suggestions and or volunteers for officers of the Association. This year's election will be for a second vice-president and for two board members.
Everett Rose expressed appreciation for the reunion committee for their work.
Motion by Rutka, second bly Martin to adjourn at 1620. Respectfully submitted by John J. Feda

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPTEMBER 8, 2001

The annual meeting of the 34th Bomb Group Association was called to order by Pres. Claude Gibbs at 0900 on September 8, 2001, at the Hilton Savannah DeSoto Hotel in Savannah, Georgia. The Pledge of Allegiance was led by Pres. Gibbs. The invocation was given by Chaplain James Martin.

Motion by Province, second by Rose to accept the minutes of the Sept. 9, 2000, annual meeting held in Buffalo, NY, as printed in the Mendlesham Memories of December, 2000. Motion carried.

Treasurer Harold Province gave the treasurer's report. (Please refer to the Board meeting minutes of Sept. 6, 2001, for the detailed report.) Motion by Clemins, second by Coutros to approve the report. Motion carried.

The Scholarship Committee (Hanson, Vaughan, Feda) report was given by Ambers Hanson.(Please refer to the Board meeting minutes of Sept. 6, 2001 for the detailed report.) Motion by Province, second by Stemen to approve the report. Motion carried.

The Reunion Commitee (Rutka, Wright, Sothern) report was given by Harold Rutka. There are 276 registered at this year's reunion. The committee has $21,000 to pay for this year's reunion.Next year's reunion is planned for Salt Lake City on this comparable weekend in September. Seymour Isaacs, a member living in Salt Lake City, is assisting the committee. The hotel has not been selected as of this date.
Motion by Rose, second by Howarter to approve the report. Motion carried.

The Nominating Committe (Sothern, Wright, Martin) report was given by Bruce Sothern. For 2nd VP the nomination is for Fred Waltz. For directors the nominees are John Demko and Vernon Ames. Pres. Gibbs called for nominations from the floor. None were given.
Motion by Conklin, second by Rose to close the nominations and instruct the secretary to cast a unanimous ballot for the nominees as presented. Motion carried.
Bruce Sothern reported that Wallace Brauks does not feel lhe can serve any longer as the Archivist. This is an appointed position. Pres. Gibbs appointed Gary Ferrell to be the Association's Archivist (Historian).
All other appointees, namely Jack Share, Ken Paxton, Harold Province, James Martin and John Feda will continue in their respective positiions.

The Audit Committee (Stemen, Rose, Coutros) report was given by Carl Stemen. They reported that the PX accounts, the treasurer's accounts and the reunion accounts were all reviewed and found to be in order. Motion by Rose, second by Sivret to approve the audit report. Motion carried.

The PX report was given by Ken Paxton. (Please refer to the Board meeting minutes of Sept. 6, 2001, for the detailed report.) Ken reported that 30 mail orders were filled this year. The inventory on shirts is low but they are on order. If you order now they will be shipped to you at no charge for postage. Please put you telephone number on any future orders so the order can be expedited more efficiently.There are seven books on sale in the PX. Most of these are on consignment.
Motion by Province, second by Coutros to approve the report. Motion carried.

Under old business the addendum to our constitution concerning associate members was discussed. The Board recommended an addendum which readss- AND TO ASSSOCIATE MEMBERS WHO HAVE BEEN ASSOCIATE MEMBERS FOR TWO OR MORE YEARS. (This addendum will give them the right to vote and the right to hold office in the Association after two years as associate members.)
Motion by Rutka, second by Sothern to approve this addendum to our constitution. Motion carried.

Bob Gross reported on two young men in England (Kevin and Sean Welsh) who are doing a history on the 34th Bomb Group . They were appointed by Pres. Gibbs as associate historians for the 34th. Al Israelsen has also corresponded with these two men.

Gary Ferrell reported on the detailed data bases he has created for the 34th BG. These are available on the 34th BG web site. The complete address of the web site can be found in any issue of the MM.

Tamarac Travel is planning a "Return to Mendlesham" for the 34th Bomb Group. It will take place from June 5, 2002, to June 13, 2002. They have arranged similar tours for over 11,000 veterans.

Editor Jack Share reported on the Mendlesham Memories.He stated that the "Friends Write" is a popular section of the publication. He encourages us to send in our comments. He feels our publisher is very cooperative. He also credited Eli Baldea for our existing format. Please send him the reunion pictures by October 15 for the reunion issue. He made a special plea for ADDRESS CHANGES because the Post Office charges him $1.80 for each MM returned to him because the original address is incorrect.

John Veres, who is coordinating the interviews for the Meresburg Documentary, assured us that this was not a profit making venture. The interviews will be edited and placed in the 8th Air Force Museum. The 34th sustained significant losses on those raids.

There being no further business , Pres. Gibbs adjourned the meeting at 1025.

Respectfully submitted by John J. Feda

ATTENDEES AT THE SAVANNAH REUNION

Bailey Adams
Paul and Beryl Anderson
Vern Ames
Alex Antanovich and Martha Ferline
Joe Ardo and Charlotte
Harry Arnold
Lawrence and Lucille Babcock
Charles and Roberta Barclay
Carwin and Marlene Baxter
[illegible]bert and Barbara Bell
[illegible]omas and Ma[illegible]
[illegible]
[illegible]
Gl[illegible]
W.J[illegible]
Rich[illegible]
Bill, [illegible]
Merlin[illegible]
Ralph[illegible]
Hym[illegible]
Will[illegible]
James[illegible]
Dave[illegible]
[illegible]e a[illegible]
Patrick an[illegible]
Charles an[illegible] Conway
Philip Cozzo[illegible] spouse
John Coutros
Anthony and[illegible] Coutros
Craig Coutros
Ha[illegible] Dor[illegible]a Crawford
Joh[illegible] [illegible]he[illegible] Demko
Herbert and Lorraine Donahue
John and Elizabeth Donaldson
Law[illegible]and Joan [illegible]ooley
John[illegible]sky and Beverly Stearns
Harold and Darlene Dwyer
Bernadette and John Farley
John and Betty Feda[illegible]
Gary L. Ferrell
Herman and David Fieber
Morton and Sheri Fiedler
Robert J. Filip
Dale and Margie Finley
Carroll and Sylvia Forister
Robert and Marty Fox
Earl and Mary Frank

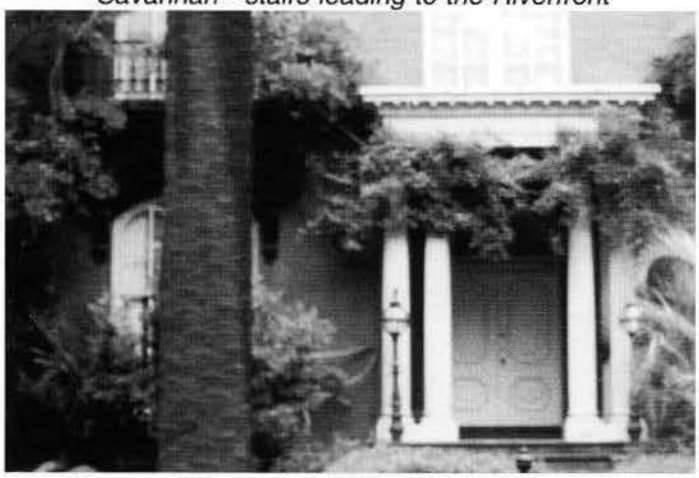
Abe and Ernestine Firestone
Peter and Sylvia Gaskin
Basil and Lorene Gaumer
Beverly Gibbs
Claude and Audrey Gibbs
Forest and Irma Goetsch
Ryle and Juanita Griffin
Willis Griffin
Robert H. Gross
Milton Hansen and Sandy Kripps
[illegible]mbor and Jean Hanson
[illegible]
[illegible]
[illegible]

container ship heading up the river

Savannah riverfront

Savannah - stairs leading to the Riverfront

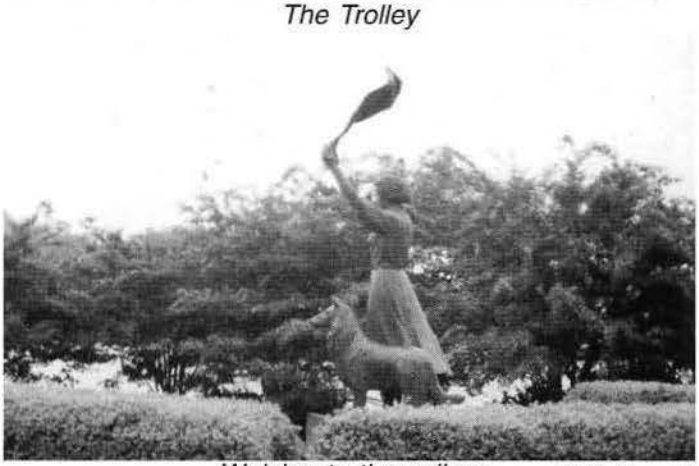
Tom Payne, Val Payne, Donna Crawford at Mrs. Wilkes Dining Rm.



The historical Mercer Home

The Trolley

View of Savanah

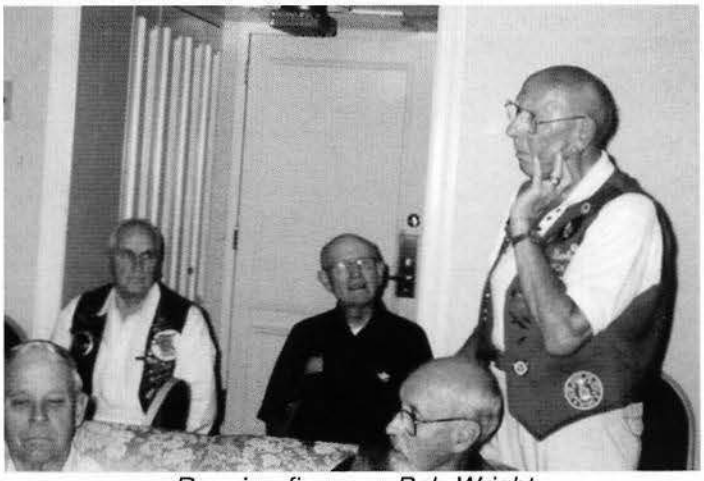


Waiving to the sailors

The Hilton DeSoto

Board of Directors

Reunion committee report - Harold Rutka



Reunion finances Bob Wright

RX Report - Ken Paxton

Board of Directors

Reunion Committee

Harold & Gen Rutka
Esther & Bob Wright - Bruce Sothern

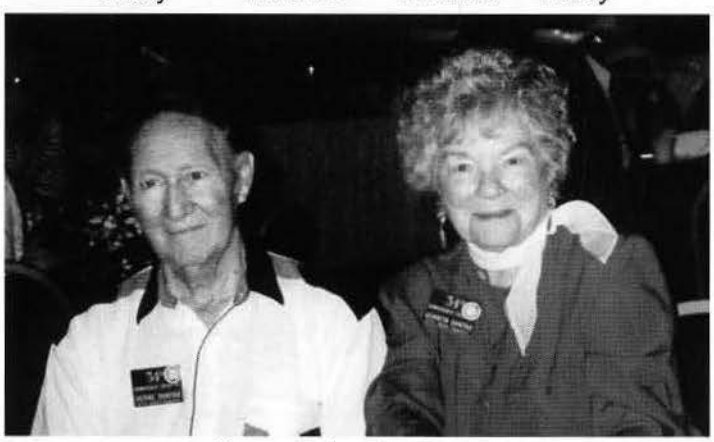
Registration Esther Wright Gen Rutka - Bob Wright

Friday Night Dinnner

Fran Podulka, Carwin Marlene Baxter

Margie Finley Dickie Hinchee Jim Hinchee Dale Finley

Banquet Table

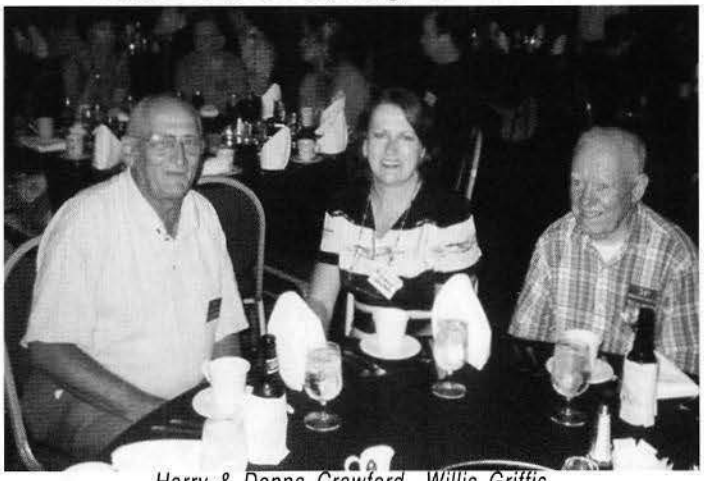


Verne & Juanita Santas

Tom & Mildred Newton, Ruth & Ray Kubly

Frank & Alda Sivret, Margo & Everett Rose

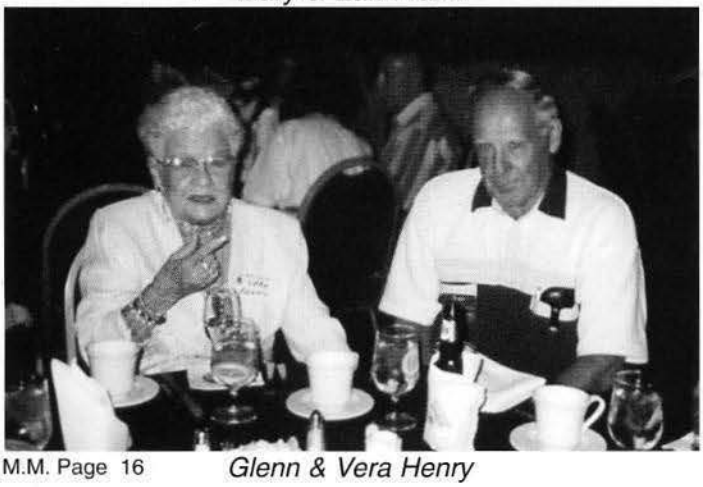
Vern Ames, Jack & Marian Share, Kay Stuthers



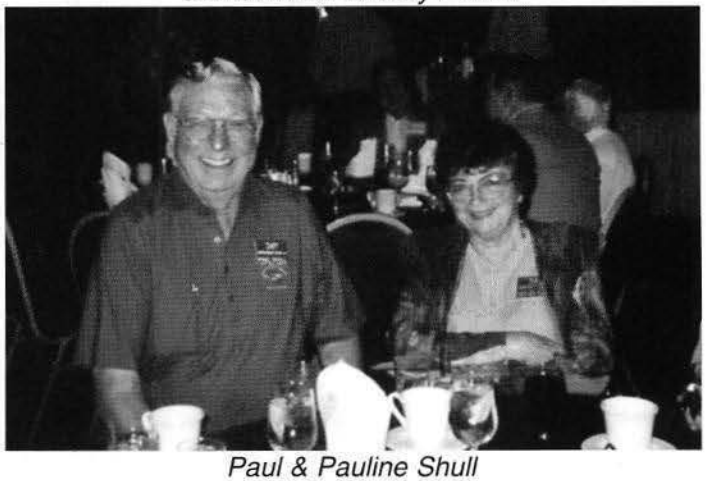
Harry & Donna Crawford Willis Griffis

Mary & Earl Frank

Jim Clemins & Gary Ferrell



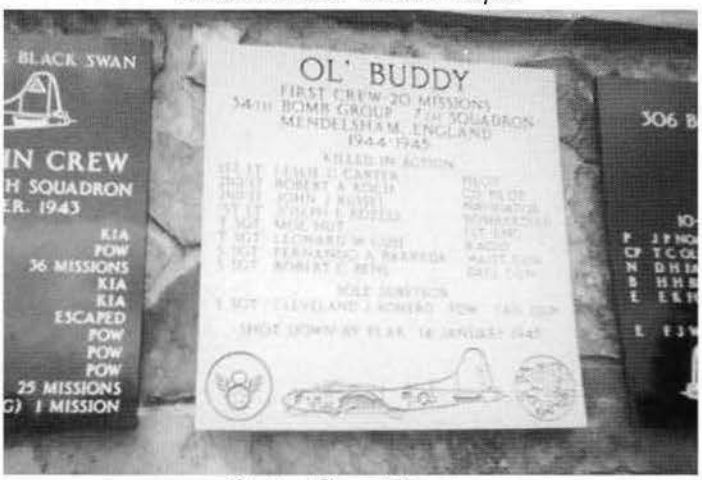
Glenn & Vera Henry



Paul & Pauline Shull

Kramschuster Crew Plaque

Mehling Crew Plaque



Carter Crew Plaque

Tootie Hetherington and Judy Roy

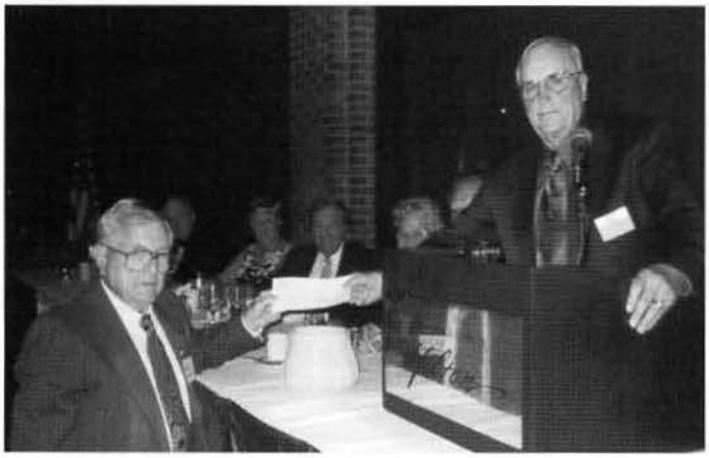
Bill Burnell & Harry Prillaman Taping War Experiances

34th Bomb Group Display

Briefing

Velma Jackson & Marge Bush

Head Table



Grand Prize Winner - Glen Bridge, Harold Rutka

Claude Gibbs - Gift for a job well done.

Ray Kubly - POW Escapee

Robert Provence - Support for POW escapees

John Doronsky - Main Speaker

Bev. Stearns, John Doronsky

Wayne & Lavern Howarter

Audrey & Claude Gibbs

Head Table

2001 Gala Banquet

Children of Members: L to R Marilee Nord John Farley
Lynn Hanson, Pamela Schmitt

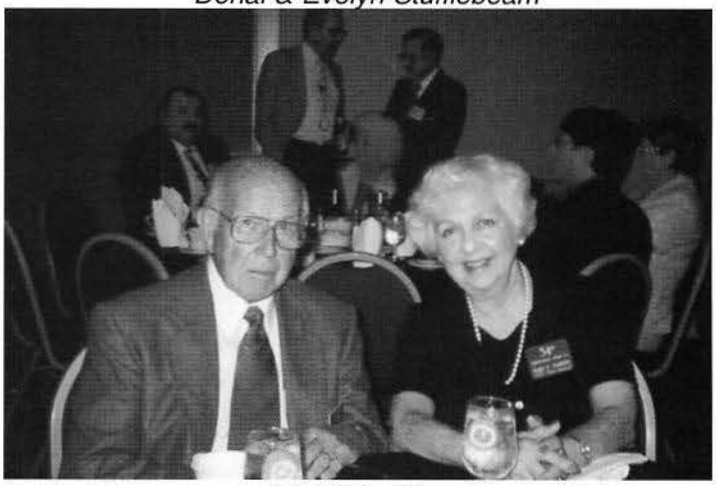
Bill & Betty Cheek

Gala Banquet cont...

Tom & Mildred Newton

Donal & Evelyn Stufflebeam

Herb & Lorraine Donahue

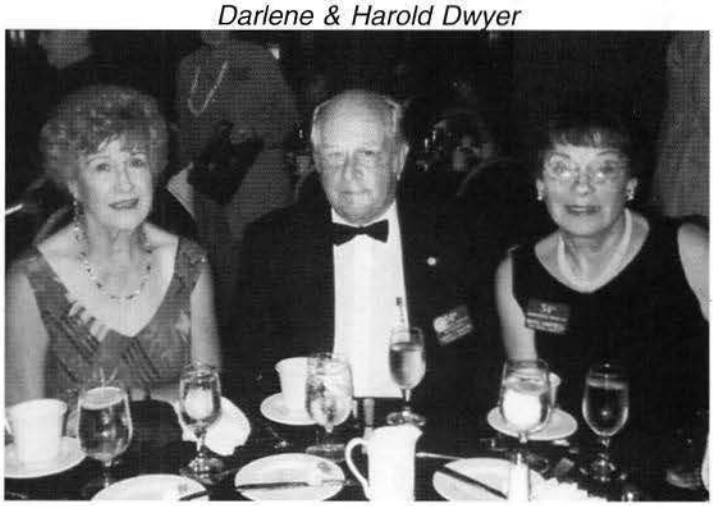


Hal & Ruby Thorpe

Liz & Jack Noe

Darlene & Harold Dwyer

Barb & Bob Bell



Lois Johnson, James Martin & Marci Campbell

Gala Banquet cont...

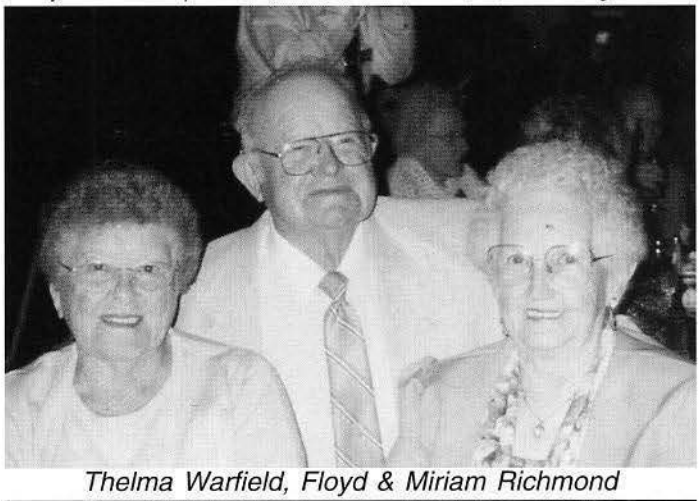
Thelma Warfield, Earl Frank

Blanche & Fredrick Voss

Bob Gross, June & George Ritchie

Harry, Andrrew & Hap Prillaman, Helen & Gene James, Bill, Bob & Margo Burnell

A.J.Z (Abe) & Ernestine Firestone



Thelma Warfield, Floyd & Miriam Richmond

Esther Wright, Pegi Johns, John Demko

Charles & Roberta Barclay, Al & Agnes Isrealson & Al Steinrer

Gala Banquet cont...

Back Row: Philip Podulka, John Feda
Front: Frances Podulka, Carwin & Marlene BAxter, Betty Mae Feda

Amber Hanson, Jan & Hal Province

Paul & Beryl Anderson

John & Esther Demko

Martha & Alex Antanovich

(Back) Stuart & Jim Stuthers Jr. Jim Stuthers Sr.
(Front) Juliana & Kay Stuthers

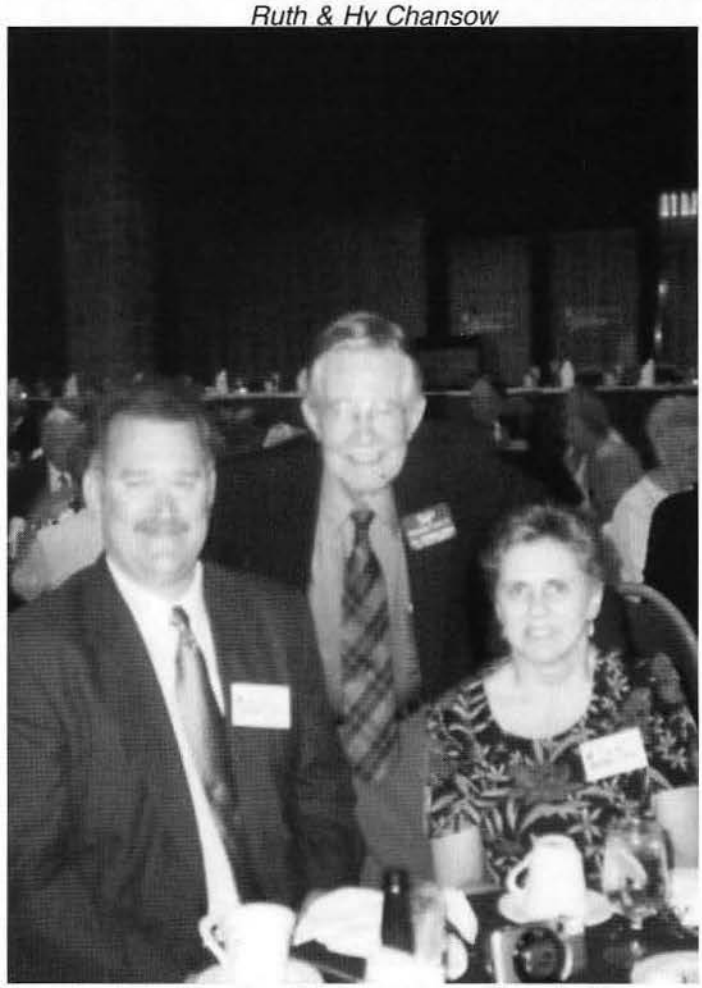
Carroll & Sylvia Forister

Gala Banquet cont...

Betty & Jack Donaldson, Merle Horton

Ruth & Hy Chansow

Ralph & Marge Bush, Velma & Kenneth Jackson



Allen Barclay, Allen Isrealson, Sue Barclay

Sheri & Mort Fiedler

Claude & Gen Conklin

Near Sighted Robin Crew

Jim Troup

J. C. Smith

John & Craig Coutros,
Sons of Mary & Tony Coutros (front)

Dexter & Beaulah Jordan

Fred Muente & Bobb Pacholski

Dez & Lorraine Conway celebrating
their 50th wedding anniversary

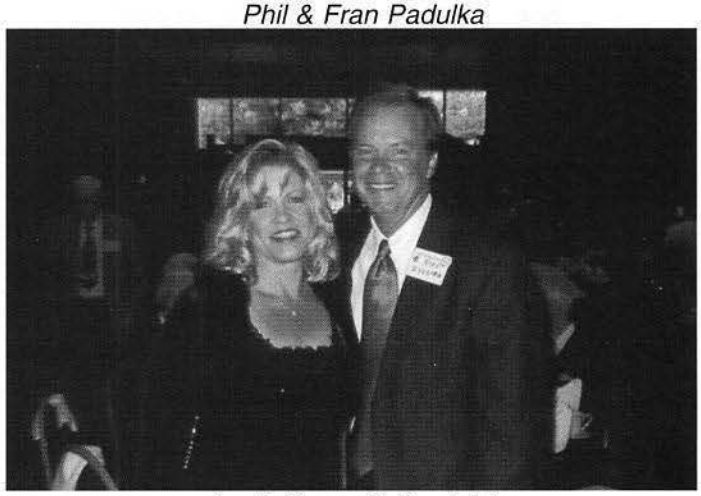
Jan & Hal Province

Gala Banquet cont...

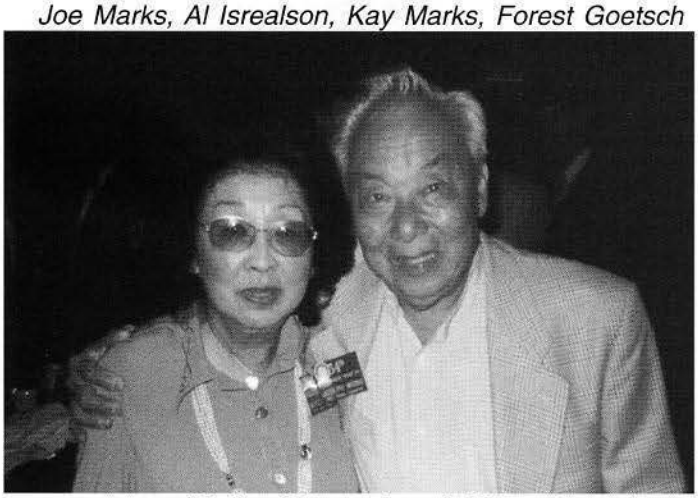
Bernie Farley & Son John

Phil & Fran Padulka

Joe Marks, Al Isrealson, Kay Marks, Forest Goetsch



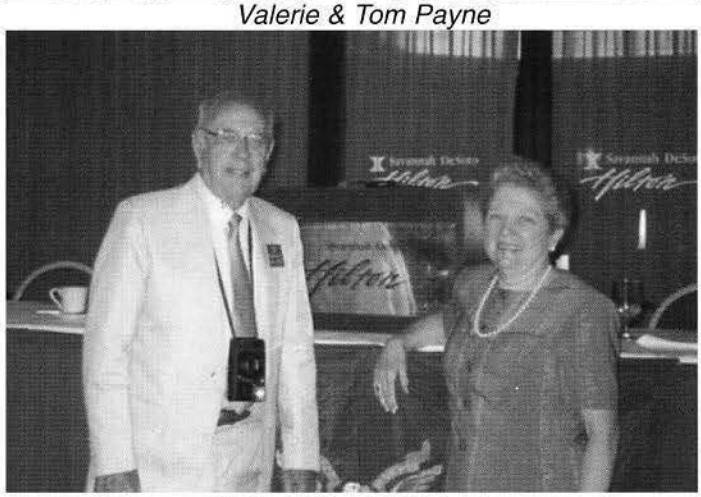
Bonnie Powers & Ray Zylstra.



Marilyn Wong, Joseph Wong

Valerie & Tom Payne

(Front) John & Marge Bloczynski, Ed & Joan Douley
(back) Mary BloczynskiLavonne & Wyatt Jones



Dale & Margie Finley

Son - Todd Lampey & Betty Lampey

Ambers & Jean Ambers, Verbal & Betty Holcomb

Joyce Zenda, Herb Roy

David & Ethel Stiver

Bill & Tootie Hetherington

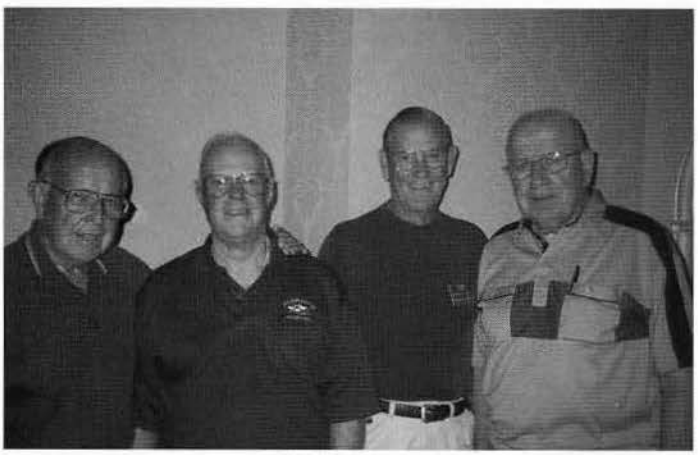
L to R Dennis & Carol Bartelt Walter & Donna Jellum

Betty Mae & John Feda, Jack Oyster

Mr. & Mrs. Patrick Connoly

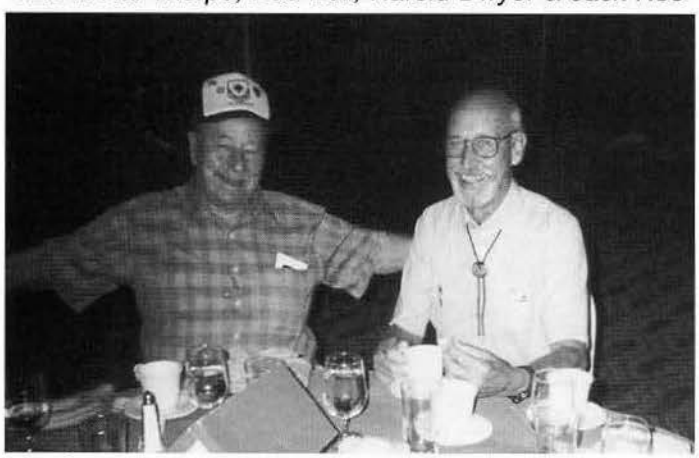
L to R Joe & Marilyn Wong, Dez & Lorraine Conway

L to R Dez & Lorraine Conway, Joe & Marilyn Wong, Tony & Mary Coutros

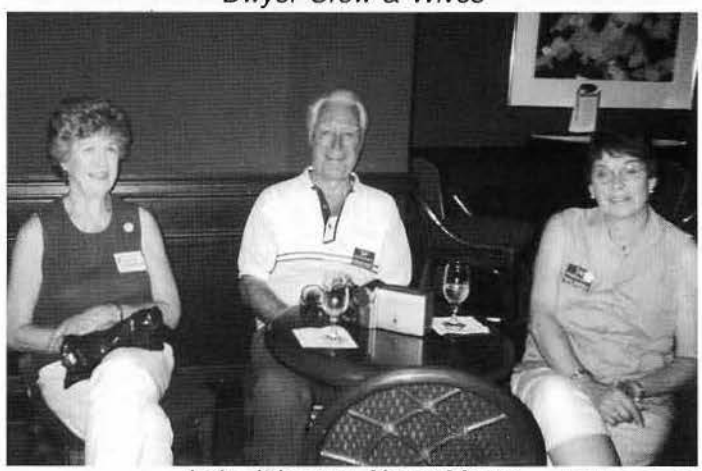


Dwyer Crew
L to R Hal Thorpe, Bob Bell, Harold Dwyer & Jack Noe

Dwyer Crew & Wives



Frank Sivret & Bruce Sothern



Lois Johnson, Norm Mayer, Marci Cambell

Son - Greg, Kay & Henry Arnold

Peg & Carl Stemen, Betty Lampey, Gen & Claude Conklin

John Wooten - 1stTimer

Gen Conklin, Peg Stemen, Claude Conklin, Carl Stemen

Vern Ames, Pauline Shull, Beryl Anderson, Paul Shull, James Clemens, John Feda

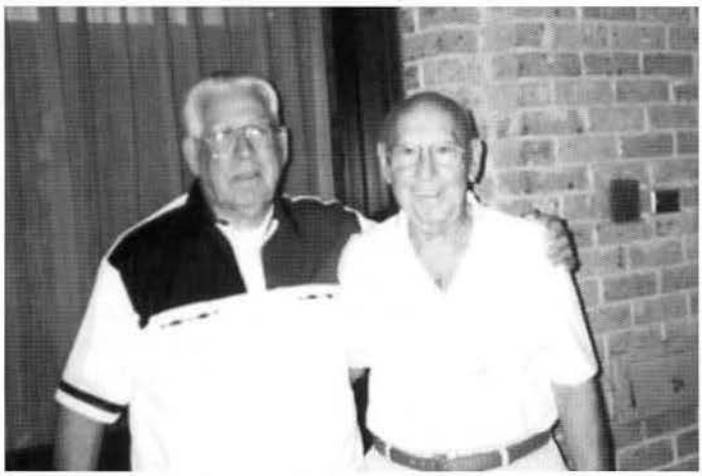
Marge & Ralph Bush, Velma Jackson

Bruce Southern, Jim Martin, Paul Shull, Ken Paxton

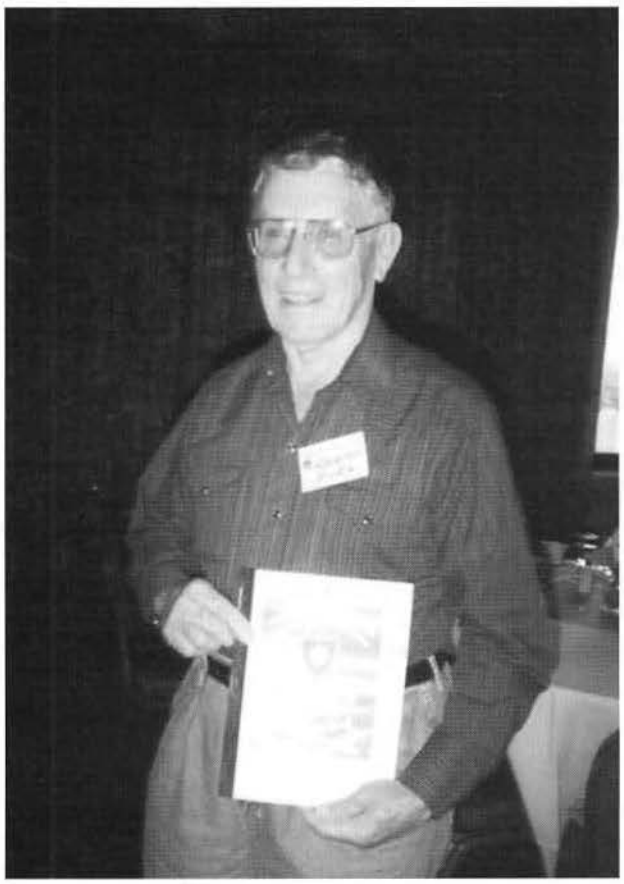
Music Lovers

Bill Neal, Joe Marks

Son Daniel & Omer Mongeon

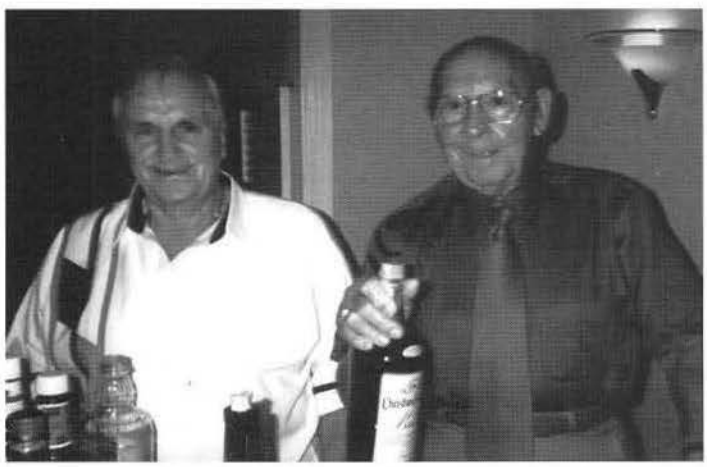


Everett Rose & Bob Wright



Kivet Ivey

Artist in our Midst



Bartenders Harold Rutka, Bob Wright

Friends Write

LINDA TURNER – YALE, OK

My mother, Peggy Sisney, wanted me to notify you of the death of my father, E.E. Sisney. He went to be with the lord on May 8th of this year. He had been in failing health after undergoing a quadruple bypass and suffering a stroke approximately 4 years ago. He suffered a very bad stroke on May 4th and was for the most part unconscious for the remaining 4 days he was with us. He was never in any pain for which we are very grateful and died peacefully.

My dad served with the 34th Bomb Group and flew 5 missions. We are extremely proud of him and his record. He is hugely missed by all who loved him. Would you please mention him in your "Mendlesham Memories"

****

WALLACE GREEN – BROOKLYN ,CT

Re: Summa Scholarship Fund

Enclosed is a check for a donation to the scholarship fund in memory of James H. Smith and Bernard M. Schwarz, both crewmen of the Edward Evans crew of the 391st squadron.

****

JACK OYSTER – NICEVILLE, FL

My record keeping stinks! I'll blame it on age. I can't find that I paid my 2001 dues – if your records show that I did just apply the enclosed to the scholarship fund.

I'm looking forward to the September reunion. Check for registration, breakfasts, dinners, etc. Sent to Robert Wright and reservation request mailed to the Hilton.

We'll arrive on the 7th. Looking forward to meeting all you guys that work so hard to keep the 34th alive. Thanks for all your efforts.

****

HERMAN FIEBER – BAKERSFIELD, CA

We updated the web site with the tail section of the B-17 on display at the museum in Palm Springs which is painted in the colors of the 34th. Couldn't get the whole plane in the picture because it was in a hanger and we could not get back far enough. We also have included our new e-mail address:

Hermannancy4@cs.com

Several weeks ago my family bought me a ride in a B-17 for my birthday. What a thrill to ride in a B-17 after 56 years – the landing was better than the last time. Hope to see all at the reunion.

****

ARDYCE PETERMAN – AIKEN, SC

Due to ill health please discontinue sending me "Mendlesham Memories". I thank you for sending it to me since Clarence (Pete) Peterman's death in 1985. He was a radio operator on the B-24 "Bambi" and had 33 missions.

Best wishes to all the remaining 8th Air Force 34th Bomb Group personnel!

****

WINFRED CROSBY – MALABAR, FL

Please send my MM to the above address. We sold our Maine home. We have a trailer in a small park. Please send me a dues statement so I can send it to who ever I owe it to. I have missed quite a few MM's as they do not forward them

Thank you and hope you are having a good summer.

****

BILL YOTHMENT – CROWN POINT, IN

I am writing this to inform you of the passing away of my brother, Bob Yothment of Tucson, AZ. last month. He was with the 391st as a radio gunner. He had been ill with a bronchial problem for almost a year.

Please pass this on to whoever makes out the names in "TAPS". Thank you very much.

****

LEE E. HARKLEROAD III –BRISTOL, TN

My dad passed away on August 6, 2001. He dearly loved his B-17 friends and treasured all communications he received. Dad got a full military funeral and would have been pleased – flag, Scottish bag pipes playing Amazing Grace and a 21 gun salute at graveside. Thanks for all you have done to make Dad's last years some of his best in terms of reliving the past.

****

JIM HINCHEE – SALEM, VA

Sure enjoyed the reunion and, as always, it was good to see old friends and make new ones. There is a lot of work and planning that goes into this to make it a success. Many thanks to all of them.

****

DR HORST WILHELM – SCHIFFWEILER, GR

Allow us to express our deepest indignation about the horrible criminal act of Sept. 11th. In NYC against the people of the USA. Please take our condolences over the dead of so many innocent citizens.

We are all shocked by the suicide-criminality against the American Nation and against the free World. I agree together with all my friends with the meaning of the German chancellor to be all together hit by this criminal act and that we are Americans in this situation and that we will show solidarity and help. First of all, we pray for all dead and wounded people and light candles in our parish church.

****

HERB ROY – NAPLES, FL

To those crews who didn't make the reunion, you were sorely missed. We had a grand time renewing our friendships and seeing Savannah, again. This time we took the boat ride on the river as well as going to the museum.

I have carefully avoided saying anything about the tradgedy's as I didn't want to set this paper on fire before you got it. I'm sure we are all thinking alike on this one and trust the young people will rise up to the occasion and handle it well. May God keep all of us before we meet again.

****

INGEMAR MELVIN – TRELLEBORG, SWEDEN

Everyone is talking about the terrible things that happened in the USA. In my town most of the flags were on half mast, both Swedish and American. We had three minutes of silence today all over Sweden. 70 firefighters from Sweden, specialized trained for rescue work in earthquake areas, have been on standby for the last 24 hours waiting to be called by the NYC authorities to leave. Some scenes I will never forget.

****

BOB GROSS – WEST HARTFORD, CT

When sitting in the lobby of the Desoto Hilton at our reunion, I began a conversation with someone from the 7th who knew my radio operator, Alvin Rainey and I failed to get his name. He along with all of my crew on "Misery Agent" crashed on D-day June 6, 1933. As I would like to send this additional name on the Rainey's daughter, as a possible further contact, I wonder if in the next issue of MM you could request anyone who bunked and or who knew Rainey to contact me either by e-mail or any other means. Many thanks, it was great seeing so many others at the reunion.

ED : Bob's e-mail address – RHGross17@aol.com

****

BOBB PACHOLSKI – TOLDEDO, OH

The crew of "The Nearsighted Robin" had 6 of the original crew members at the reunion in Savannah this year, the fourth straight year that the "Robin" crew has led in attendance. Two of our members are deceased and two were unable to attend. At the 8th Air Force Museum on Friday we were video taped for over and hour by Professor of History from a local university to provide the generations to follow and actual account from the men who were there and took part.

The "Robin" crew is looking forward to Salt Lake City next year and hope to have another record setting attendance.

****

MARGO BURNELL – KIRKLAND, WA

Hope your return home went well. Not sure when you left or how you were traveling. We were at the Savannah airport leaving to fly to Washington, Dulles as the first plane hit N.Y. So happy our son was with us as we were able to rent a car, the last full size one Alamo had. Then we were on our way for a 3000+ drive to Kirkland, WA. Oh my, what a week that was. All we wanted to do was get home and hug our family and friends. Keep up the good work. We do enjoy MM so much.

****

DOROTHY WESSEL – LaCRESCENTA, CA

I'm writing to inform you that my husband, Jerome R. Wessel, passed away Feb. 5, 2001. With a sad heart, I'll add that Aug 2, 2001 we would have been married 60 years.

Jerry always enjoyed reading Mendlesham Memories and we enjoyed the 34th bomb group reunions.

****

REV. GARY FERRELL – ALBERMARLE, NC

A 34th BGA WEDDING ANNOUNCEMENT

On Sunday, October 7, 2001 in Stony Point, NC, Susan Walker and I were joined together in Holy Matrimony. We will be residing at 28401 Valley Dr. Albermarle, NC 28001, where I currently serve as pastor of Stony Hill United Methodist Church.

And, oh yes, this is the same Susan whose pictures I shared with anyone and everyone who would look at them at the recent reunion in Savannah.

Ed: Congratulations and the very best to Gary and his new bride from all the members of the 34th BGA.

****

VERN AMES – TONAWANDA, NY

Another great reunion, the largest in a long time – good banquet, interesting speaker, one of our own. Thanks again for everything.

****

VERNE SANTAS – DUNEDIN, FL

Enjoyed the Savannah reunion and the Eighth Air Force Museum. Being with those we have met at past reunions and meeting new friends is a pleasure we look forward to each year. This was our fourth reunion since being "found" by Hal Province.

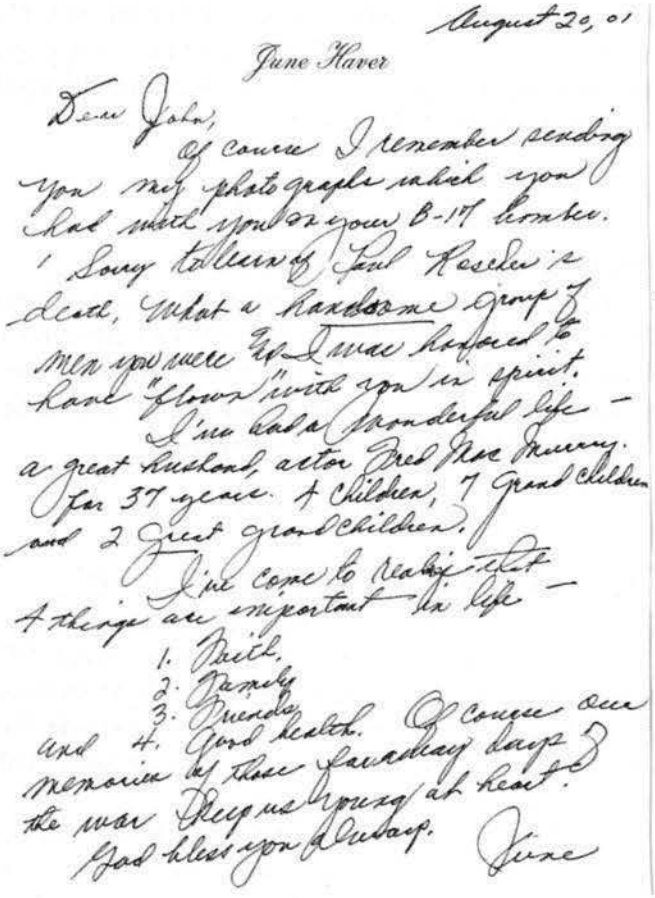
The tribute to the RAF Air Sea Rescue Service in the Sept. Newsletter is very interesting attesting to the skill and bravery of the British rescue personnel with their High Speed Launches.

****

JOHN DORONSKY – WILLOUGHBY, OH

I wrote a letter to June Haver (actress) in Hollywood asking if she remembers sending her picture to be put on our plane the "GOTTA HAVER".

Below is her letter in reply to my inquiry.



August 20, 01

June Haver

Dear John,

Of course I remember sending you my photographs which you had mixed up on your B-17 bomber. Sorry to learn of Paul Roesler's death. What a handsome group of men you were & I was honored to have "flown" with you in spirit.

I've had a wonderful life – a great husband, actor Fred MacMurray for 37 years & 4 children, 7 grandchildren and 2 great grandchildren.

I've come to realize that 4 things are important in life –

1. Faith,
2. Family
3. Friends
4. Good health.

and Of course our memories of those Saturday days & the war. They gave us young at heart.

God bless you always.

June

VERN AMES – TONAWANDA, NY

I think that I flew this plane on 11 – Aug – 44 with the 4th Sqdn, however I don't know anyone in the picture and don't remember how I got it. Perhaps some one would own up to being crew chief and or know someone in the picture.

JOHN & MARGE BLOCZYNSKI – MARSHFIELD, WI

Enclosed are pictures from the Savannah reunion. We had a wonderful time and were so thoughtful we were home safe and sound before the terrible attack on the twin towers in NY, the Pentagon in D.C. and the crash in Penn. Who would have ever believed something like that could happen to us? We pray every day for the victims, their families and that God will take care of the rest of us.

There aren't any words to describe the "Mighty Eighth Air Force Memorial". Our daughter, Mary attended the reunion with us and was very impressed with it all.

****

PAUL ANDERSON – EVERETT, WA

Beryl and I enjoyed the reunion very much. Savannah is a picturesque little city. We had a great view from our room. And, of course, we were glad to get to see the 8th Air Force Museum. After the reunion we flew up to see our daughter in Springfield, Va. She had to work the day of the attacks and could see the Pentagon burning from her office window in the Agricultural building.

In spite of the turmoil, we had a good visit and got to see some of the sights in the surrounding area outside of Washington, D.C. Our flight home was rather tiring, 17 hours from Baltimore to Seattle due to the long lines for check in and security at the air port, plus a delay because of a leaky valve in the fuel system of the plane.

Last Saturday we did some hiking at about the 5000 foot level on Mt. Baker. It was a little early for fall colors, but we did see some.

I am enclosing some pictures from the reunion for the December issue of MM, hope you can use them.

****

ROBERT SCHROEDER – AMERICAN FALLS, ID

The picture below is of the McGovern crew of the 391st squadron of the 34th bomb group. They left the States from Savannah, GA with a new B-17. When they got t England the plane was given to someone else and they were given "Butch", which they had all the way.

There were four of the crew at Savannah. We enjoyed being with them at the reunion and other members of the 34th that we have gotten to know over the years.

Moving???

If you are moving, send your new address to:

Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on the first day of February, May, August and November for the March, June, September and December issues.

Top – Schroeder, (unknown), Inman, Adams, Hammersly, Pilot, McGovern.
Front – Stivender, Funk, Small, Thurner

****

KENNETH HORTON – WINSTON-SALEM, NC

We enjoyed the reunion of the 34th bomb group. The Mighty Eighth Air Force Museum, seeing old crew members in Savannah where I met my wife in my stop there in November 1944. We have been married 54 years.

****

JIM STUTHERS – NOKOMIS, FL

I want to express my sincere thanks to all the very thoughtful members who went out of their way to make my sons, Jim Jr.and Stewart and Jim's wife, Juliana welcome and so glad and happy to share this year's banquet dinner with the 34th bomb group.

I, and as I learned later, other members were rather disappointed that our kin and kin-folks were not recognized, either individually or as a group, by the head table for being there with their relatives. I know this was not intentional as president, Claude Gibbs, had a lot on his mind that night. As many folks said, "If we want to enlist new associate members we must go out of our way to make them feel wanted and appreciated."

I'm enrolling both my sons as associate members. Getting our children and their families involved will go a long way in assuring that the 34th BGA will not "die-off" in future years.

Again, many plaudits to the reunion committee for making the recent reunion in Savannah another great one to remember.

****

BERNIE FARLEY – VERONA, NJ

I wanted to thank the reunion committee for planning another great reunion. The trip to the Mighty Eighth Museum was a wonderful experience. Our son, John, said it filled in a lot of missing links of his Dad's war time life. Coming to the 34th Bomb Group exhibit , we were both thrilled to see Jack's caps in the display case. (Jack and I had packed up a box of uniforms and memorabilia and sent it when the museum was just under construction). Never in a million years did I ever dream anything would be displayed at the particular time our John and I would visit. We were compelled to see just everything – then missed the group bus and had to take a cab back to the hotel.

****

JACK KLING – NOVI, MI

Thank you for the "Mendlesham Memories" I enjoy the articles, especially the " Thelma Jane". I couldn't remember the substitute co-pilot for that mission until William Cheek read the article and requested more details to that trip. He mentioned that Bernard M. Schwartz, now deceased, was the co-pilot.

Am enclosing, per your instructions, dues for 2001 and 2002. I will not be delinquent again.

****

JACK OYSTER – NICEVILLE, FL

It was a good reunion but the tragedy of September 11th has changed the world again. We, like thousands of our generation are concerned for our children and grandchildren. I for one am very happy that we have Bush and his advisors leading our country in this time of need.

Again, thanks for all your great work to keep us informed of what's going on with the group. May the Lord take care of you and your loved ones.

****

CARL & IMOGENE FREYSINGER – CABLE, OH

You don't know how much we missed not making the reunion!! We started out Tues. Sept. 4th, got as far as Virginia, 300 miles from home, when the car stopped. We were towed into a little town called Bland to a NAPA garage. The radiator had slipped back into the fan. They had to send to N. Carolina for a radiator. We didn't get away until Friday morning and by then we were in no mood for a reunion, and we weren't sure enough of the car to drive the rest of the 450 miles to Savannah, so we just headed back home.

I called from our motel in Virginia and left a message but I guess it was garbled.

We want to thank all of our friends who called after they got home. We love all of you folks. You are so like our family and it has enriched our lives by knowing all of you and it has made our later years so full and happy.

Ed – Sorry about your hard luck on the road. We missed you too.

TWINS
In The Eighth Air Force

By: Judge Benjamin Smith

The Barrineau twins, Thomas and Murdock left their home in Naples, Florida when World War II came along to join the Army Air Corps. Both wound up in the Eighth Air Force, flying missions against Germany in B-17 " Flying Fortresses."

Tech Sergeant Thomas Barrineau flew his missions with the 490th Bomb Group and completed his combat tour.

Tech Sergeant Murdock Barrineau, flying with the 34th Bomb Group out of Mendlesham, England, was shot down near Cologne, in Southern Germany. All of the crew was able to parachute out of the crippled plane, but only Murdock Barrineau survived. As he descended, he drifted away from the others and as he looked down he saw a group of men coming down a dirt road with pitchforks in hand. When the airmen landed the angry German civilians pitchforked them all to death.

When Murdock landed he quickly got out of his parachute and hid in a haystack. He had a Colt .45 automatic with him, which he took out, prepared to sell his life dearly and determined to get as many of them as he could. They never came for him, however, and must have missed him.

That night Murdock heard someone calling: "Amerikaner, Amerikaner! Resistance, resistance, we want to help you." The voice was in English so Murdock decided to take a chance. He was half-starved.

He came out of the haystack to meet his deliverers and was taken to a house and fed. They gave him civilian clothes and a deaf and dumb card. He was instructed to follow the road to town, giving the name. At the end of the first day he stopped on a bridge outside of town where a man, who spoke English, approached him. "A good day!" the man said and that would be his contact.

As they headed for the man's house, they passed German troops, tanks, and trucks with out incident. When they arrived at the house Sergeant Barrineau was fed and given instructions for the next day. He eventually made it to territory held by the Americans and was sent back to England.

You would think that with such a hair-raising experience Sergeant Barrineau would have had enough. Not so! He got on a new crew and finished his combat tour of operations, flying 36 missions with the 34th Bomb Group.

Just A Common Soldier

He was getting old and paunchy, and his hair was falling fast,
And he sat around the Legion telling stories of his past.
Of a war that he had fought in and the deeds that he had done,
In his exploits with his buddies – they were heroes, every one.
And though sometimes to his neighbors, his tales became a joke,
All his Legion buddies listened, for they knew where of he spoke.
But we'll hear his tales no longer, for old Bill has passed away,
And the world's a little poorer, for a soldier died today.
He was just a common soldier, and his ranks are growing thin,
But his presence should remind us we may need his like again.
For when countries are in conflict, then we find the soldier's part
Is to clean up all the troubles that others often start.
If we cannot give him honor, while he's here to hear the praise,
Then at least, let's give him homage, at the ending of his days.
Perhaps a simple notice in a paper that would say.
"Our Country is in mourning 'cause a Soldier passed away."

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ACKERMAN	HARRY	HDQLM	8009 DAVIS BLVD APT 5114	NORTH RICHLAND HILLS	TX	76180
CLARKSON	DOROTHY, L	391LM	724 GREENE ST APT 708	AUGUSTA	GA	30901
CROSBY	WINFRED, L	4/391	1608 MOON BEAM DR	MALABAR	FL	32950
DORAN	VINCENT, J	391LM	923 W 11TH	ANCHORAGE	AK	99501
GAVYRCK	CHESTER, D	18LM	2 MIDDLEFORT RD	MIDDLEBURGH	NY	12122
GRONKOWSKI	EDWARD, J	391	1530 SO STATE ST	CHICAGO	IL	60605
KING	MARY	7LM	11246 FALLBROOK DR RM35B	HOUSTON	TX	77065
REYNOLDS	WINFIELD, K	18LM	4 TEWKSBURY COURT	PINEHURST	NC	28374
REILLY	GLENNIS	18A	13307 PEACHTREE RD	OCEAN CITY	MD	21842
WILLIAMS	HAROLD, W	7	4901 ROXSBURY CT	BOYNTON BEACH	FL	33436

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
AIKEY	EDWARD	391	09-10-01	RT 2 BANTON RIDGE RD	WINTERVILLE	OH	43052
CHEVALIER	ROBERT, A	18	09-08-01	2884 FM 139	JOAQUIN	TX	75954
DeSANTIS	LOU	391	07-11-01	266 BRIGGS ST	SYRACUSE	NY	13208
GRAY	RICHARD, L	LMA	10-01-02	101 FACULTY DR. 3D	RAYMOND	MS	39154
HARKLEROAD	LEE, E	7	08-06-01	605 REDSTONE DR N BROOK A4	BRISTOL	TN	37620
MAZZARELLA	EDWARD, F	18	?	30 CORNELIUS AVE	WATERBURY	CT	06706
MOATS	RAYMOND, H	7LM	10-09-01	38 OAK BLVD	LANSDALE	PA	19446
SCHOCH,	FRED	7LM	10-15-01	2333 N. CRESTLINE ST	SPOKANE	WA	99207
SIMPSON	RONALD, E	391	09-18-01	P.O. BOX 174	WILLIAMSPORT	IN	47993
SISNEY	ERNIE, E	391	08-08-01	808 GREEN ACRES DR	YALE	OK	74085
YOTHMENT	ROBERT, S	391LM	?	2100 N BONANZA	TUCSON	AZ	85749
WHITAKER	FREDERICK, S	18LM	05-20-01	813 SE WHIPPORWILL CT	BARTLESVILLE	OK	74006

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME		ADDRESS	CITY	STATE	ZIP
COUTROS	CRAIG	LM	350 BRICKYARD RD	FREEHOLD	NJ	07728
COUTROS	JOHN	LM	BOX31 (81 CREEK RD)	CHALFORT	PA	18914
CRAWFORD	DONNA		1788 BROOKSHIRE CT	WILLLIAMSTON	MI	48895
MONGEON	DAN		1777 HARDEE AVE SW	FORT LIVINGSTON	GA	30330
MONGEON	JEREMY		IMPRESSION DR	LAKE IN THE HILLS	IL	60156
MONGEON	KEN		7612 SO KHE-SANKH	TUCSON	AZ	85735
MONGEON	TERRY		440 HIGHLAND	ALGONQUIN	IL	60102
PROVINCE	KEVIN, W		20 TERRACE LN	COVINGTON	LA	70433
PROVINVE	KIETH, A		30193 NINA DR	LACOMBE	LA	70445
STUTHERS CMC	JAMES, A		1210 OAK TREE LN	NOKOMIS	FL	34275
STUTHERS	STUART, A		183 APPIAN ST	PORT CHARLOTTE	FL	33954
WARFIELD	THELMA	LM	725 N 9TH	WALLA WALLA	WA	99362

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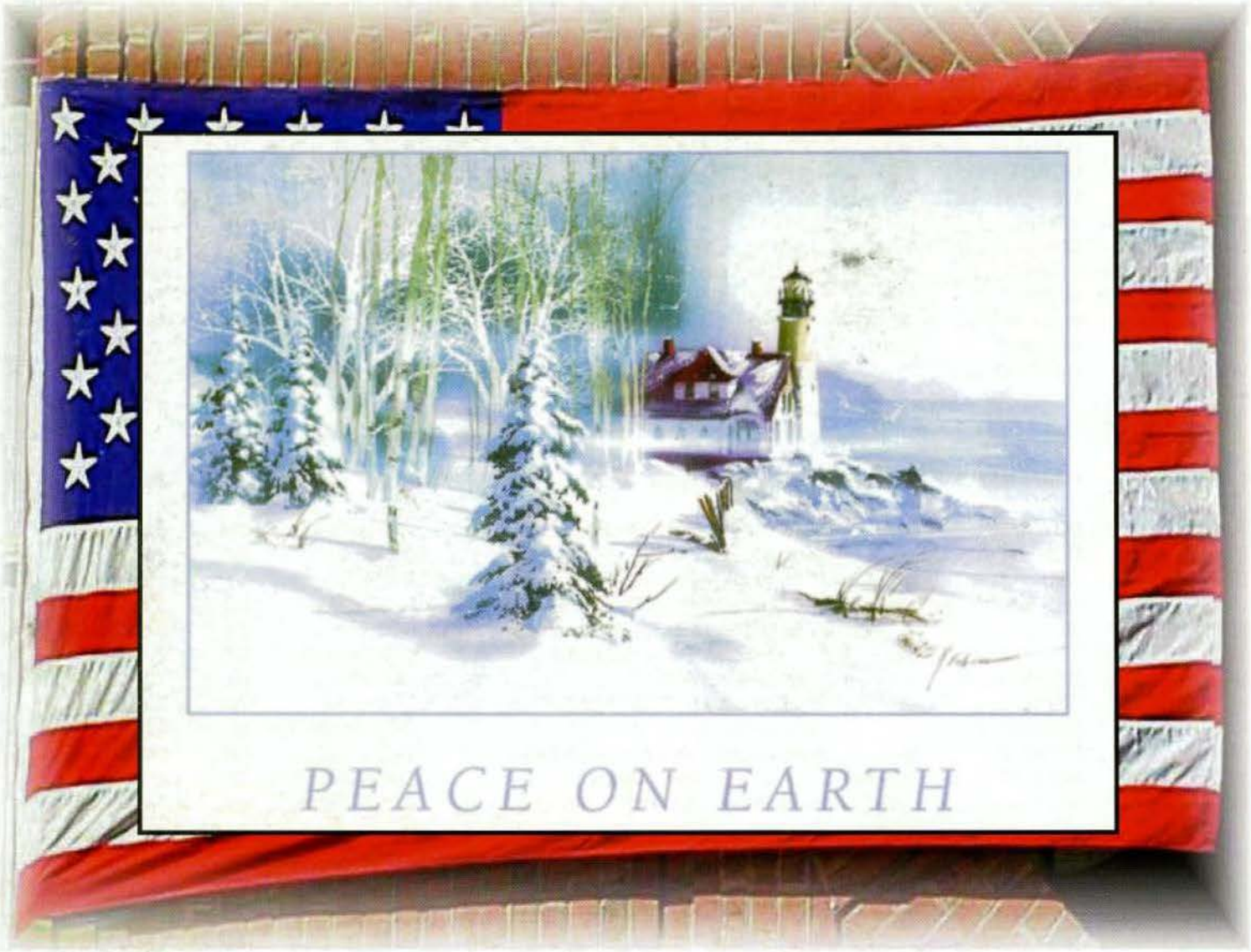

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Volume XXVII, Number 1 March, 2002

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

SCHOLARSHIP ISSUE

WHERE GREAT FUTURES BEGIN

18TH SQUADRON

391ST SQUADRON

7TH SQUADRON

4TH SQUADRON

MENDLESHAM MEMORIES

Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/
This newsletter is published four times a year: (March, June, September & December). All material for publication is welcome and should be sent to:

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Deadline

All material and items for the June 2002 issue of Mendlesham Memories should reach me on or before April 15th 2002. That is the date our final copy will go to the publisher.

Jack Share, *Editor*

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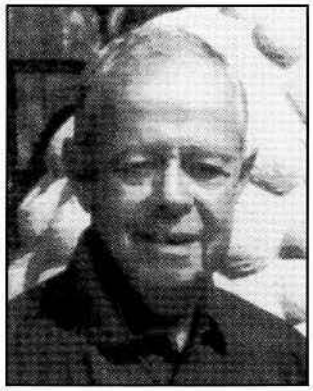
E-mail: Bssothern@aol.com

Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
.0www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

share — a thought.



As I write this column on December 30th 2001, I am half- heartedly watching the daily news on TV. Catching my attention was a report from Buffalo, NY stating that that city was buried under seven feet of snow. Now, I lived in Central New York for the first 67 years of my life and saw a lot of snow in that time, but can anyone imagine what life must be like digging out from 7 feet of that *beautiful!!* white stuff? We can only hope that all our 34th friends in that area came through the mother of all snowstorms, and the remaining winter, with only minor difficulties.

As is customary, this edition of MM is characterized by honoring the recipients and all the participants of the 34th BGA's scholarship program. Again, the scholarship committee was engulfed by applications from outstanding students, top of their high school senior classes, high SAT scores and outstanding community participation. Needless to say, a taxing decision. The recipients, as all the participants, parents and grandparents, should be proud of their accomplishments. The 34th Bomb Group Association is extremely honored by their participation in our scholarship program and wishes them well in their future endeavors.

The Scholarship application form for the 2002 scholarship program is included in this issue. Either cut it out or make a copy, but please get them in by the designated time. Thank you.

Many of us from our generation, for whatever reason, find ourselves in a situation where we are required to leave our homes of many years and find other places to live, possibly downsizing. This requires, not only getting rid of many treasured home furnishings, but also going through much paraphernalia, memorabilia, photos, correspondence, etc. of years gone by. I received an e-mail from one of our members who uncovered photos of his cadet days and was wondering if we would still be interested in them for Mendlesham Memories. Yes, send us all of it. That is what makes each publication unique and interesting to all of us who shared those experiences. Each story, each photo is important to the survival of the newsletter and of interest to all our readers - young and old alike.

Jack Share
Editor

President's Message

Hello to all 34th'ers from Kansas. Have been to lots of reunions, but never expected to be around for this many. It's always great to see the original gang again. Each year takes out a few. I guess it's birthdays that do it.

I'm looking forward each year to the next one. I'm constantly reminded of different crewmembers of the 34th. I know some pass away each year. Some are old and they show it, while others are old and they look young. I'm not describing the ladies since they all look young.

I hope all of you enjoyed your holidays as much as we did. Our two sons and their wives plus our six grandchildren (4 boys and 2 girls) were all at our house. It was great to have them all together. So we're an even dozen until the grands get married.

We've had a very mild winter – so far. No snow and very little rain. May catch it in February and March.

We had a 30-acre lake built in 1981 on our farm, so we have plenty of livestock water. We stocked it with bass, channel cat fish and hybrid bluegill. Our grandsons spend more time fishing than we do.

I imagine Salt Lake City is really booming now, getting ready for the Olympics in February. Sure hope all goes well for everyone out there, and settled down when the 34th is there.

I was pleased to hear that the PX did well. I purchased a book, pens and other momentoes. Always have to make several visits to the PX during our reunion.

Take care, and we'll be seeing you in Salt Lake City.

God Bless you and God Bless America.

TODAY'S QUOTE

Only fools and dead men don't change their minds. Fools won't. Dead men can't.

FROM THE TREASURER'S COMPUTER

Can you believe that we are in the first half of 2002? Seems like it was just a few days ago when we were worrying about an item named Y2K and didn't that turn out to be a big PUFF of wind? But looking ahead instead of backward - this issue of Mendlesham Memories will have the notice of the 34th BGA Ray Summa Scholarship Awards application form for the 2002 applicants as well as notes and pictures from the winners of the 2001 awards. I feel this is one of the best things that the 34th BGA ever started and am always so pleased to see so many of your children and grandchildren participating! Please encourage your graduating seniors, and those in college, to enter. Although it is a few months until applications are due, it is soon enough to get them thinking about the awards.

Our three judges, John Feda, Ambers Hanson and Bob Vaughn really put in a lot of time and effort in judging the applicants and we want to keep them busy! Should you require additional copies for more than one applicant, please make as many copies as you need. And if the applicant wants to be sure we receive the application, have them include a self-addressed post card in the envelope.

There have been some changes around the country in telephone area codes recently, so if you move, or if your area code changes please drop me a post card with your new number on it.

REMEMBER! I don't send out individual dues notices, so if you owe your dues for 2002 I'll be looking for your check in the mail.

We still accept contributions to the Scholarship Fund - and they are tax deductible.

Thanks to all who sent Holiday Greetings to Jan and I. We appreciate them very much.

Cheers to all and may God abundantly bless.

Hal

REUNION COMMITTEE

Our 18th annual reunion of the 34th Bomb Group (H) Association will be held September 24 - 28, 2002 at the Best Western Salt Lake City Plaza Hotel, Salt Lake City, Utah. The usual temperature for September is a high of 80 degrees and a low of 50 degrees with a .59 inch rainfall. The hotel is located across the street from Historic Temple Square and next to the World's largest genealogy library. The "free" light rail carrier, called "Trax" is in the downtown area. One of its stops is directly across the street from the hotel. One block from the hotel is located two of Salt Lake's largest shopping malls. There is a free shuttle to and from the airport, named "D J Executive Image".

Major airlines serving the city of Salt Lake are: American West, Continental, Delta, Frontier, Jet Blue, Northwest, Skywest, Southwest, United and TWA. Greyhound Lines furnish bus service. Amtrak makes daily stops at Salt Lake. Interstate travel by I-15, I-70, I-80, and I-84.

Salt Lake City was founded in 1847 by the Mormons in their search for a place they could worship God. On their westbound travels across the prairies, they often sang hymns and it became a nightly custom. On July 24, 1847 as they crossed the Wasatch Mountains into a wide valley, their leader, Brigham Young declared, "This is the place". A month later the tabernacle choir had its beginning.

Salt Lake City is very easy to find your way around in. The blocks are ten acres square and separated by 132 foot wide streets - (Wide enough for a team of four oxen and a covered wagon to turn around in), with Temple Square as the center of town. The Best Western hotel is located conveniently at 112 West South Temple also in the center of town.

Temple Square has two visitor centers that offer complementary tours daily. There is much to see and we will have our bus tour to visit points of interest. The June issue of Mendlesham Memories will include the reunion and hotel registration forms. A "Tour to England" is being planned. For information contact, Dick D'Amato, Tamarac Travel, Inc. at: 1-800-486-9922 or at 1-218-724-1667.

The reunion committee:

Harold Rutka
Robert Wright
Bruce Sothern

2001 RAY SUMMA SCHOLARSHIPS

A total of 14 scholars submitted applications in the 2001 Ray Summa - 34th Bomb Group Scholarship program. This year there was more college students entering than we have ever had. For your information the entrants and their sponsors are listed.

Entrant	Hometown	Sponsor	ORG
COUTROS,Alexis	Chalfont, PA	Tony Coutros	391st
CRAWFORD, Amy	Ticonderoga, NY	Harry Crawford	4th
DANIELSON, Janice	Rockville, MD	Leo Danielson	18th
FECHKO, Katie	Parma Heights, OH	Richard Fechko	391st
HOBAN, Sean	Louisville, KY	Robert Hoban	391st
MAU, Michelle	Cobleskill, NY	John Bloczynski	18th
MAY, Ryan	Sleepy Hollow, IL	Geo. (Otto) May	391st
MEEDER, Jesse	Oceanside, NY	Paul Meeder	7th
MEHRKAM, Noah	Charles Town, WV	Don Baumgardner	7th
PETERSON, Erika	Murray, UT	Ralph Peterson	18th
PROVINCE, Brandon	Lacombe, LA	Hal Province	391st
RUSSO, Theresa Marie	Hartsdale, NY	Michael Russo	18th
SCHNEIDER, Nancy	Burnt Hills, NY	Gino Stripf	391st
SMITH, David	Jamestown, OH	Val McClellan	391st

Our thanks to the sponsors for encouraging the students, both to enter college and to enter the scholarship awards program. We believe it to be one of the best programs the 34th Bomb Group Association has been associated with.

RECIPIENTS OF AWARDS

After long and considered deliberation by the judges, the following scholarship applicants were declared the recipients of the 2001 Ray Summa Scholarship Awards:

First Award - $1000.00
CRAWFORD, Amy of Ticonderoga, NY sponsored by Harry Crawford - 4th bomb squadron.

Second Award - $750.00
HOBAN, Sean of Louisville, KY sponsored by Robert Hanson - 391st bomb squadron.

Third Award - $500.00
RUSSO, Theresa Marie of Hartsdale, NY sponsored by Michael Russo - 18th bomb squadron.

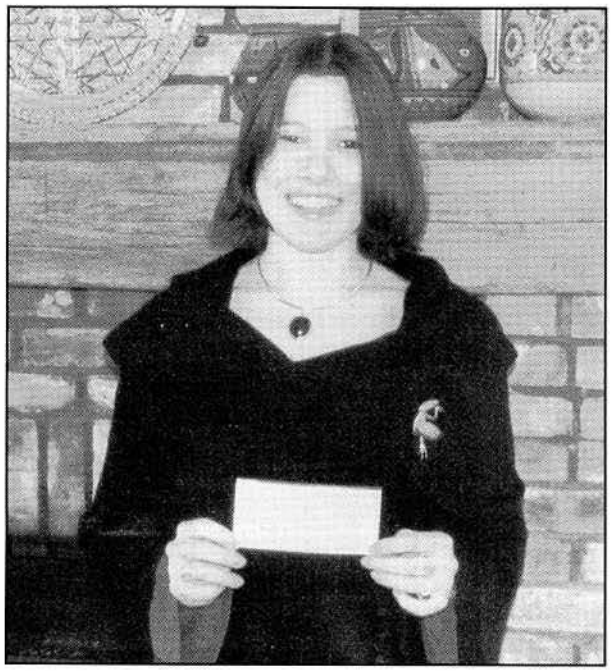
Each of the sponsors was contacted and requested to notify the respective applicant of the award. As usual, the sponsors were happy to hear the news and happy to pass it along to the recipients. A letter of congratulations, with the check, was sent to each one.

Respectfully submitted by the Scholarship Committee:

John Feda
Ambers Hanson
Robert Vaughn

Ed: Once again the Scholarship Committee deserves the thanks of the 34th Bomb Group Association for their diligent and difficult task of judging the 2001 Ray Summa Scholarship Awards program.

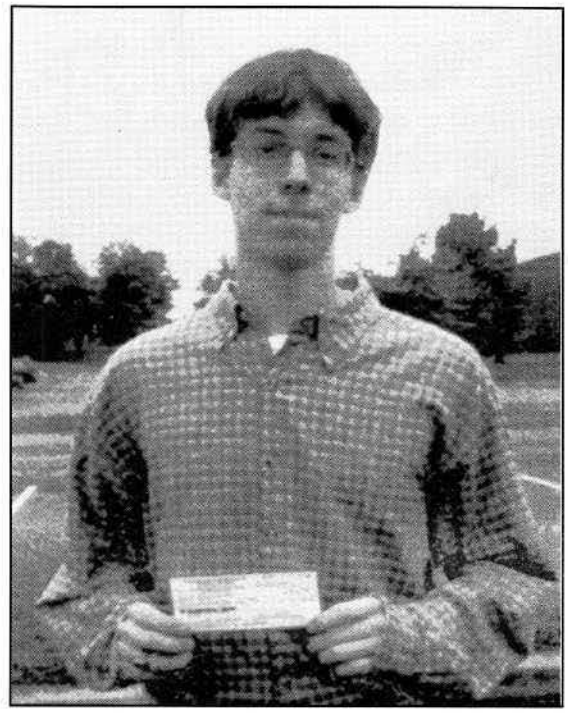
2001 SCHOLARSHIP AWARD RECIPIENTS



Amy Crawford - 1st place winner

Hi, I'm writing to thank the scholarship committee for awarding me first place - it's really a great (and unexpected honor). I'm settled here at Cornell now to fulfill my biology major requirements. I'm taking calculus and chemistry as well as French and a writing course on Shakespeare. It's not too heavy a course load since I was able to use AP credits to fulfill introductory biology requirements, but as you can probably imagine the math is pretty hard.

Thanks again for the award and thanks also for making my grandpa so happy - he really believed I would win, even thought I had my doubts.



Sean Hoban - 2nd place winner

Thank you for the award. Three years ago when I was visiting grandpa up in Minnesota, there was and air show with WWII aircraft. Grandpa took me and my dad out to see them and we went through the B-17 and I got a better idea of the courage it must have taken to fly these planes. I got to see the little space grandpa had to figure out all the calculations to navigate the plane and where he was when he double dutied as the bombardier.

Again, thank you so much.

ED: The response from Theresa Marie Russo, the Third Place Winner, was received too late for this edition. It will appear in the June Issue.

SHORT BUT GOOD!

☛ Blue Cross is a company that docks my pay to pay my doc.

☛ I thought my group insurance plan was fine until I found out I couldn't collect unless the whole group is sick.

☛ "It's not so much the work I enjoy," said the taxi driver, "but people I run into."

MOVING?

IF YOU ARE MOVING, OR HAVE MOVED, SEND YOUR NEW ADDRESS TO:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

Mailing labels are printedd on Feb. 1, May 1, and December 1 issues.

Scholarship Application

The Ray L. Summa, 34th Bomb Group Association Scholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS.

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.

2. Applicant must have maintained a 3.0 grade point average on a 4-point scale during his/her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4-point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4-point scale.

2002 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name:_____Phone ( )_____
Address:_____
Name of Sponsor (paid-up 2002):_____Squadron:_____
Address:_____
_____
Age of applicant:____Graduation date:_____Best SAT/ACT score_____
Probable Major:_____
Colleges and Universities of interest to you:_____
_____
Summary of academic achievements (e.g. scholarships, awards, honor society)_____
_____
Extra-curricular activities:_____
_____
Community activities you have participated in:_____
_____
Hobbies and Special interests:_____
_____
List any non-government funded jobs which you have held: (Full or part time)_____
_____
_____

(Use additional sheets as needed.)

Applications must include and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: latest ACT/Sat test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class. (Your position and the number of students in class.)

Applications must be postmarked no later than July 10, 2002.
(Please include a self addressed post card if you wish acknowledgment of receipt of application).
Winners are expected to be announced at the 2002 34th BGA Reunion in September.

Mail completed applications to:

Scholarship Committee
c/o Hal Province
153 North Hill Drive
Carrier, MS 39426

PX Order Form

PX ORDER FORM

NEW: AUTO WINDOW STICKER – 2"X41/4" BLACK AND SILVER
VET: WWII U.S AIR FORCE OR VET: WWII US ARMY AIR CORPS.....$4.00 EACH OR 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH.....$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition.....$49.95ea.
"THE MUNSTER RAID, BEFORE AND AFTER" by IAN HAWKINS.....$32.00ea
"BAIL OUT OVER MUNSTER" by WALTER STURDIVAN.....$ 5.00ea
PERMANENT NAME TAGS (First and last names & Sqdn. No).....$ 7.00ea.
LICENSE PLATE (34th Bomb Group).....$ 4.00ea.
LICENSE PLATE HOLDER (2 for $5.00).....$ 3.00ea.
PATCHES – 8TH AIR FORCE OR 34TH BOMB GROUP.....$ 5.00ea.
PATCHES – 8TH AIR FORCE (Gold & Silver Bullion Thread).....$ 9.95ea.
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WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER..... .....$ 3.50ea.
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DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM.....$ 1.49ea.
CAPS – SOLID ROYAL BLUE (New 34th B.G. Design).....$ 7.00ea.
V.C.R. TAPE 58 mins. (" Start Your Engines + 50 Years").....$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green – beautiful)
MED. LRG. XLRG. XXLRG.....$24.50ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO – (no pocket).
MED. LRG. XLRG. XXLRG.....$24.50ea.
MEN'S POLO SHIRT (White W/ Emblem – no pocket) Large or X Large.....$27.00ea

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

Please add $.3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over
Send check or money order to: **34th B.G. PX**

Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 685 4376
e-mail kenpax1@aol.com

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

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SIGNATURE: _____

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1-800-982-1942 MEMBERS DUES NOTICES ARE MAILED ANNUALLY **8TH AFHS**

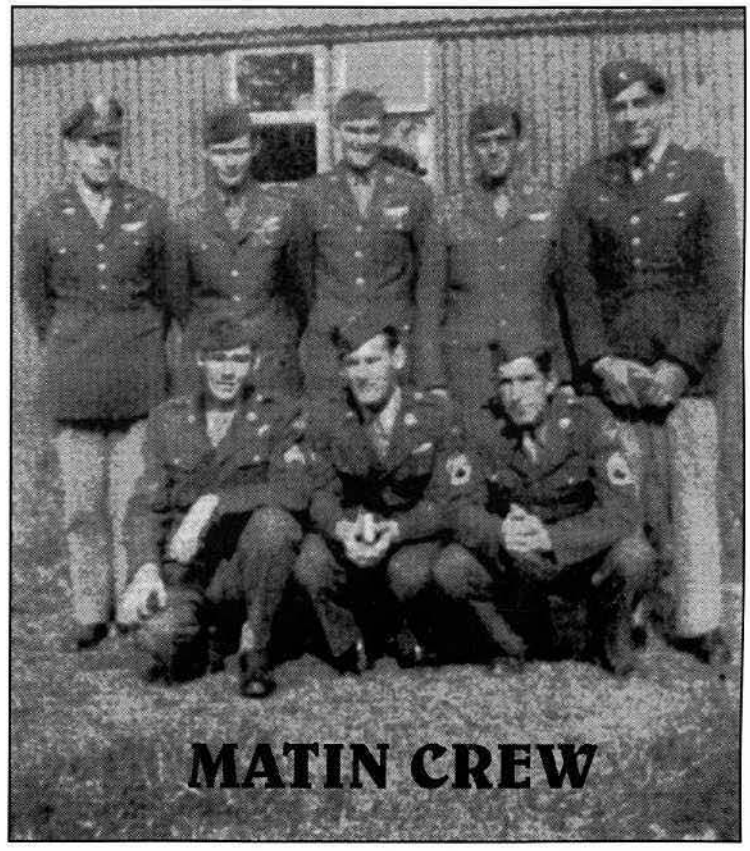
SCHOLARSHIP NEWS ITEM

We seldom hear anything about our Scholarship recipients of past years, but the first place winner in 1999, ALEXANDER D. WISSNER-GROSS, has been making waves among NANOTECH RESEARCHERS. Such researchers are delving into possibly using incredibly small (one-billionth of a meter) particles to build, among other things, nano-chips so small that when combined in pin-head computers, the computers would pack as much "punch" as all of today's supercomputers combined.

The grandson of Bob Gross, 7th BS, Alex has been spending his summers away from MIT working in a Pentagon-funded think tank. Each year the think tank hires a dozen or so top-performing students to probe the frontiers of nano-technology, electronics and other high-tech areas. Mitre Corp. , sponsor of the elite summer camp, was so impressed with Alex's work that it applied for, and was awarded, a patent in his name. During the school year Alex is working on a triple major in electrical engineering, physics and math at MIT. Very clearly, Alex is one of our Scholarship recipients of whom we will hear more of in the future!

For additional information on Alex and NANO-TECHNOLGY, you might want to check page 86 of Business Week for the week of July 16, 2001 at your local library.

The Scholarship Committee.



Top Row (L to R): Duane Beauer, Boner GEO (Red) (CP), Hugh B. Farrington, (Togalier), Trapp Art (BTG), Agegian Matin (Pilot)
Bottom Row (L to R): Harry C. Arnold (WG), John Wright (TG), James P. Back
Not Pictured: George Jorgenson

THE FLYING DUTCHMAN

By Al Giardini, 7th. Squadron

As pilot of the second crew to fly the B-17 "The Flying Dutchmen", I was inquisitive as to why the original crew chose the name for their aircraft. I remembered a story, about a sailing ship named "Dutchman" that after becoming becalmed for many days, while on a voyage, the crew soon found themselves starving and out of water. One day an albatross, thought by sailors to be a sacred bird, landed on the ships yardarm. The desperate crew killed the bird and ate it. As word spread of the killing and eating of the sacred bird, the crew of the Flying Dutchman was labeled as outcasts and were turned away from every port in the land and from that day forward were known as the "Flying Dutchman".

I still don't know why they chose that name but doubt that it was from the old sea story. My experience with the aircraft was highlighted by our mission #34, the primary target for the day being an airfield at Neurippin some 20 miles northwest of Berlin.

Our day started at the 4 AM wake up call followed by breakfast, mission briefings and acquiring parachutes, heated flight suits and other equipment for the mission then the ride to the aircraft for the 8 AM takeoff.

There was no resistance on the way to the target area but as we entered the bomb run, the squadron ahead turned toward and under our squadron and we had to hold our bombs. We were directed to the target of last resort, which was the marshaling yards at Stendal.

Being a minimal target, there was no flak to speak of. We approached the IP, entered the bomb run, preparing to drop our bomb load, when all hell broke loose. I had never before seen so much flak. The sky was black and accurate. It appeared you could almost walk on it.

The right outboard engine was hit and as fired flared, we used the CO2 to extinguish it then feathered the prop. As the bomb bay doors opened, the plane lurched as a shell exploded underneath. Shrapnel was sent flying throughout the ship. One canister of oxygen was hit and exploded in a ball of fire. The flight engineer quickly valved off the tank thus saving the remainder of our oxygen. As the bombardier signaled, bombs away, I saw a bright orange flash as the bulletproof window came crashing in on me and the co-pilot. The glass hit me on the leg, with such force I thought it might be broken, as I had no feeling in it. Then the right inboard engine was hit but did not catch fire. I feathered the prop. As we were leaving the target area, I requested a damage and casualty report from the crew and found that all were OK. Shrapnel was found under the co-pilot's seat cushion. Flak had cut the waist gunners parachute harness, hit the navigator's sun glasses and was strewn throughout the radio room, but amazingly no one was hit and there was little damage.

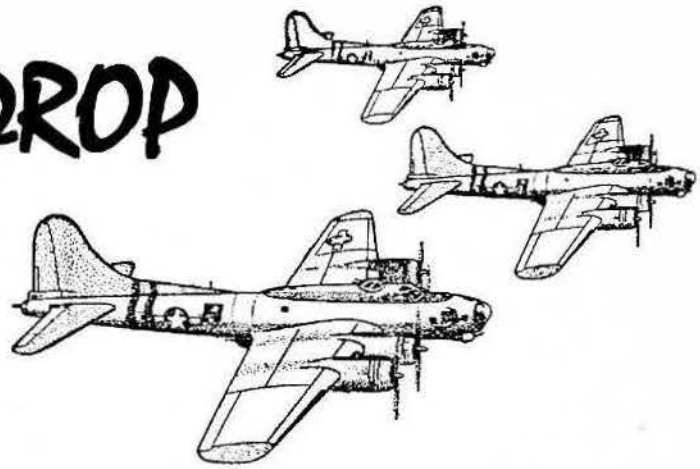
However, we could not keep up with the rest of the squadron and soon found ourselves alone. I was forced to throttle back to slow the ship down more and lowered the nose to keep up airspeed, doing everything possible to save fuel hoping to return safely to our base in England. Being severely crippled, we were easy bait and a wary eye was being kept out for German fighters. After crossing the English Channel, I radioed for an ambulance to meet us and headed for a straight in approach at Mendlesham, over the intercom came the urgent request, "Let's get this wounded bird on the ground." As we hit the runway with a smooth landing, a third engine sputtered and quit. We taxied on to our hardstand and were thankful we had made it back and everyone was OK. Mission over, thank God.

After a three day pass we were ready for our next mission.

"The Flying Dutchmen" Crew #2

Back Row (L to R): Gaddy, Cohn, Giardini, McCaul, Davis
Front Row (L to R): Holt, Bone, McQuaw, McSpadden,
Missing from photo: Anthony, Dinardo

HOLLAND FOOD DROP



Many of those members of the 34th bomb group who participated in the food drops in Holland at the end of World War II, even after 56 years, are still in contact with those people who benefited from that humane act.

Ray Kubly, who wrote his memoirs, " One More River to Cross" telling of his escape from the German's after being shot down on a bombing mission, is one of those still in contact with some of his "Dutch Underground friends". Recently he received some factual information on the food missions from one of those friends.

The man's name is Henry Kwik. He lives in Holland and has done extensive research on the food missions since May of 1945. He lays claim to many photographs and documents on the subject.

Mr. Kwik sent Ray a detailed report of the 34th bomb group's, under the command of Colonel William E, Creer, participation in that operation.

- May 1, 1945, with 36 B-17G's, went to Terbregge (near Rotterdam) and dropped 66,135 tons of supplies.
- May 2, 1945, with 40 B-17G's, went to Utrecht and dropped 67,405 tons of food.
- May 3, 1945, with 39 B-17G's, went to Schiphol (near Amsterdam) and dropped 58,061 tons of food.
- May 5, 1945, (Dutch Liberation Day) with 35 B-17G's went to Schiphol, again, and dropped 58,424 tons of food, while 5 B-17G's went to Vogelenzang (near Harrlem) and dropped 8,5288 tons of food.
- May 6, 1945, with 36 B-17G's, went to Shiphol, again, and dropped 60,329 tons of food, while 5 B-17G's went to Vogelenzang to drop 8,618 tons of food.
- May 7, 1945, with 39 B-17G's went to Schiphol and dropped 65,691 tons of food.
- (That was the last food mission)! - and we'll never forget it.....

Mr. Kwik goes on to say that last year, after an article in the 8th Air Force News on my research in the food missions, almost 55 former crewmembers of the USAF, including some from the 34th bomb group who participated in those missions, wrote me letters in remembrance.

If any of our 34th bomb group members would like to contact Mr. Kwik, his address is:

Henny Kwik
A. Dubcekplaats 7
2332 HX Leiden
Holland

While on the subject, Fred Berglund after writing an article for the Englewood Sun, Englewood, Florida, on "supplying the Dutch civilians in enemy held Holland" recently heard from a gentleman who lived in Holland at the time and was just a child. He is now an American citizen living in Chicago and after reading the article decided to write Fred. Excerpts from his letter state that his ancestors lived in small villages near the old Zyder Zee now called Ijsselmer.

He writes that he was only thirteen years old at the time. We were all starving in Holland. We lived in Westgraftdyk then and my father was a bargeman, but there was no work. The Nazi's did not want men out on the canals. I had been sent far away to Eastern Netherlands to a seminary but they could not keep us any longer, we were starving and the priests just gave up. It seemed that the war had been going on forever and would keep on that way. Each time we had hope, it would soon vanish. One of the priests rode me all the way home across The Netherlands on a bike.

My father was not glad to see me. He could not feed me either. I had lost my mother after my second little sister was born and my father had remarried and had, by this time, two more children. So we had 2 adults and 5 children to feed. I can remember eating grass. We would go into the countryside and beg food from the farmers. Most of them did what they could to help us but we were

starving by the thousands and there were just too many to feed.

And then word that the American bombers would drop food for us. No one believed it at first but little by little hope grew. The idea of food made us lightheaded. Could it be possible that this would happen? We cried at the thought and if you ever wonder why Holland loves America, here is your answer:- The bombers came, flying low level; we would have happily kissed those planes, those men.

We were told where to go to collect the food. We were told that we would receive a canister of vegetable soup concentrate. We were to take it home, add water and eat it. My father got us about halfway home when he stopped and sat down with two canisters between his legs. He managed to get the lids off and we all sat there in the field dipping our hands into the canister and licking the soup concentrate off our fingers and crying and crying. It was the best meal I have ever eaten and I will never forget those men and those planes and what they did for us. That food bombing run saved our lives and the lives of countless others. Thank you and God keep you.

BOYS WILL BE BOYS

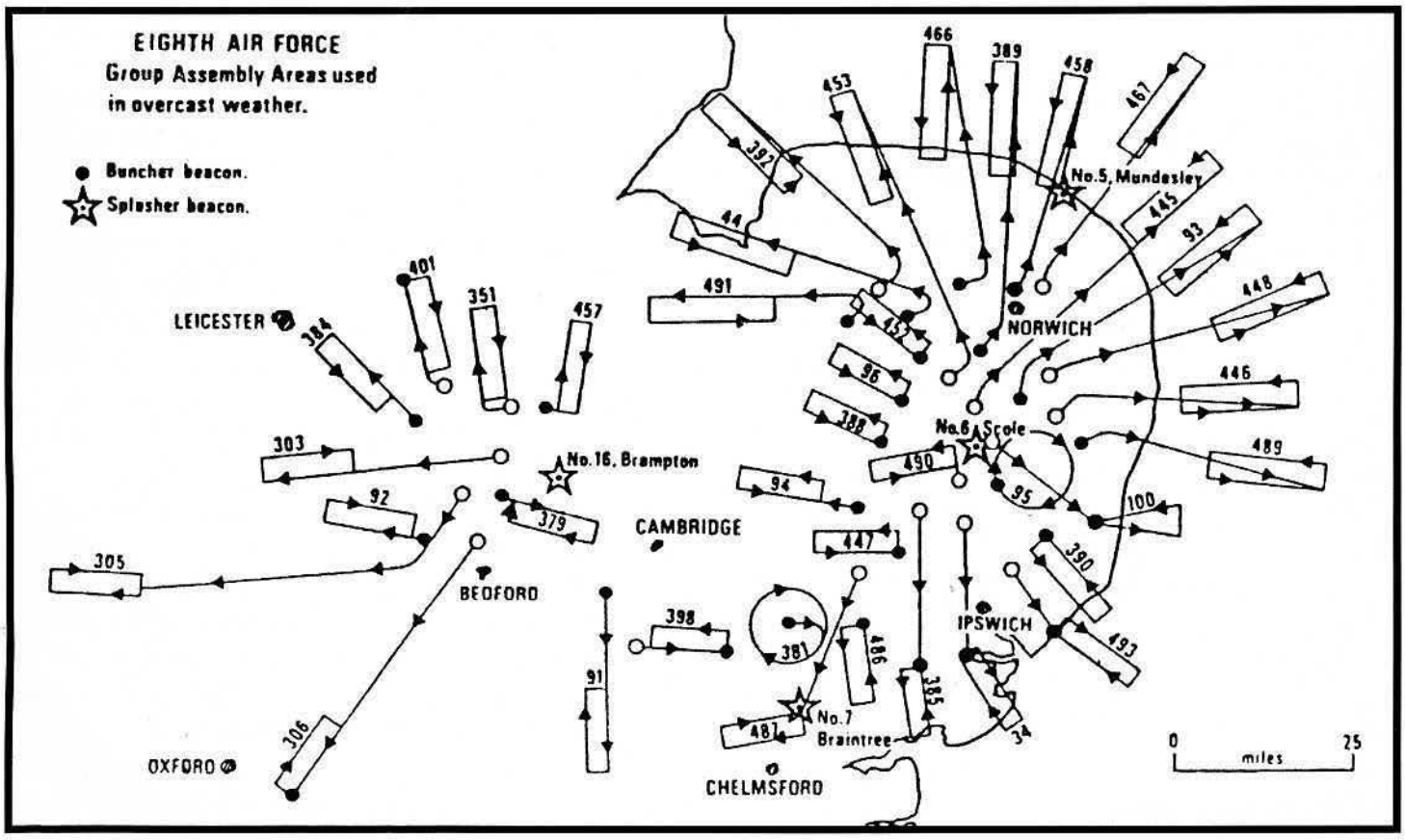
by Cleve Wilkie, Alumnus, Former Staff, Friend of the Baptist Childrens Home of North Carolina (www.bchfamily.org)

"Boys will be boys" is an expression often used to cover up and excuse the foolish and sometimes harmful shenanigans of growing boys. We just naturally expect things from boys and hope they will soon grow up and out of them. But, really, the "boy" in a man never dies - regardless of what.

This was illustrated in an incident, reportedly, that occurred during World War II - but could just as well be duplicated by our "boys" now flying over Afghanistan in bombing missions.

A large bomber force took off, hours before dawn, for a mission deep into Germany, a great deal of which was directly over enemy territory. Due to the peril of the situation, each plane was under strict orders to maintain absolute "radio silence", though, of course, the channels remained open for use at the proper time.

A Maalox Moment



And It Looked So Neat, Well Organized, And Feasible!

As they droned along on their way to the target, keeping tight formation, time evidently began to hang awfully heavy on some restless radio operator's hands and he became terribly bored with the silent trek through the heavens, for all of a sudden there was a low, harsh whisper over the opened lines asking, "Who dat?".

This was quickly followed by another whisper, intoning, "Who dat say who dat?"

And a third one chimed in softly, inquiring, " Who dat say who dat say who dat?'

At this point came a thunderous intrusion over the radio and the commander's harsh voice boomed forth like bombs exploding. In hot and angry terms, he minced no words, calling them every nasty name ever invented in the military, heaping invective upon invective, until he built a mountain of words from the top of which he issued a dire threat and warning to all involved, especially the rascal who started this thing saying, "If I find out who ignored my strict orders and started this thing, endangering our whole mission and lives, his own mother won't recognize him when I get through with him, and I guarantee he'll be court marshaled, dishonorably discharged from service and disgraced for life! I'd better not hear one other sound - not so much as a deep breath - silence!"

He got immediate, total silence all right, not a sound for at least 30 seconds when from somewhere out there among the droning planes came a low raspy whisper, "Who dat?"

4th Squadron Quonsets

A little boy was attending his first wedding. After the service, his cousin asked him, "How many women can a man marry?" "Sixteen, the boy responded." His cousin was amazed that he had an answer so quickly.

"How do you know that?" "Easy the little boy said. "All you have to do is add it up, like the Bishop said, 4 better, 4 worse, 4 richer, 4 poorer.

Thought For Today:

"Life is never so bad that
it is impossible to live; it
is never so good, at it's best,
that it is easy to live."
- *Gabriel Heater*
American radio and commentator

STUFF I'VE LEARNED

by Andy Rooney

- The best classroom in the world is at the feet of an elderly person.
- When you're in love, it shows.
- Just one person saying to me, "You've made my day!" makes my day.
- Having a child fall asleep in your arms is one of the most peaceful feelings in the world.
- Being kind is more important than being right.
- To ignore the facts does not change the facts.

EXTREMELY IMPORTANT VA NEWS!

VA Regulation 38CFR 3.304(d) states: "Combat. Satisfactory lay or other evidence that an injury or disease was occurred or aggravated in Combat will be accepted as sufficient proof of service connection if the evidence is consistent with the circumstances, conditions or hardships of such service even though there is no official record of such incurrence or aggravation."

This recent change in VA refulations now allow Veterans claims to be processed without proving what the Vet says is true. All Veterans have to do now is identify themselves as a "Combat Veteran" when they file a claim and the VA "MUST" accept their statements concerning the situation causing their injuries as "TRUE"...

ATTENDEES AT THE SAVANNAH REUNION

Bailey Adams
Paul and Beryl Anderson
Vern Ames
Alex Antanovich and Martha Ferline
Joe Ardo and Charlotte
Harry Arnold
Lawrence and Lucille Babcock
Charles and Roberta Barclay
Carwin and Marlene Baxter
Robert and Barbara Bell
Thomas and Madeline Belleau
Bob and Margie Bichowsky
Carolyn and Florence Blank
John, Mary, and Marge Blocznski
Glenn, Daisy and Ray Bridge
W.J. Browne and Pegi Johns
Richard and Nena Bruce
Bill, Marge and Bob Burnell
Merlin and Patricia Bruning
Ralph and Marjorie Bush
Hymen and Ruth Chauson
William and Betty Cheek
James A. Clemins
Dave and Joyce Cole
Claude and Genevieve Conklin
Patrick and Breeda Connolly
Charles and Lorraine Conway
Philip Cozzo and spouse
John Coutros
Anthony and Mary Coutros
Craig Coutros
Harry and Donna Crawford
John and Esther Demko
Herbert and Lorraine Donahue
John and Elizabeth Donaldson
Lawton and Joan Dooley
John Doronsky and Beverly Stearns
Harold and Darlene Dwyer
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Claude and Audrey Gibbs
Forest and Irma Goetsch
Ryle and Juanita Griffin
Willis Griffin
Robert H. Gross
Milton Hansen and Sandy Kripps
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Glen and Vera Henry
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Raymond Hinchee and Guest
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Wayne and Laverne Howarter
Lloyd and Marla Inman
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Kivet and Lucille Ivey
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John Veres and Michael, John
and Joseph Veres
Frederick and Blanche Voss
Karl and Judy Wallace
Fred and Rachel Waltz
Joseph and Marilyn Wong
John and John, Jr. Wooten
Rober and Esther Wright
Wayne Wright and Gene Forrest
Benjamin and Edith Zeldes

Due to the serious printing error in the December issue of MM, this page of attendees at the Savannah reunion is being reprinted.

THE TWIN TOWER DESTRUCTION

By Rick Penna, 391st squadron

PROLOGUE

Without warning it happened and took us by surprise,
Seeing the Twin Towers demolished, before our very eyes.
It created pain and injury, and inhumane death,
Overwhelming and unbelievable, we could not catch our breath.
Terrorists may repeat this tragedy, we don't know where or when,
and we must utilize all our resources, not to let it happen again.

It was the year two thousand one,
a Tuesday, the 11th of September,
A day of violent tragedy,
we will always remember.
Four planes were commandeered,
as terrorists ruled,
by deceiving customs
and having security fooled.

The World Trade Center was its target,
with a suicidal plan.
Crashing into a Tower,
then the fireworks began.
Minutes later, a second plane,
did exactly the same,
crashing into its twin tower,
to complete its devilish game.

The Pentagon was also a victim,
& had its share of woe,
as a third plane crashed into it,
by a suicidal foe.
In a small town in Pennsylvania,
a fourth plane was found,
that crashed and exploded
as it hit the ground.

All four planes had passengers
who were once alive and well,
until these hijack devils
showed them a taste of hell.
There were no survivors,
when these crashes took place.
And only being comforted
with prayer and blessed grace.

Total deaths were in the thousands,
all crashes combined,
Still searchers are continuing
not knowing what they'll find.
Firemen and policemen
were heroes in this horror strife.
While leading thousands to safety,
and risking their own life.

Many volunteers responded
to this tragic call,
and united in Harmony,
for the assistance to all.
Our mayor was in charge,
and took matters in hand,
as shock waves of the tragedy
spread throughout the land.

The President took over,
and had a message to say,
with devoted cheers from all Americans,
shouting, "U.S.A.!"

He vowed to locate the terrorists,
wherever they may be.
And no matter how long it takes,
our goal is victory.

Most countries responded favorably
to aid us in our plight.
And willing to send their troops
and ready to fight.
Terrorism is a global problem
that affects one and all,
And we will not let these devils
put our backs to the wall.

Hospitals were at full capacity
attending an injury or a burn,
Or any other victim
requiring medical concern.
Searching still continued,
as many body parts were found.
Without any means of identification,
as many were strewn around.

Our firemen and policemen
should be applauded for their strife,
By heroically saving victims,
at the risk of their own life.
Medical assistance was plentiful,
as were other volunteer groups
Like the Red Cross, Salvation Army
and various federal troops.

This tragedy will go down in history
as a catastrophic event
Affecting the entire world
for the message it has sent.
There are still many terrorists
that are engaged with hate.
And we must do something now,
let's not wait.

FRIENDS WRITE

BILL CHEEK - LAKELAND, FL

In the December issue of MM the story of "Thelma Jane" by Jack Kling showed a photo of the Carl Washburn crew, after their harrowing mission, on the wing of their damaged air craft. The first man , from the left, in that picture was Bernard M. Schwarz, co-pilot from my crew, not Thomas Bond, as stated. I reported his death which appeared in the same December issue. Our pilot was Edward W. Evans and we were in the 391st sqd.

I don't know why Thomas Bond, Washburn's co-pilot didn't fly that day but Schwarz was called in to fill in for him. I do recall how "shook up" he was following that mission.

Our plane was named "The Flying Pinocchio" and at the Raleigh reunion eight of our crew were present and were honored at the gala banquet. Bernard Swartz had never seen the photo of the "Thelma Jane" crew. After I showed him the picture in the 34th history book he was taken completely by surprise and tears came to his eyes. After buying the book at the PX he said, "I think I will show this to my family and friends."

Bernard Schwarz was a very polite, calm and gentle person, not one to boast, and probably never said much to his family about his wartime activities. The most modest man I have ever known.

****

Harry, Hap and Andrew Prillaman at the 34th bomb group Memorial at Mendlesham.

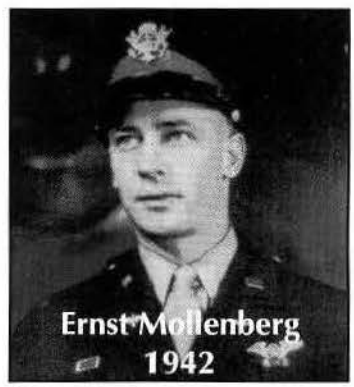
HARRY PRILLAMAN - MARTINVILLE, VA

It was a pleasure to renew our friendship at the Savannah reunion and I appreciate your efforts for the 34th bomb group. I returned to England on July 5th with my son Harry and grandson Andrew. We had a tour of the Mendlesham airbase including the old maintenance hanger, which hasn't changed except for the contents. We attended an air show at Duxford called the "Flying Legends" and it was great. I am amazed at the volunteerism of the English people to keep the memory of the 8th Air Force alive.

Sadly, I enclose the obit for our co-pilot, Fred Schoch. He was a good man for our crew, the air force and his country.

In the September issue of MM there is an error in the account of the fighter attack on the 34th group on March 2rd, 1945. I was on that mission to Dresden and the attacking fighters were ME109's and FW190's.

WALTER STURDIVAN - STOCKTON, CA



I have been in contact with Fred Mollenberg, son of Ernst Mollenberg who was one of those special breed of navigators who flew with several crews to operate the radar equipment. Ernst is in poor health and his family needs encouragement. Fred is a very enthuiastic associate member of the 34th BGA.

Ernst flew 33 missions with the 34th, a great majority of them as lead. He flew over from Blythe with the James Blackburn crew and was shot down three times, one of them being with the "Mean Kid" over Antwerp. The plane was tipped completely over but was able to struggle back to England.

Ernst remembers the June 17th mission when we were hit over Mendlesham by night fighters. His crew heard the "fly West" instructions over the radio and eventually landed at a Lancaster base. He recalls that there were two German planes, one a JU-88 and the other a Me-410 that was flying escort. These planes shot up another base before returning to Station 156 (Mendlesham) to do more damage, if possible.

Ernst recalls how tired his crew was on the trip over from Brazil to Dakar, French West Africa. They were so tired, in fact, that they didn't volunteer to go back and search for a B-24 that had to ditch a little distance from Dakar. I have always thought that the plane was one of ours. Ernst is the only person I have heard mention this incident that I have remembered for over 47 years. As I recall, the crew was rescued by a large motor launch that went out to pick them up.

SEAN WELCH - GOSLAR, GERMANY

We managed to find parts of the 34th BG B-17 "The Wrangler" near Paderborn when Kevin visited. I have an open invitation to return to the farm when the weather improves.

The parts are not all that exciting consisting of pieces of flexi stainless steel ammunition track, a 10 X 6 inch access panel and a couple of .50 caliber rounds. The other parts were unrecognizable and show evidence of the blast from the exploding bomb load. The farmer said he ploughed up a bomb after the war and that the area was well scavenged by the locals collecting scrap metal to make money.

Perhaps more news on this in the New Year! Looking forward to the next issue of MM. Best regards.

****

BOB GROSS - WEST HARTFORD, CT

I received a message from Sean Welch, our new associate member saying he had found the remains of a FW-190 in a wooded area. All the engine cylinders were laid around a hole in which he found a propeller blade. They paid a visit to Paderborn and found pieces of a 34BG B17, none other than "The Wrangler" from which Wallace Brauks parachuted from to spend the rest of the war as a POW.

****

The 34th Memorial at Mendlesham

Word comes from Mrs. Margaret Brandish in England that the women in Mendlesham, who maintain our Memorial, placed flowers there on September 11th, the day of the terrorists attacks, as a symbol of sympathy to the victims, their families and the American people.

Also Carroll and Sylvia Forister decorated the site with flowers on their recent visit to England.

Thank you one and all.

DUES

(for those who pay annually)
are due on January 1st of each year.
Please remit your $10.00 to:
HAROLD PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

If a membership is desired, please send a self addressed stamped envelope with your remittance.

WALTER STURDIVAN - STOCKTON, CA

Sorry we were not able to make it to Savanna for the reunion. I felt not to attend this year and see now that we would have been grounded for awhile in Georgia after the highjackers hit New York and Washington, DC. At any rate I'm sorry we didn't get to see all the gang and meet some new friends. A person is only a stranger once at a 34th bomb group reunion. I do enjoy the gab sessions. We are, however, already planning to go to Salt Lake City next year. It looks like we have a great staff to run things this year and some new ones! That's encouraging. I'm glad to see Gary Ferrell step in and take the job of archivist. Hopefully, that will prolong things into the future and we will have some place to deposit some papers and information for the future.

I got a film from Wallace Brauks. He is not in too good health. He said he was getting by, but had diabetes. He talked about moving to a new house but I talked to him on Nov. 29 and he is still at his old address.

I see that the 8th Air Force is planning to celebrate their 60th anniversary next year, 2002. This year is our 60th year for the 34th Bomb Group. It was officially formed on Jan. 15, 1941. So, the 34th is the grandfather of all. It sent many trained crews and cadres overseas for a period of three years before we were allowed to take the group to Mendlesham. We were a much better group than some people thought we were at the time. At least the Nazi flyers knew how to stay clear of us.

The first 34th group plane to land at Mendlesham, England carried Lt. Emory G. Rall's 18th squadron crew with Major William Boyd on board as Squadron Commander. Others soon followed.

Some thought that we were "late arrivers" in April 1944. But, what is not widely known, and seldom mentioned, is that 85% of all Allied bombs dropped an Axis targets in Europe was after June 1, 1944. We took part in that.

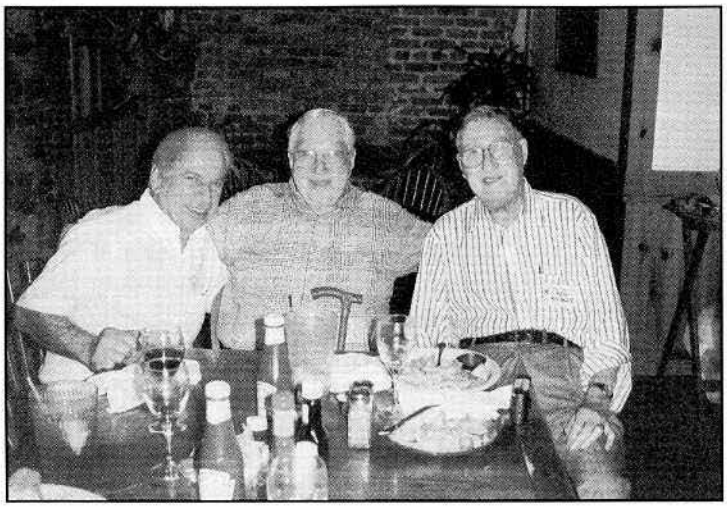
It looks like the Devil is in the details on page 9 of the December issue. I really appreciate you and Ken Paxton for pushing my books but somehow the Devil got into the title of "Shake Hands With A Soldier". I'm not shaking hands with the Devil now or in the future although some of his associates have given me some trouble through the years.

I really thank you for a job well done and hope to see you in Salt Lake, one of my favorite convention cities.

ED: Sorry about that typo Walt. As stated the name of Walt's book is " Shake Hands With A Soldier". (There were a few devils over there too).

WISDOM. . .

Being happy doesn't mean everything's perfect, it just means you've decided to see beyond the imperfections of life.



"Hit and Run" Crew at the Savannah Reunion
L to R: Phil Cocozzo; *Flt Engr*, Sam Lane; *Radio Op.*
Nick (Clarence) Nichols; *Armorer Gunner*

CLARENCE NICHOLS - WASKOM, TX

I am enclosing a few photos we took in Savannah. I couldn't get them in for the Dec. issue but you may want to use one for the next edition.

JOHN CLEMENS - ST. GEORGE, AZ

Having given up ever finding my picture taken at Vernon, TX primary flight school, I was amazed to happen upon it today. It was spring of 1943 and each of us had the opportunity to don the same helmet, goggles and scarf for a picture to be sent home to the hometown newspaper.

This reminded me that there was a period during which MM ran a number of "then and now" photos of members of the 34th bomb group. Is it too late to be included in this group? If not, I'd like to send you my "then and now" look for my grandchildren and any members of the 7th squadron whom I knew. I was bombardier on Swenson's crew.

The newsletter continues to be a welcome quarterly arrival in our home and I congratulate and thank you for this. The Dec., 2001 issue is awesome.
Ed: It is never too late for "then and now" photos, or for any copy relative to our days in the Air Corps. Looking forward to them.

IAN HAWKINS - BACTON STOWMARKET, ENGLAND

Thank you for the latest "Mendlesham Memories". Very interesting, as always, but I was sorry to learn of the ever-increasing number of veterans passing on. Wishing all the 34th's a very Happy New Year.

KIVET IVEY - LA GRANGE, NC

I thought the Savannah reunion was one of the best, so far. Lucille and I wish to thank the reunion committee for a job well done. And we thank the Lord for allowing us to attend. As most of our members know, we aren't getting any younger and traveling gets to be a chore! Now, if Salt Lake was just a bit nearer! We are gonna try to be there anyway. Happy New Year to all.

DALE GANGER - GOSHEN, IN

I was photographer in the 4th squadron at Mendlesham. Over the years I have sent photos from my collection in for printing in Mendlesham Memories. I have not been able to attend any of the reunions due to ill health but I enjoy the newsletter and recall many good times we had. It is strange we remember the good times and block out the bad times. Of course, we were just kids at the time and thought we were going to live forever. I have had M.S. for 39 years, I have had four cancer operations and now suffer from emphysema - but God has been very good to me. I have seen my 3 children married. I've seen all my grandchildren and 4 great grandchildren. We still go out for at least one meal a day. I can't drive anymore but my wife does an excellent job. She just had brain surgery, six weeks ago, and has had a remarkable recovery.

Ed: Dale's excellent pictures, which were taken during the war, will be featured in a future edition of MM.

GARY FERRELL - ALBEMARLE, NC

Please note my new e-mail address for 34th bomb group usage: glf34bg@yahoo.com
My old address still works, for now, but will be closed out in the near future.

PAULINE LOWER - UNION CITY, MI

I am writing to inform you of the death of my husband, LaMar T. Lower on Nov, 20, 2001. He suffered a very bad stroke on June 8th (our 60th anniversary). He also suffered congestive heart failure and was unable to have therapy.

LaMar served with the 34th Bomb Group as a tail gunner with 30 missions. Our family was very proud of him. He is greatly missed.

I'd be pleased if you would print this in "Taps".

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BASS	RUBIN	391LM	158 COUNTRY CLUB DR	COMMACK	NY	11725
GAVRYCK	CHESTER, D.	18LM	103 MIDDLEFORT RD	MIDDLEBURGH	NY	12122
LUHRSEN	AUGUST, H.	GRPLM	375 HWY 67, DUPLEX 67	DOUSMAN	WI	53118
MORTON	ROBERT, J.	391	511 NORTH AVE.	GIRARD	OH	44420
TURKO	WALTER	4LM	1326 MAXHELEN BLVD #2B	WATERLOO	IA	50701
WELCH	KEVIN, P.	FOTE	19 RICHMOND ST	INGLEWOOD, TARANAKI	NEW ZEALAND	
WELCH	SEAN	FOTE	ZEHNTSTRASSE, 15	38640 GOSLAR	GERMANY	

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
HABERCHAK	MICHAEL, E.	475SD	01-27-02	4030 SWALLOW HILL RD.	PITTSBURGH	PA	15220
HAGGINS	ELMER, C.	391	01-31-01	17911 BLUEGATE LN.	HUNTINGTON BEACH	CA	92647
JURGENS	HENRY	18	11-16-01	166 BRICK STORE LDG RD.	SMYRNA	DE	19977
KINNEY	JACK, A.	7LM	09-29-01	1042 HIGHLAND DR.	PRESCOTT	AZ	86303
LERCH	PAUL,	F	10-05-01	1989 BARBARA DR.	PALO ALTO	CA	94303
LOWER	LaMAR, T.	18LM	11-20-01	439 DIVISION ST.	UNION CITY	MI	49094
PSENICKA	JOSEPH, N.	18LM	(not known)	NAA 4243 W 63RD ST. #18,	CHICAGO	ILL	60629
RYALS	MARVIN, C.	4/18	0203-02	1688 GOLFSIDE CT.	APOPKA	FL	32712
SHOAF	GERALD, T.	391	09-09-01	1450 E SAMPLES RD.	POMPANO BEACH	FL	33064
SMITH	PAULINE	7A	12-12-98	2440 ROBERTA LN.	CLEARWATER	FL	33764
WEST	LOUIA, E.	7	(not known)	10858 VALIENTE CT.	SAN DIEGO	CA	92105
WOOTEN	JOHN, R.	4/931	1-19-02	14661 ALLISON ST.	ADELANTO	CA	92301

"Soldier, rest! thy warfare o'er
Sleep the sleep that knows not breaking,
Dream of battled fields no more.
Days of danger, nights of waking."
-Sir Walter Scott-

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
BAUCHOUROS	LYNN	25455 BUTTERNUT RIDGE RD.	N. OLMSTEAD	OH	44070
LAMPEY	SCOTT	P.O. BOX 98	UNIONVILLE	OH	44088
LAMPEY	TODD	738-2 CLARIDGE LANE	AURORA	OH	44202
SHARE	MICHAEL, A	222219 Spring Gate Dr	SPRING	TX	77380

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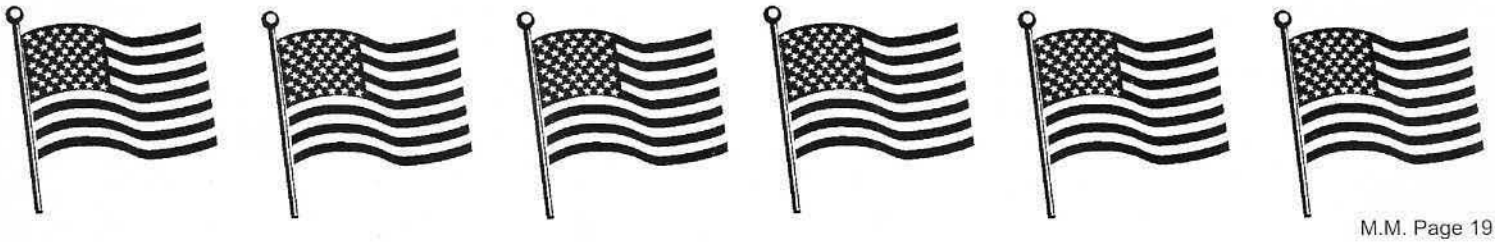
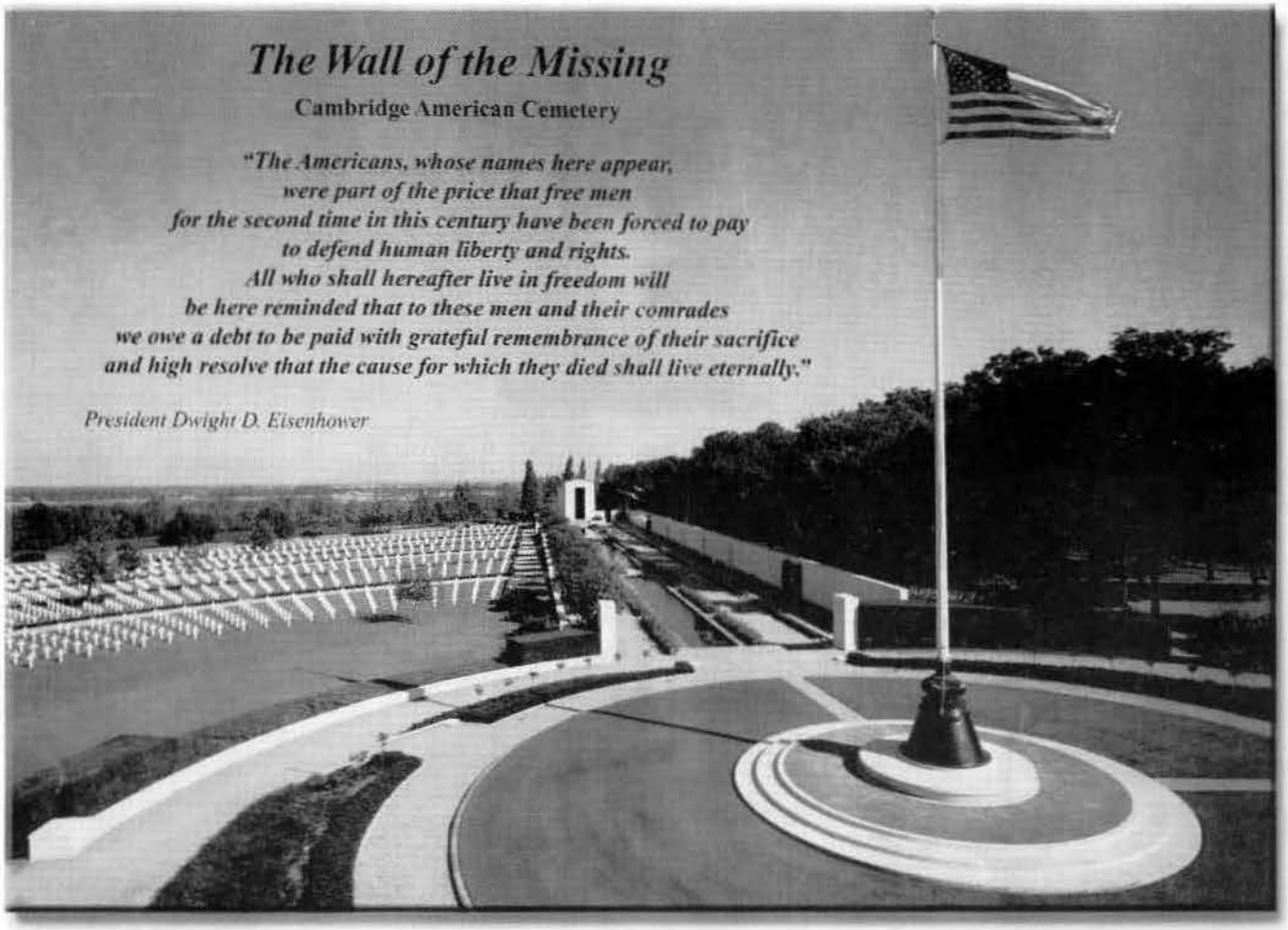




Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936) 273-3561

34th Bomb Group

4 7
VALOR TO VICTORY
18 391

Address Service Requested

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXVIII Number 2 June, 2002

MENDLESHAM MEMORIES

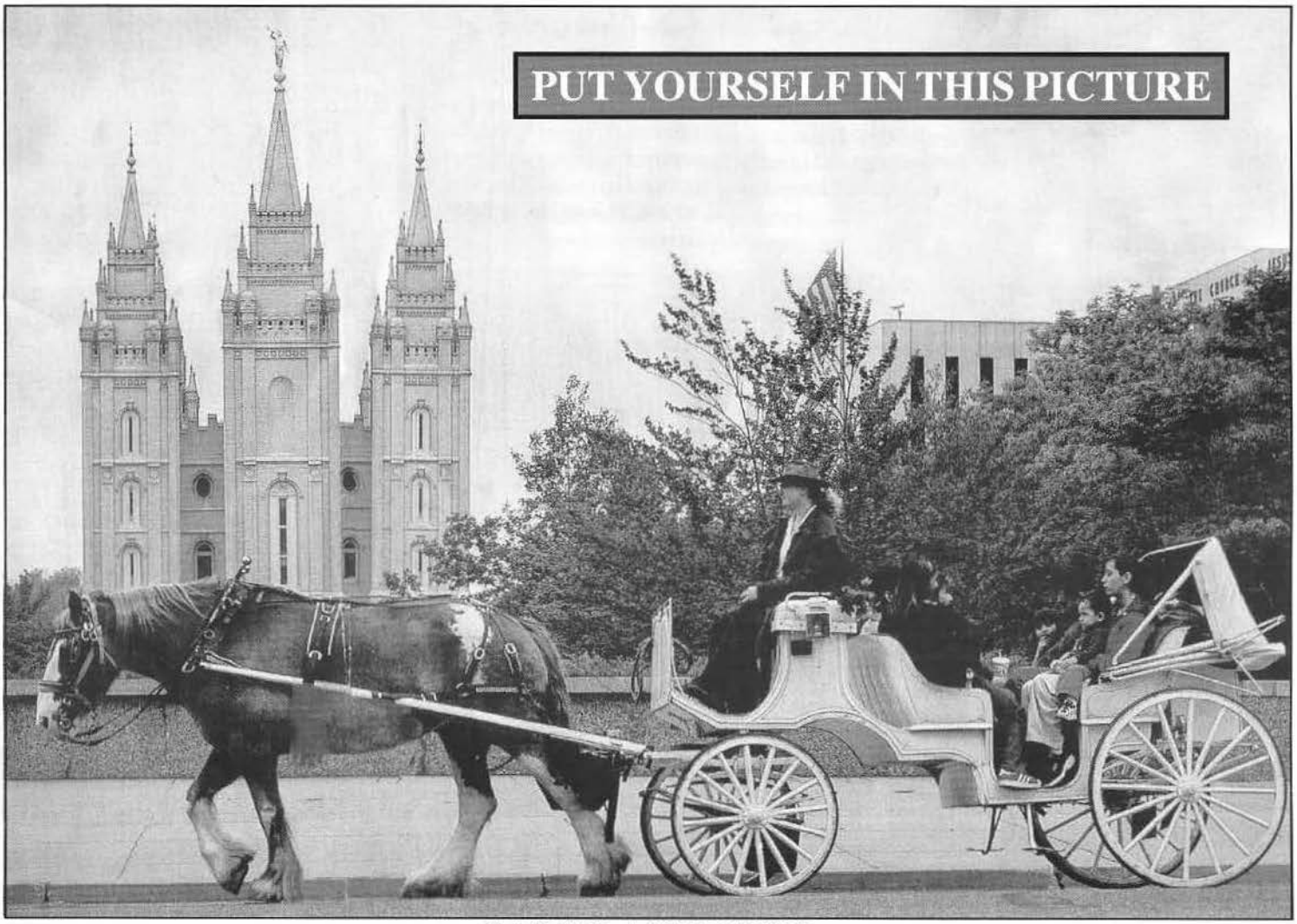
VOICE OF THE 34TH BOMB GROUP (H)

18TH SQUADRON

391ST SQUADRON

7TH SQUADRON

4TH SQUADRON



SALT LAKE CITY

34th BOMB GROUP ASSOCIATION REUNION

SEPTEMBER 25-29, 2002

MENDLESHAM MEMORIES

Newsletter of
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www.excel-tech.com/34th/
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Deadline

All material and items for the Sept. 2002 issue of Mendlesham Memories should reach me on or before July 15th 2002. That is the date our final copy will go to the publisher.

Jack Share, *Editor*

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Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

share –
a thought

Mission: Salt Lake City
Date: September 25th - 29th, 2002
Target: 34th Bomb Group Association Reunion

Maximum effort

In the centerfold of this edition of your newsletter you'll find the hotel reservation form, the reunion registration form and the reunion agenda for our September reunion in Salt Lake City.

It appears that our reunion committee has done it again. Salt Lake is a city waiting to be visited with a multitude of interesting attractions and very accessible by all means of travel.

PLEASE, the reunion committee stresses the importance of getting your **hotel reservation** in as soon as possible to assure your accommodation in our reunion hotel, the Best Western Salt Lake Plaza, in the heart of the city. An early return of your **reunion registration** form would also make Bob Wright's job much less hectic.

I see where the United States Postal Service is raising rates again, also looking for ways to cut costs. This, in all likelihood, spells trouble for John Q., not only financially, but also in poorer service. (Is that possible)? I'll never understand how our newsletters can arrive on both the East and West coasts a week or more before I get mine from the same post office from which they were mailed. I know some of you never do receive them. Now I hear that they might possibly be shredded during a series of sorting machines to which they are subjected (an earlier cost cutting innovation?). The good news? - they don't expect another increase in rates until *at least* 2004. Thank you mister Postmaster General.

I expect this issue of MM will be delivered to our snowbird members, of which we have many, at their northern addresses. It amazes me how our corresponding secretary/treasurer, Hal Province can keep up with these winter/summer, and all the other change of addresses that are continually taking place in our organization - must be computer moxi. All this, plus an abundance of correspondence, via e-mail, regular mail, and telephone from all over the world, plus maintaining our organizations finances, which includes taking in a multitude of dues money each year. I wonder what he does in his spare time? Thanks Hal, your value to the organization is immeasurable.

Dues time is upon us!! If you are not a life member, your 2002 dues became payable on January 1st. I know it is very easy to forget to pay them so check your status now and be assured of receiving future editions of Mendlesham Memories.

Jack Share, editor

PRESIDENT'S MESSAGE

Hello to all 34th'er's, spouses and friends:

When I wrote in January, I said our winter had been mild – so far. A few days later, on January 30th, Mother Nature threw the book at us, with freezing rain that lasted for a day and a half. So much ice on tree limbs and bushes that they snapped like toothpicks. Our yard looked like a war zone taking out power and telephone lines. We were without phone service for ten days and electricity for twelve. One does not miss those luxuries until you don't have them. Our son and family came with pickups and chain saws, cleaning up the mess. We are still picking up small limbs and raking up twigs. We had to buy a generator to keep our freezers running. One thing, we are thankful for is that there was no damage to our buildings.

The Olympics are over at Salt Lake City. Sounds as though everything went well without any disturbances from outsiders. The snow looked pretty, but I don't care for it like I used to. Seems like these senior years take some of the enjoyment out of the fun things we used to do. We used to talk about the "ole timers", now we are the ones.

The tragedy that hit New York and our national capital was not good. It doesn't seem like it has been six months since this terrible thing happened. We feel that the outlook is good and will be handled properly, but will probably take longer than expected. Those planes, helicopters and escort planes sure don't look like our B-24's and 17's, but we got the job done. We can, and will, by working together, see this thing through.

Were still waiting for rain, have had a few showers but nothing to measure in our rain gauge – please, no more ice.

Seems like the world is getting smaller and more countries can't get along. Looks as though our good old USA is trying to cover the world. Israel and Palestine have been quarreling for years. Sure hope it doesn't draw is in too deep.

I took LaVerne to our optometrist on March 29th with a detached retina, making a quick trip to Overland Park, KS for surgery. She's doing fair, she's got a bubble in her eye that moves around but it will eventually go away, taking about six months to get back to normal.

We talk to our goods friends, the Rutka's every now and then. Harold and Gen keep us on the ball. If we want to know something concerning the 34th, they are always there to assist us.

I can't believe, in six months, we'll all be heading for Salt Lake City. Time seems to fly by any more. Everyone take care and we'll see you out by the Great Salt Lake.

PS - Yeah, we got an inch and three tenths of rain last night.

Wayne E. Howarter, President

FROM THE TREASURER'S COMPUTER

I received my March MM today and here I am writing for the June issue-I can't believe it! But with two cataract surgeries scheduled, I can't wait until Jack's April 15 deadline to write.

I'm pushing for the recording of ORAL HISTORY by Veterans! Fifteen million vets in the US today and 1,000 or more are leaving us each and every day. The U.S. Congress passed and funded a bill in 2000 authorizing the Library of Congress (LOC) to record, not only the vets of 20th Century Wars but also those who worked in support of those vets, to record and preserve the stories, relics, photos, manuscripts from the vets and workers. The project is known as the VETERANS ORAL HISTORY PROJECT. The AARP has voted to support the project to the tune of $1,000.000.00 per year for three years.

I'm on the local FRIENDS OF THE LIBRARY board and had been looking for a project, which would involve the community. I read about the project in the January 2002 AARP tabloid and was able to persuade the FRIENDS to support such a project in Picayune MS.

I've made three interviews now and have more lined up to record after I get through the surgeries.

If there is such a program in or near your communities I urge you to become involved in it. And above all, GET YOUR STORY ABOUT THE 34TH BG RECORDED! Some of you will recall Col. Don Norton, Confederate Air Force, who interviewed and recorded at Las Vegas in 1992. And I know some recorded at the 8th Heritage Museum in Savannah when we were there in 2001. The project needs plenty of help and I believe it is a worthy project for which to volunteer. I find it very interesting to learn of others experiences in WWII. I have a 15th AF man scheduled and I'm avidly looking forward to hearing his story so I can compare it with the way we were in the 8th!

Ways and methods of interviewing are outlined for the project and can be read at the Library of Congress web site. The URL is www.loc.gov.folklife/vets/. *TRY IT- YOU MIGHT LIKE IT!*

Hal

Thought For today:

"There is a way to look at the past. It will not catch you if you don't repeat it."

-Pearl Bailey, American singer and actress (1918-1990)

You can never do a kindness too soon, because you never know how soon it will be too late

REUNION COMMITTEE REPORT

Salt Lake City welcomes the members of the 34th Bomb Group (H) who will be holding their 18th annual reunion at the Best Western Salt Lake City Plaza Hotel 25th – 29th September 2002. **Utah's two largest shopping centers are a block away. We will be next door to the World's largest genealogical library, and across the street from Temple Square.**

Members arriving by air will have free shuttle via "DJ Executive Image" that operates from 6:00AM until 11:00PM. every half-hour. Major airlines serving the city of Salt Lake are: *American West, Continental, Delta, Frontier, Jet Blue, Northwest, Skywest, Southwest, United and TWA. Greyhound Lines furnish* bus service. *Amtrak* makes daily stops at Salt Lake. Interstate travel by I-45, I-70, and I-84. Parking inside for $3.00 per day as long as you are registered at the hotel. Registration, meeting rooms, PX and hospitality room are conveniently located on the main floor. (The room rate is for the King Deluxe room.)

The bus tour will start on Friday, 27 September 2002 at 9:00 AM. Each bus will have a tour guide and we will start with a city tour, stop for lunch - on your own – followed by a visit to the Great Salt Lake and then on to the Kennecott Utah Copper Mine. The mine is over three-quarters of a mile deep and covers 1,900 acres. It is the world's largest man-made excavation. The reunion committee has done its work, now it is all up to you to come and enjoy what we have arranged for you.

On Saturday, 28 September 2002, our business meeting will be held at 0900 hours and is usually over around 1030 hours after which you will be able to visit more of the area. There are tour companies that you can sign up with and sight-seeing brochures are available at the hotel desk.

We will be looking forward to seeing you all in Salt Lake City in September. We suggest that you make your arrangements early. If you are planning on traveling by air or bus, the rates are more reasonable now.

Remember, hotel arrangements should be made prior to the "cut off" date.

The reunion committee:
Harold Rutka
Robert Wright
Bruce Sothern

MIRACLES NEVER CEASE

As I look back on my life, I realize how blessed I've been. I had a good family, a happy childhood and have a most wonderful husband, Ronnie.

All this in itself was, and is, a miracle, yet, there was something missing, my father, S/Sgt. Alvin T. Rainey, radio operator on the B-24, sadly named the "Misery Agent".

He, along with the other members of the crew, was killed on D-Day. I was only 2 1/2 years old at the time and have no real memory of him. Through the years there's been a deep emptiness that needed to be filled. But how?

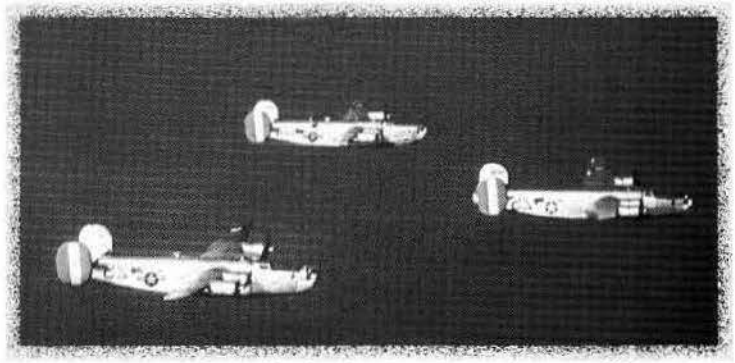
My mother, Ellen, had been told that the "Misery Agent" had been hit by flak over Germany and the plane crashed in England while trying to get back to the base and that my father was buried at Cambridge. That was it, no details, except for the vague possibility that the life of one of the crew had been spared due to a severe illness contracted prior to the fatal flight and was unable the endure the rigors of the mission.

Daddy was never discussed very much, I guess my mother found it too painful. Years went by with many questions remaining unanswered. When she passed away in 1990, I was determined to find out all I could about my daddy and what happened to the "Misery Agent". On my first attempt to glean some information, I hit a brick wall. The Veteran's Administration told me that the building in St. Louis that housed the sought for records had burned, and with them, my hopes. I tried hard not to think about it, but every Memorial Day, Veteran's Day and anniversary of D-Day brought the suppressed longing to the surface and I'd again have to push these into some corner of my being. But God never forgets the desires of the heart.

One Sunday this past March, our pastor, Jim VanDyke, was relating to the congregation some events of a church trip he had recently taken to California. He told us that each time he went out there on his trips he had to pass two military cemeteries while driving in from the airport. Pastor Jim's eyes filled with tears as he recalled what a reminder it was to him that if it weren't for people like these and other brave souls buried around the world, we would not have the freedoms we're so privileged to enjoy. After church I shared with him that my daddy was one of these people.

The following week, while watching a military documentary on the History Channel, a web site was displayed where one could possibly get in touch with wartime buddies or obtain information on those killed in action. I really didn't think I could handle more frustration should we fail again, but Ronnie encouraged me to put what I knew about daddy on the web site.

Lo and behold (and a few other things) the very next day I received five responses. Four were fairly generic, but one – oh that one - was from Hal Province! The name "Misery Agent" had caught his eye. He knew! He knew! Hal - bless him for all he's done – had known of the survivor,



and Praise God, his life had indeed been spared! It wasn't because he was too ill too fly that day, but being a navigator, his services were not needed on that particular mission and he was told to stand down. Not only was his life spared on that dreadful D-Day but Hal told me that he was still alive and well and living in Connecticut! His name, and most of you probably know him, is Bob Gross.

Hal gave me Bob's phone number and for three days I tried to call him. No answer. My disappointment was great but I was determined to keep trying. After all, I had waited 57 years. Finally, on the fourth day, a man answered the phone, I can't tell you the emotions that were running through my mind. Was this really the man? Am I going to talk to him? Will he want to talk to me? Did he remember the radio operator, Alvin Rainey?

I could barely speak but managed to utter, "Are you Bob Gross? You don't know me but please don't hang up". Oh, I was praying he'd listen. This wonderful man not only listened, but he cried with me. He had been looking for daddy's family for years.

Bob asked if I could come to Connecticut to visit him. When I told him this was not possible, at that time, he didn't hesitate a second. "I'll come to you", was his wonderfully received reply. Oh, what joy! But there was more. More joy and many shared tears yet to come.

I guess I was never quite aware before of just how slowly time seems to pass sometime. But I do know those days between the time Bob made arrangements to fly to Denver, until the day he was to arrive, were interminable. Then, FINALLY, the day was here – Friday, April 20, 2001.

We've all had butterflies in our stomach, but I had B-24's buzzing around in mine. Would I recognize him from his pictures in Mendlesham Memories – and would Bob recognize me from a picture I had sent him? Just to prevent our missing each other, I made a sign with BOB GROSS very carefully printed on it.

Ronnie and I had gotten to the airport in plenty of time. Then, after a "slow motion" span of time, Bob's plane eventually began to taxi to the concourse. Oh, how I prayed that he'd arrive safely! I held Ronnie's hand so tightly as the passengers began to disembark that I probably gave him arthritis. One by one, groups of four or more, passenger after passenger came down the ramp.

Continued on next page.

MIRACLES NEVER CEASE, continued from page 5.

All at once, I saw him!!! No doubts, no sign needed; it was Bob!! At last and praise God, neither of us needed the now gone sign as we met and hugged and laughed and cried. He was here and in my grasp, this wonderful man who was to give me back my daddy and the circumstances of his death. Ronnie and I were so, so excited we couldn't find our way out of the airport to which we had made many visits in the past.

Poor Bob. I had so many questions that only he could answer that the words began tumbling out of my mouth in rapid succession. Bob in his wisdom said, "Wait. We have four days for just this purpose. Let's take a little at a time". He knew, and Ronnie too, that this was going to really be a very traumatic time for me emotionally. I didn't think so, but thank God for Bob's wisdom, for in the next four days both Bob and I were on an emotional roller coaster.

Finally, I know the whole story through the wonderful pictures, maps, logs, etc. that Bob carried in his briefcase. As each treasured piece of information or picture came out of this briefcase, so came another piece of the puzzle as to who Alvin Rainey was. What a relief to know that my dad, along with the other members of the crew of the "Misery Agent" were killed instantly and didn't have to endure hours of pain. In short, the crew was not able to drop its bomb load over her target because of the cloud cover. Had they done so, they could have inflicted "collateral damage" on the troops landing there. They couldn't and wouldn't drop their bombs over the English Channel because of the seemingly countless ships and landing craft leaving from, and returning to, the English coast. As they flew west over the English coast, the crew chose not to make a "drop" over friendly land for fear of causing civilian casualties.

The pilot, Herman Doell, tried for a landing in, or near, Poole Harbor. Because of the short mission and the reduced fuel load, the gallons ran out quicker than expected, exactly one mile or just seconds from Poole Harbor, and the heavily-loaded plane dropped suddenly into the forest below. One of the bombs broke loose from the rack and hit a tree. The resulting explosion killed all aboard. Though the pilot was decapitated, the others in the forward section remained intact but succumbed to the tremendous shock of the blast, as did Alvin Rainey. Death was obviously instantaneous for all, thank God. Dad

was one of the members of the crew positively identified and cause of death given.

The sadness of how close the "Misery Agent" came to making it safely down is somewhat compensated by the way my daddy went. There was deep regret in the thought that there was no one there for daddy when he was buried, but as we found out, BOB was. God bless him! A haunting thought has pervaded my being. What was it like for Bob to have been the sole survivor? I know he has wondered more that one. But for Bob and all of you who survived and have wondered why, God has a plan for you. Your survival was not luck or chance, but designated by the Hand of God. Part of His plan for Bob's life was to give my daddy to me. Everything factual I have found out about Alvin Rainey has come from the heart of Bob Gross.

He asked me to promise to share everything we talked about with daddy's remaining family that now consists of one sister and one nephew. As a result of fulfilling this promise, my cousin has sent me all the letters my dad wrote to my grandmother and aunts. Another treasure resulting from Bob's devotion. Also, because of a "chance" meeting with Claude Gibbs at the reunion in Savannah, 2001, Claude shared his memories of my dad with me. Also, Claude and Audrey sent me treasured pictures of their trip to England on one Memorial Day. Another precious piece of the puzzle in place.

What Bob has blessed me with in sharing names, places, contacts, pictures and sharing our innermost feelings about my dad and Mendlesham and D-Day, I can never repay. But I know that the mingling of our laughter and tears and memories have been used by God to knit us together forever. I am eternally grateful for four wonderful days with my forever friend and hero, Bob Gross.

May God richly bless all of you who have put your lives on the line for your country and freedom. Hope to meet many of you in Salt Lake.

Leila Rainey Gubler

"Greater love has no one than this, that he lay down his life for his friends (and those he didn't know)".

He's Got A Point

A businessman who was well known for his ruthless behavior once told Mark Twain, " Before I die I mean to make a pilgrimage to the Holy Land. I will climb Mount Sinai and read the Ten Commandments aloud at the top." Mark Twain said, "I have a better idea. You could stay in Boston and keep them."

DUES

(for those who pay annually)
are due on January 1st. each year.
Please remit your $10.00 to:
HAROLD PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

If a membership card is desired,
please send a self addressed stamped
envelope with your remittance.

2001 Scholarship Award Third Place Winner

Theresa-Marie Russo
(with dad, Michael Russo-18th Sqd)

I would like to thank the Ray Summa scholarship committee and the 34th Bomb Group Association for their generous award. I am currently a freshman at Cornell University in Ithaca, New York. Cornell is an extraordinary place with so much to offer. The academics are amazing, the campus is beautiful and the "food" is great! I am studying an array of subjects and have specific interests in the fields of biochemistry, economics and the Italian language. The award was greatly appreciated and certainly put to good use.

I thank you again for this most generous award.

BANDITS !!

As a bomber crew entered enemy airspace, gunners were scanning the skies for possible enemy fighters, uneasily worrying how the nose gunner, intent on the business of his first mission, was making out. Head - on attacks, hard to detect and lasting only a few seconds, were expected. Suddenly, the intercom was broken by the excited nose gunner, as follows:

Nose.....**They're coming in!!!**
Top turret .....**OK, what time?**
Nose.....**Right now!**

REQUEST FOR INFORMATION

I am inquiring about the 34th Bomber Group on behalf of my wife, Lois. Her adorned brother, Eddie Clements, was killed in action over Saarbrucken on July 19, 1942 (1944?). She has mourned him for all these years and now wants learn about him, if she can, and to visit his airfield at Mendlesham.

We have obtained information on his last mission from the Eighth Air Force Museum's archives, but hope that you can spread the word to get any information about him from members in your 34th BG Association.

We also would like to get any information you can give us on the best way to get to the airfield itself. Unfortunately, neither of us can now drive a car to get there. Further, if you know of any people around Mendlesham who might tell us something about what life was like back in '42 we would much appreciate it.

I can be reached by e-mail, RRJCapeCod@aol.com, or through P.O.Box 1185, East Orleans, MA 02643, or by phone 506-255-2891.

Thanks for anything you can do to help Lois.

Russell Jalbert

PS: As a WWII Navy dive bomber pilot in the South Pacific, I've had my share of combat, but I don't think I'll ever really realize how courageous you guys had to be in those last everlasting few minutes in your final straight and level bomb run to your target.

I Confess -

It was about a month ago when a man in Amsterdam felt that he needed to confess, so went to his priest:

"Forgive me Father, for I have sinned. During World War II, I hid a refuge in my attic."

"Well", answered the priest, "that's not a sin."

"But I made him agree to pay me 20 Guldon for every week he stayed."

"I must admit that wasn't good, but you did it for a good cause."

"Oh, thank you Father. That eases my mind. I have one more question....."

"What is it, my son?'

"Do I have to tell him the war is over?"

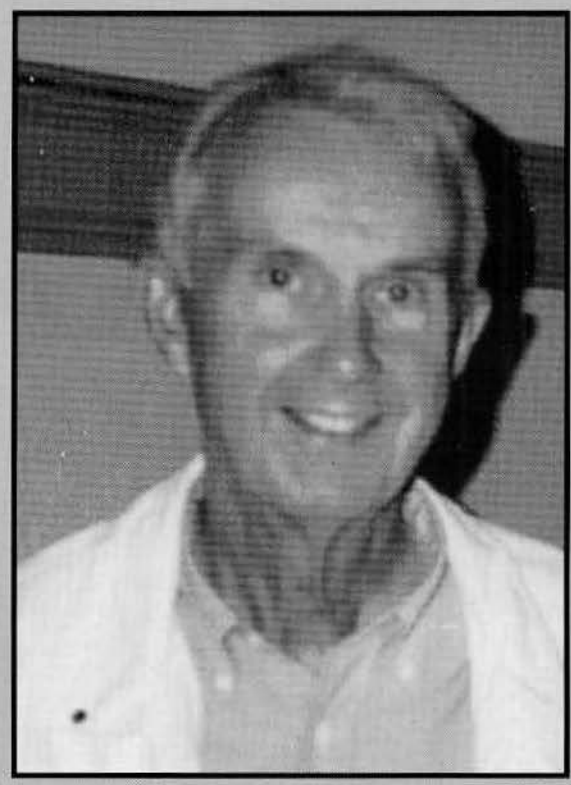
The Truth in 13 Words:

Inside every older person
is a younger person wondering –
What the hell happened?

THEN AND NOW...

JOHN CLEMENS

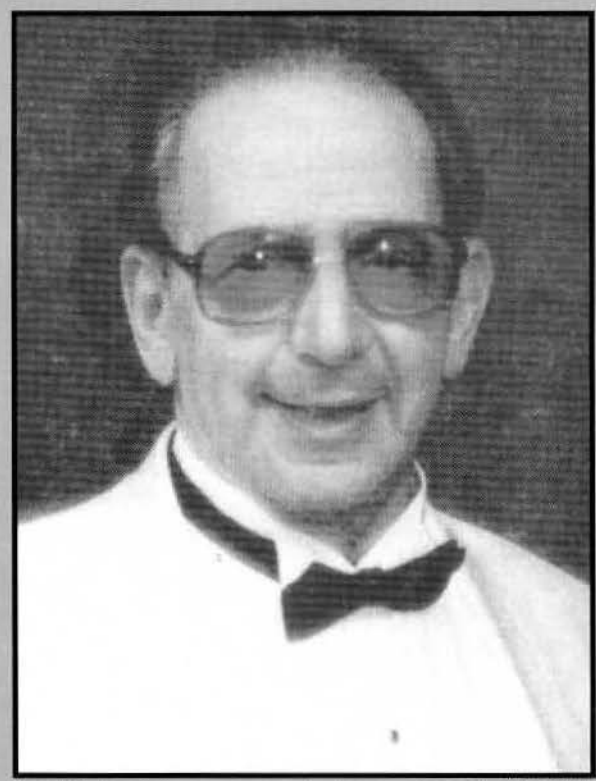
1943



2002

THEODORE MOOR

1945



2002

FLYING DUTCHMEN'S FIRST CREW

By Reid McCloskey, 7th squadron

The pilot of the first crew to fly the B-17 "Flying Dutchmen" was Clair Zarfoss from York, Pennsylvania. Other officers were co-pilot, Jacob Raver and navigator, David Greiss, both from Lancaster, Pennsylvania and bombardier, Reid McCloskey, South Williamsport, Pennsylvania all readily embraced the name for the ship. All had substantial Dutch heritage.

Other flight crewmembers were tail gunner, Lloyd Elliott, top gunner, Erwin Hanken, radio operator, Clayton Erwin, ball turret, Rufus Parnell and waist gunner, Johnny Singer. Ground crew chief was LeRoy Kostner.

Of the original aircrew and ground crew, Lloyd Elliot, Oklahoma City, OK and Reid McCloskey, Carlsbad, NM survive. Most crewmembers that have died did so from natural causes, but not all.

To understand how the Flying Dutchmen survived to fly many missions, you must recall towards the end of the crew's tour, individuals had filled in on other crews and had completed their 35 missions and returned to the U.S.

Four members of the original "Flying Dutchmen" crew remained operational. Their last flight is explained in a letter written by Erwin Hanken to Lloyd Elliott, dated November 6, 1954.

"That morning at briefing our crew was all mixed up; so many new members. The tail gunner was so young and excited I had to help him install his guns. We had to change ships at the last minute following flight check. I even had a crazy idea about bad luck, but then we started to get along fine and were well on our way toward Berlin.

Just over the coast, past Hellogoland, a lone, uncharted four-gun battery of ack, ack started tracing our group. Just a few bursts, but they sure were accurate. The ship on our right got it first with the one, two burst. The third burst was a direct hit between our no's 1 and 2 engines, right in the middle of the wing. Pilot, Jake Raver's controls were shot out so he gave us the jump signal over the intercom. I made my way to the escape hatch and got my feet out the door, but by then the plane was in a flat spin. The centrifugal force was so great I couldn't pull myself out so I relaxed and said a prayer. Believe me, I don't why, but I wasn't a bit panicky. I must have passed out with my hand on the rip cord because when I came to I looked up into the most beautiful sight – an open chute. I landed near a village and learned it was Eggstad. Clayton Erwin landed on the peak of a roof in the same place. He stayed there because a couple of farmers came out of the barn waving pitchforks at him. The Home Guard finally rescued us from possible harm.

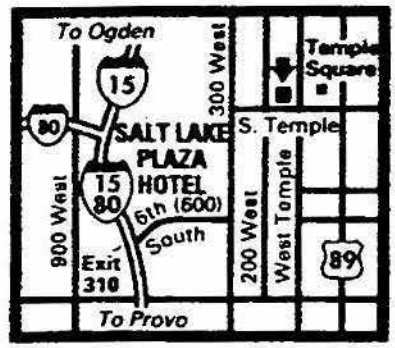
We were captive in a basement of the gun battery that shot us down for two nights. Then we were taken to a jail about 35 miles toward the Ruhr Valley. From there they transported us to Frankfort for questioning that lasted one day and one night. Then on to a concentration camp for ten days, then on to Nuremberg camp for about five weeks. Later, we were marched 100 miles to Mosseberg. During the 105 days I was a POW, I lost a lot of weight. I only weighed 128 pounds when we checked into Lucky Strike Camp in France.

Pilot Raver and Johnny Singer were KIA."

Navigator, Dave Greiss was killed in a B-29 crash in Washington State following the war.

Top – C.Zarfoss, E.Hankin, L.Elliott, J.Raver, J.Grice
Middle – C.Irwin, R.Parnell, J. Singer, R.McCloskey
Front – Unknown, Uknown, LeRoy Kaster

Best Western Salt Lake Plaza Hotel



Directions: I-15 to 6th South-City Center Exit. Turn North on West Temple, 6blk turn west on South Temple. Next to Temple Sq.

Check in time: 4:00 PM
Check out time: 12 00 noon

Best Western Salt Lake Plaza Hotel
112 West South Temple
Salt Lake City, Utah 84101
Phone: 801-521-0130
Fax : 801-322-5057

Transportation to Hotel: **Free airport shuttle**
D.J Executive Image

I have a reservation at the ***Best Western Salt Lake Plaza*** Hotel for September _____, 2002

The Salt Lake Plaza Hotel is pleased to host the 34th Bomb Group Association.(9/24-28/2002)
To ensure accurate reservations, please complete this reservation request and return it before September 10, 2002.
Request received after this date will be accepted based on room and rate availability. Reservation requests must be accompanied by a deposit equal to one night's room rate plus 11.2% occupancy tax or credit card number to guarantee a room.
This deposit will be applied to the last night of the reservation.

Room type preference:

Single	Double	Triple	Quad
$79.00	$79.00	$79.00	$79.00

- ☒ King Deluxe
- ☐ Two Double Beds
- ☐ Single Bed

Special Requests (subject to availability)

- ☐ Roll Away Bed ($10.00 per night)
- ☐ Crib(free)
- ☐ Wheelchair Accessible
- ☐ Smoking Room

Name: _____ Arrival Date: _____

Address _____ Departure Date: _____

City/State/Zip: _____ Additional Guest(s): _____

Telephone: _____

- ☐ I have enclosed a check in the amount of one night's room charge plus 11.2% tax.
- ☐ Please charge one night's room charge plus 11.2% tax to the following credit card:
  ☐ MasterCard ☐ American Express ☐ Visa ☐ Diners Club ☐ Discover

Card Number _____ Exp. Date _____

I understand that I will forfeit my deposit in the event that I do not arrive or cancel less than 72 hours prior to arrival (unless contracted differently).

Name of Credit Card Holder _____ Signature of Card Holder _____

Bed types are not guaranteed and based on availability.

- Check in time after 3:00 PM. Check out time is 12:00 noon. Occupancy tax is subject to change.
- Cancellation or modification of reservation must be made at least 72 hours prior to arrival to avoid forfeiture of deposit. Ask for and retain cancellation number until you receive refund of deposit or credit to credit card.
- No charge for children under 18 when sharing room with parents and using existing bed space.
- All hotel accounts are subject to credit arrangements at time of registration and payable on departure.

Please call 800-366-3684 for reservation assistance

REUNION 2002

The 34th Bomb Group will hold it's Annual Reunion at the Best Western Salt Lake Plaza Hotel 122 West South Temple Salt Lake City, Utah 84101 TX 800-366-3684 from 25 - 29 September 2002.

Hotel reservation forms are included in this issue. Send your check or credit card number directly to the Hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H. Wright
411 Parkovash Ave.
South Bend, IN 46617-1029
TX 574-232-4287

Make checks payable to **34th Bomb Group Association**.

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLARSHIP FEE $15.00 EACH PERSON X____=_____
NOTE: Both Member and Spouse or Guest must pay

9/27 Friday	Guided Tour of Salt Lake City, Lake and Copper Mine $30.00 per person (lunch on your own)	x_____=_____
9/27 Friday	Dinner buffet $25.00 per person	X_____=_____
9/28 Saturday	Gala banquet $25.00 per person	X_____=_____
	TOTAL	_____

Name_____Spouse/Guest_____

Address_____

City_____State_____Zip Code_____

NOTE: All prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags _____Yes _____No

REGISTRATION DEADLINE IS 24 AUGUST 2002

Full refund given (less $5.00 for Scholarship Fund) if notice of cancellation received by 17 September 2002.

PX ORDER FORM

NEW: AUTO WINDOW STICKER – 2"X41/4" BLACK AND SILVER
VET: WWII U.S AIR FORCE OR VET: WWII US ARMY AIR CORPS.....$4.00 EACH OR 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH	$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition	$49.95ea.
"THE MUNSTER RAID, BEFORE AND AFTER" by IAN HAWKINS	$32.00ea.
"BAIL OUT OVER MUNSTER" by WALTER STURDIVAN	$ 5.00ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No)	$ 7.00ea.
LICENSE PLATE (34th Bomb Group)	$ 4.00ea.
LICENSE PLATE HOLDER (2 for $5.00)	$ 3.00ea.
PATCHES – 8TH AIR FORCE OR 34TH BOMB GROUP	$ 5.00ea.
PATCHES – 8TH AIR FORCE (Gold & Silver Bullion Thread)	$ 9.95ea.
PATCHES – SQUADRON – 4th – 7th – 18th –	$ 5.00ea.
DECAL – VALOR TO VICTORY – 5" X 5"	$ 1.50ea.
BUMPER STICKER – 34TH B.G. – 3" X 12"	$ 1.50ea.
BOLO TIES – 8TH AIR FORCE – 34TH B. G. – B-17 – B24	$ 6.00ea.
KEY RINGS – 8TH AIR FORCE – B-17 – B-24	$ 4.00ea.
HAT PINS (FOR DECOR) B-24 – B-17 or POW	$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN)	$ 3.50ea.
WINGS – 2 ¾" – PILOT – BOMBARDIER – NAVIGATOR – GUNNER	$ 4.00ea.
WINGS – 2" CREW	$ 4.00ea.
WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER	$ 3.50ea.
TIE TACK – 8TH A.F. – 4TH – 7TH – 18TH – 391ST SQDNS	$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM	$ 1.49ea.
CAPS – SOLID ROYAL BLUE (New 34th B.G. Design)	$ 7.00ea.
V.C.R. TAPE 58 mins. ("Start Your Engines + 50 Years")	$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green – beautiful) MED. LRG. XLRG. XXLRG.	$24.50ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO – (no pocket). MED. LRG. XLRG. XXLRG.	$24.50ea.
MEN'S POLO SHIRT (White W/ Emblem – no pocket) Large or X Large	$27.00ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

Please add $.3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over.

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail kenpax1@aol.com

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

PROPOSED AGENDA

34th BOMB GROUP REUNION

BEST WESTERN SALT LAKE PLAZA HOTEL
SALT LAKE CITY, UTAH

WEDNESDAY 25 SEPTEMBER 2002

1300 - 1600 hours	EARLY BIRD REGISTRATION (lobby area)

THURSDAY 26 SEPTEMBER 2002

1000 - 1600 hours	REGISTRATION (lobby area)
1500 - 1700 hours	Board of Directors Meeting (Salt Lake Room)

FRIDAY 27 SEPTEMBER 2002

0900 hours	Tour group departs for guided tour of Salt Lake City, Lake and Copper Mine. Lunch will be on your own.
1600	Tour group returns
1900 hours	Dinner - Eagle Gate East/West (Lower Level)

SATURDAY 28 SEPTEMBER 2002

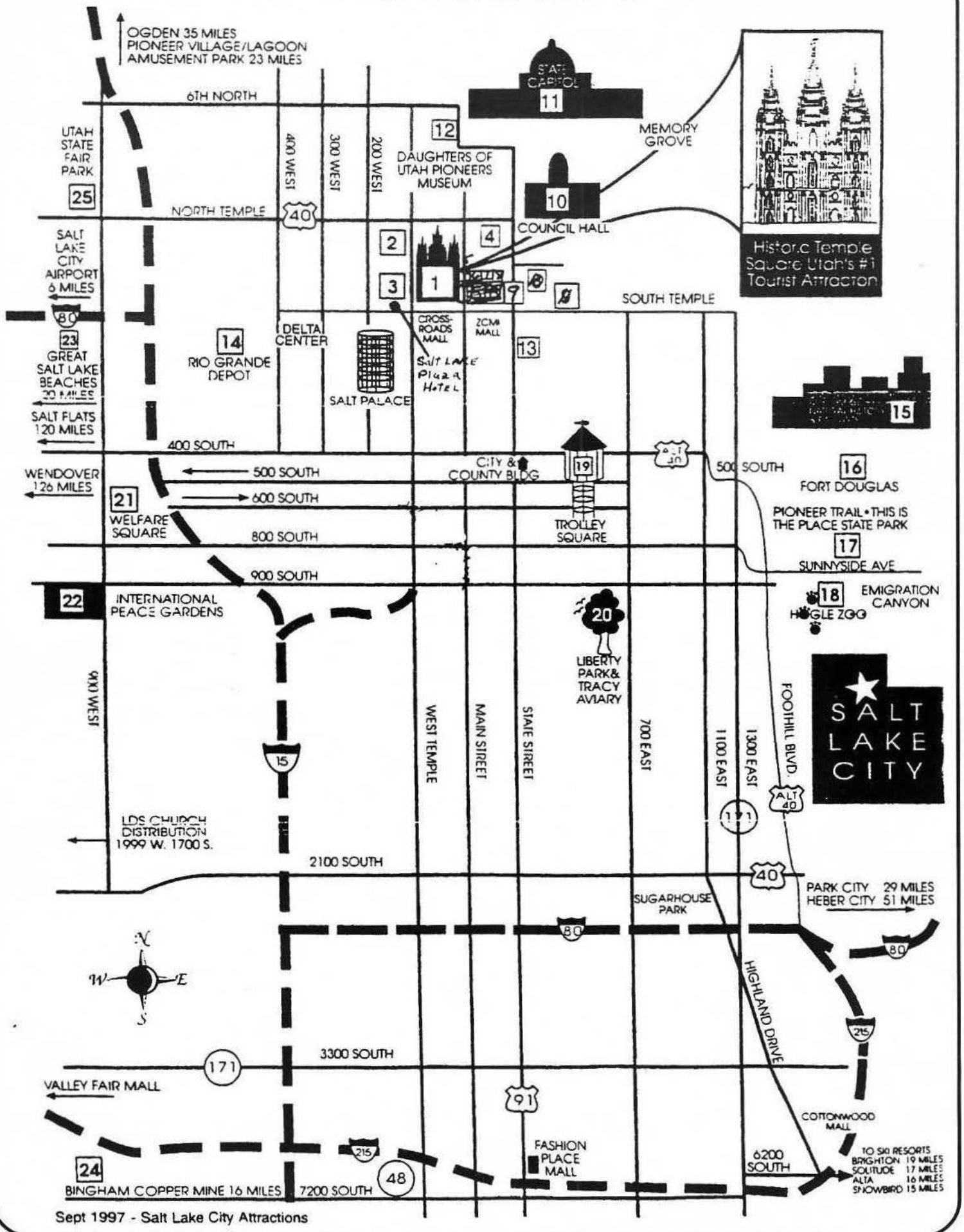
0900 hours	General Membership Meeting - Heritage 1 & 2
1200 hours	Lunch on your own/free time
1900 hours	Gala Banquet - Eagle Gate East/West (Lower Level)

SUNDAY 29 SEPTEMBER 2002

Farewells until 2003

Post Exchange (Heritage #1) and Hospitality Suite (Salt Lake Room) to be open at hours yet to be determined.

MAP OF SALT LAKE CITY



Sept 1997 - Salt Lake City Attractions

Salt Lake City
• Attractions •

1. Historic Temple Square

50 E. North Temple This ten-acre plot of ground in the heart of Salt Lake City is Utah's #1 tourist attraction. Centerpiece of the square is the 6-spire granite Salt Lake Temple, and adjacent to this imposing edifice is the domed tabernacle, home of the famous Mormon Tabernacle Choir and the great Tabernacle Organ. **Daily tours of the grounds and buildings** begin every few minutes at the flag pole. Open daily 9-9 (801)240-4872. Organ Recitals are presented M-Sat. at Noon (also 2 p.m. between Memorial Day & Labor Day), and Sundays at 2 p.m. The public is invited to attend the **Tabernacle Choir Rehearsals** Thursdays beginning at 8 p.m. (come and go as you please), and the **Tabernacle Choir network broadcast** Sundays at 9:30 a.m. (guests must be seated by 9:15 a.m.). The **Temple Square Concert Series** can be enjoyed in the Assembly Hall most Friday and Saturday evenings at 7:30 p.m. (8 years and older). **Mormon Youth Chorus & Symphony** mini-concerts are presented at 8 p.m. Tuesdays and Wednesdays in the tabernacle.

2. Museum of Church History & Art

45 North West Temple. The museum has historical Mormon artifacts and art in interpretive exhibits. M-F 9-9, Sat., Sun. and most holidays 10-7. (801) 240-3310.

3. Family History Library

35 N. West Temple. Open to the public, this library contains a remarkable repository of genealogical records. Mon. 7.30am-5:00pm, Tues.-Sat. 7:30am-10:00pm (801) 240-2190.

4. Church Office Building

50 E. North Temple. World-wide headquarters of the Church of Jesus Christ of Latter-day Saints. From the 26th floor observation deck visitors have wonderful views of the Salt Lake Valley. Summer M-Sat. 9-5. Winter M-F 9-4:30. (801) 240-2190.

5. Joseph Smith Memorial Building

15 E. South Temple. Building open M-Sat. 9-9. **Building Tours** available (801) 240-1266. Locate your ancestors with the help of 200 computers and a trained staff in the Family Search Center (801) 240-4085. View **Legacy**, a 53-minute film depicting the faith and courage of the Mormon Pioneers in their search for religious freedom on the frontier of the American West. (801) 240-4383. Two **Restaurants** with breath-taking views on the 10th floor (801) 539-1911.

6. The Beehive House

67 E. South Temple. 30-minute tours are available through this lovely house which served as the official residence of Brigham Young when he was President of the LDS Church and Governor of the Utah Territory 1854-1877. Atop the house, a wooden beehive, a Utah pioneer symbol of industry, gives the Beehive House it's name. Summer M-F 9:30-6:30.Sat. 9:30-4:30. Winter M-Sat. 9:30-4:30. Summer and Winter Sun. 10-1, holidays 10-1. (801) 240-2671.

7. Eagle Gate

Spanning State Street at South Temple is a 6,000# eagle, known as the Eagle Gate, which at one time marked the entrance to the estate of Brigham Young.

8. Mormon Pioneer Memorial Monument

140 E. 1st Avenue. Gravesite of Brigham Young and other Mormon pioneers. Open daily.

9. Cathedral of the Madeleine

331 East South Temple. Completed in 1909, this Roman Gothic Catholic cathedral features a beautiful series of German stained glass windows. (801) 328-8941.

10. Council Hall

Capitol Hill. Home of the Utah Travel Council, this sandstone structure completed in 1866 was the seat of Salt Lake government and the Territorial Capitol until 1894. Moved to its present location in 1968. Tourist information. Open M-F 8-5. (801) 538-1030 or (800) 200-1160.

11. State Capitol

Capitol Hill overlooking Salt Lake City. Completed in 1915, Utah's Corinthian-style capitol building resembles the National Capitol. Open 7 days a week. Summer 6-8, Winter 8-6 (801) 538-3000

12. Daughters of Utah Pioneers Museum

300 North Main. This building is a replica of the old Salt Lake Theatre and the museum is a treasure house of pioneer artifacts. M-Sat. 9-5, and during June-August also open Sun. 1-5. (801) 538-1050.

13. Hansen Planetarium

15 South State Street. For information on current shows and admission prices call (801) 538-2098.

14. Utah State History Museum

300 Rio Grande Street. Informative exhibits on the history of Utah, research library, book/gift shop, tours by appointment. M-F 8-5, Sat. 10-3. (801) 533-3500.

15. University of Utah

A pioneer co-educational university founded in 1850. (801) 581-6515. Utah Museum of Fine Arts located in Art & Architecture Bldg. (801) 581-7332. Utah Museum of Natural History located on President's Circle in the George Thomas Bldg. 1400 East 200 South. (801) 581-4303.

16. Fort Douglas

Located east of and adjacent to University of Utah campus. Military Museum open Tues.-Sat. 10-12 and 1-4. (801) 588-5188.

17. Pioneer Trail State Park, This is the Place Monument & Old Deseret Village

2601 E. Sunnyside Ave. Located near the mouth of Emigration Canyon where Mormon Pioneers entered the valley in 1847. For hours and admission fees, call (801) 584-8391.

18. Hogle Zoo

2600 E. Sunnyside Ave near the mouth of Emigration Canyon. Birds and animals in a natural setting, featuring the new primate forest exhibit. Summer gate open 9-6, Winter 9-4:30. Open every day except Christmas and New Year's. (801) 582-1631.

19. Trolley Square

600 South & 700 East. Salt Lake City's nationally famous shopping and entertainment center situated within renovated 1908 trolley barns. Shops, restaurants, theaters, art displays, free parking. (801) 521-9877.

20. Liberty Park and Tracy Aviary

Between 9th-13th South and 5th-7th East. 80 acres for family recreation. Over 240 species of birds in the Aviary. (801) 596-8500.

21. Welfare Square

700 So. & 800 W. This facility is a center for humanitarian services of The Church of Jesus Christ of Latter-day Saints. Tours include The Bishop's Storehouse, a milk processing plant, a cannery and the Deseret Industries. Van service is available, upon request, from Temple Square to Welfare Square, and there is ample parking for those driving their own automobiles. M-F 10-4. (801) 240-7330

22. International Peace Gardens

Jordan Park 1000 South 9th West. Floral architecture and displays representative of countries throughout the world. Open May - Nov (801) 974-2411.

23. Great Salt Lake

America's inland sea. Salt water you can float on. Beaches for swimming and sun bathing. A marina for boating. (801) 250-1898.

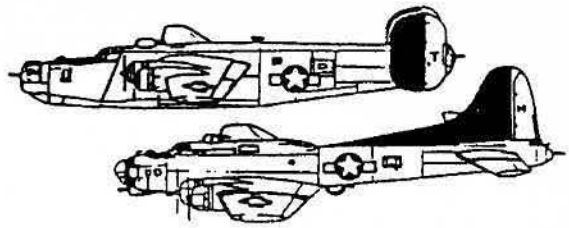
24. Bingham Copper Mine

Bingham, Utah. This is the largest open-pit copper mine in the world and is operated by the Kennecott Copper Corporation. The mine is 2-1/2 miles across and 1/2 mile deep. (801) 569-6287.

25. Utah State Fairpark

155 North 1000 West. Home of the Utah State Fair, the Fairpark provides space for seminars, trade exhibits, dances, weddings, reunions, livestock shows, auctions and parties. (801) 538-8440.

FRIENDS WRITE



FRANK RYALS – APOPKA, FL

Marvin passed away 3 Feb. 02 at the age of 91 years, 8 months. Marvin joined the 34th Bomb Group, 4th Sqdn. At Blythe, California in late 1942. He went with the group to England in March of 1944. He went with the 34th bomb group, 18th sqdn flying B-24s. He was assigned to Air Base Station 150. When they got to England they changed from B-24's to B-17's. After about six months he was asked by Major Robert Gay to be the Tech Supply Chief for the 4th sqdn with B-17's. At that point he was promoted to Staff Sgt. This info was given to me by him in December, 1998. There may be a little confusion between the 18th and 4th sqdns. at Blythe, but he was in the 4th in England. Marvin left England in early August 1945 on the Queen Elizabeth and to Camp Kilmer. He arrived home in Georgia on VJ day. He was a native of Houston County, GA (now Warner Robins, GA, home of the Warner Robins Air Logistics Center, Robins AFB).

Marvin was very proud of his outfit. We did get him to the Eighth Air Force Museum in Savannah in Sept. 2001. He thoroughly enjoyed the visit and I am proud that we have pictures of him while there. I was not aware of the convention in Sept. or I would have tried to schedule the visit then.

Marvin and his wife moved to Orlando, Fl in 1945 and to Apopka, FL about 1998. He and his wife, Helen, were married for 60 years and she currently resides in Apopka.

I am Frank Ryals, Marvin's brother, and am submitting this for his wife, Helen. I have read his copies of Mendlesham Memories and really enjoy them.

****

DANNY VINCENS – CHALMETTE, LA

I am regretfully writing to inform you of the passing of my father, Hilton P. Vincens Sr. Throughout the past few years dad was looking for another veteran of the 391st, a gentleman named Bobby Paine. To our surprise, Mr. Paine showed up at the funeral and gave me his address. Thought you might want to contact him.

Mr. Robert Paine
3713 E. Loyola Dr
Kenner, La 70065
Tel – 504 464 1670

****

DAILY THOUGHT –

"Blessed is he who expects nothing, for he shall never be disappointed."

Jonathan Swift

JOHN CLEMENS – ST. GEORGE, UT

Our recent email exchange informed me that you are still interested in "before and after" photographs of 34th Bomb Group members. I finally found the photo taken in Primary flight training at Vernon, Texas in February of 1943, so here's my contribution. Each of us took turns putting on the A-2 jacket, helmet, goggles and silk scarf (a white towel) to wow the hometown folks with the " hot pilot" look. Just as Archie Bunker said, " Those were the days."

Thanks so much for the wonderful web sites listed in the December issue. It's obvious that a lot of time and effort went into them, especially the one done by Gary Ferrell.

My best regards to fellow 34th members, particularly 7th squadron. Thanks for the great job you're doing with MM.

I hope to be able to make the Salt Lake City reunion.

****

BOB FILIP – LaGRANGE PK, IL

A timely story as told to me by Fred, a friend of mine. Fred and his two sons, both in their 50's. were bound for the year 2000 England reunion. The 34th, 94th 100th and 452nd bomb groups made up the Tamarac travel groups that year. Fred flew with the 94th bomb group out of Bury St Edmonds.

Fred and his sons were flying with the British Airways out of O'Hare, Chicago. While checking in at the ticket counter, one of the sons mentioned that dad flew with the 8th Air Force in England during World War II and they were going back for a reunion. The ticket agent confirmed the fact with Fred and then proceeded to make a phone call. Upon completion of the phone call, the agent informed them that their tickets were upgraded to first class. Since they had some time before departure, the agent recommended the VIP lounge.

What a start- but that wasn't all. While in flight, the stewardess informed Fred that the pilot would like to see him. Once in the pilot's compartment, he was offered the co-pilot's seat. The pilot was interested in hearing some of the experiences he encountered. Fred filled him in on some of the noble missions along with the time they had to ditch in the English Channel.

The pilot thanked him and all those that flew with the 8th Air Force. Needless to say, Fred was flying high – in more ways than one.

****

GIDEON (BUD) SWICK, JR – FT. LUPTON, CO

I am enclosing a check for $10.00 to renew my membership and receive Mendlesham Memories. I want to send enough for a lifetime membership but couldn't find how much that was, so am requesting you send me the information. I was with the 34th bomb group, 18th squadron and flew with the Cpt. Guy Gipson crew as tail gunner.

My wife and I have lived in Fort Lupton, Colorado, a small farm community outside of Denver. I worked for Adolph Coors Brewery for 18 ½ years. I had to retire in 1987 due to a medical problem. My wife and I have raised and shown Boston Terrier dogs for 48 years and have had some of the best in the country. My wife had been among the top ten breeders for about 35 years. We go to almost all of the dog shows in Colorado and enjoy it a great deal. Our life is very quiet as we live in a rural area. We do enjoy it very much. We look out our front picture window and have a view of the complete front range of the Rocky Mountains. Colorado is truly God's country. We had lived in Hialeah, Florida before moving here but it was much too hot and humid for our taste.

****

JOHN BOYSUN – GREAT FALLS, MT

Enclosed are my dues for another year of the Mendlesham Memories. I always enjoy reading the MM.

****

HENRY TOBIASON – REMER, MN

Enclosed please find check for my 2001 dues. Hope it is the same as last year. If they are more let me know and I will make up the difference.

Audrey and I hated to miss the reunion last year but we couldn't help it. We are looking forward to next September in Salt Lake City. We have to travel west.

The past year had good things and some bad. The nicest that happened was our children hosted a 50th wedding anniversary party for us in November. It was a great day that we will never forget. Over a hundred friends and relatives signed the register. The weather was nice for the ones that had to travel long distances.

The worst thing that happened was in September. I went to crank my big garden tiller to work up some of my garden that was all gone and it kicked back at me pulling muscles in my right forearm. I made three trips to the doctor and was not able to do much for three weeks

Have a happy new year and hope to see you in Salt Lake City

****

PETER VILLANO – CENTERPORT, NY

One of the best Mendlesham Memories to date. Have a great year. Dues enclosed

****

LEO ALOI – SEMINOLE, FL

On September 6th, 1941 my wife and I were married. On September 6th, 2001 we celebrated our 60th wedding anniversary. Enclosed are my dues for 2002.

****

BILL NEEL – DECATUR, GA

Here's my check for my 2002 dues. I made my first 34th Bomb Group reunion in Savannah and it was great. I'm sorry I didn't start going earlier.

****

MILLIE LONG – VINCENTOWN, NJ

Happy New Year!!

I wanted to tell you I sold my home in Norwood PA. I spent a great deal of time here in New Jersey and my girls thought it was time to sell my home. It's fourteen years since I lost Harry, so now New Jersey is my permanent address. I do go often to visit my daughter in Hersey, PA and I expect to visit my daughter in Coty, Wyoming in February. I try to get out there every couple of years. Also, every so often I visit my granddaughter's in Dover, Del. for a couple of weeks. I figure if I keep moving I won't think about how old I am.

Good health to all.

****

HERMAN FIEBER – BAKERSFIELD, CA

Almost forgot to send in my dues for2002 – here they are. I'm enclosing a check for $20.00 as my son, David wants to join as an associate member.

Hope you are fine and enjoying good health. Everything is fine here. We'll see you in Salt Lake.

****

BILL YOTHMENT – CROWN POINT, IN

Hope this finds you in good health and good spirits. I'm fairly good, thank God. I still have my heating and sheet metal business but on a rather limited scale. I turned the big **8-0** last Saturday.

I really don't know what current dues are so am sending $15.00. If it's more, please let me know. If it's less add it to the publication account. Take care.

MOVING!!!

If you are moving, or have moved, send your new address to:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

Mailing labels are printed on
Feb. 1, May 1, Aug.1And Nov.1 for the
March, June, September & December issues.

FROM THE FAMILY OF VERNON C. AMES

I am writing to inform you of the passing of Vernon C. Ames on 02/23/02. Our dad served in the 8th Army Air Corps, 34th Bomb Group during WWII and was very active in both reunion groups. Services were held at St. Edmunds Parish, Tonawanda, NY on 02/28/02 and included an honorary military guard. I am intimately aware of my dads involvement with your group and the Mighty Eighth from his records and from attending reunions with he and mom (deceased 01/14/01) both here in Pittsburgh and in their hometown of Buffalo, NY. The family wishes to send their deepest regards to you and your membership in the loss of an American hero.

His son:

David G. Ames

His daughters:

Patti (Ames) Kratzke
Susan (Ames) Costello
Barbara (Ames) Manickas

****

STEVE MOOR – BRIGHTON, MI

It is with great sorrow that I write this letter to tell you that my father, Theodore C. (Ted) Moor has passed away.

I wanted you and anyone who receives the MM and who might have known dad to know, that he lived life to the fullest. After retirement 10 years ago, dad could not just sit around, so he went and got himself a job at the local hardware store to keep himself occupied.

I know he always looked forward to receiving his MM and had made contact with some people from the group. It was my understanding there was an upcoming reunion that he was planning on attending. I wanted to make sure everyone knew just how much the bomb group meant to dad and how proud he was.

We suffered a great loss here, but — God has gained one of the proudest, most loyal and loving men I have had the privilege of knowing – my Dad.

****

MARK COLE – AVON, IN

I wanted to tell you that my father, Robert L. Cole passed away Feb. 14, 2002 after a courageous fight with cancer. Dad was a gunner/toggalier in the 7th squadron serving at Mendlesham in 1945 and celebrated his 20th birthday while there.

Dad was very proud of his service to his country and so was I. I became an Air Force officer and pilot mainly because of his influence.

He and mom loved coming to the reunions (we lost mom to cancer four years ago). In recent years dad couldn't attend due to failing health but he looked forward to his copy of Mendlesham Memories.

Please acknowledge him in the Taps section of your next publication. My sister, Sandy and I would also like to donate to the scholarship fund in his memory. Thanks and God bless all of you.

FAWN LEASON – KATY, TX

I just read about the second crew to fly the B-17 "Flying Dutchmen". My uncle, Claire Zarfoss, was the original pilot of the first crew to fly that plane and here is the story of how it got that name:

My uncle was given the honor of naming the great bomber and since most of the crew members were from Pennsylvania – hence the name- "Flying Dutchmen." Along with naming it he was also the one who painted the nose art on the crew's flight jackets – ten in all. The exact amount of time it took to complete all the artwork is unknown. I only know that he spent his spare time between missions working on them until all were completed. I have pictures of his flight jacket – it's a wonderful piece of art.

Ed: Fawn has done extensive research on her uncle's participation in the war and would be only too glad to correspond with members of the second crew. Her e-mail address is: peppielpew@aol.com

****

FRANK SLIGH – ADKINS, TX

Thanks for another great issue of MM. I read it cover to cover every time I receive my copy. Patsy and I will be observing our 50th wedding anniversary on the 5th of April, 2002. We were married at Salem Sayers Baptist church, Sayers, TX – just east of San Antonio. Thanks again for another great issue of MM.

****

DEXTER JORDAN – HUNTERSVILLE, NC

It is with a sad heart that I write to report the death of a long time friend, Charles Sakal. A few days ago, Rose, Charles' wife, called to say Charles was in an accident Thanksgiving and entered the hospital. Although his injuries were not life threatening, staph infection set in and they could not control it. Charles passed away on January 31, 2002.

We were in the same barracks in England. He didn't talk a lot but laughed and smiled and was friendly to everyone. If he had a problem on the plane when, his crew chief was on pass, I was always glad to help.

After the war ended we lost contact until the 8th Air Force Historical Society organized. Then one April day I received a call. "Hello, this is Charles Sakal, we are in Huntersville." I went out to lead them to our home and every year thereafter we could count on Charles and Rose coming by in April, one of the highlights of spring, then again at the reunions in Sept. Beulah and I had just said it will soon be time for Charles and Rose to come by when Rose called with the sad news.

Beulah and I have had a busy year, but a good one, and are looking forward to Utah and Salt Lake City.

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ALLING	CHARLES,B	7LM	#41 PARSONS BEACH RD	KENNEBUNK	ME	04043
BYRD	JAMES, F	4	PMB 208	ALBUQUERQUE	NM	87121
CLARKSON	DOROTHY, L	391LM	724 GREENE ST APT 708	AUGUSTA	GA	30901
DE HANN	HELEN, M	7LM	2650 26TH AVE S	GRAND FORKS	ND	58201
GARRISON	MARVIN	18LM	1867 TANGLEWOOD CT APT 1	BURLINGTON	KY	41005
MCBLAINE	MARGIE	4A	18765 SW HONEYWOOD ST	ALOHA	OR	97006
McDANNOLD	WILLIAM, E	7	111 NW WALNUT ST	LEES SUMMIT	MO	64063
PLANK	DONALD, W	391	8126 WATER MARK CT	W. CHESTER	OH	45069

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
AMES	VERNON,C	7LM	02-23-02	50 RAINTREE ISL APT #9	TONAWANDA	NY	14150
CHEEK	BETTY (BILL'S WIFE)		02-25-02	210 E. MAXWELL ST	LAKELAND	FL	33803
COLE	ROBERT, L	7LM	02-14-02	160 SUGERWOOD LN	AVON	IN	46123
GARRETT	JOSEPH, O	4	O4-25-01	35 STABLEGATE RD	ALPHARETTA	GA	30004
MEIER	GEORGE	H18	-00	605 S 6TH ST	HAMILTON	MT	59840
MOOR	THEODORE,C	4LM	03-04-02	2733 ACRE HILL	BRIGHTON	MI	48114
SAKAL	CHARLES	7LM	01-31-02	BOX 214	MANOR	PA	15665
VINCENS	HILTON, P	391LM	01-23-02	2413 VICTOR ST	CHALMETTE	LA	70065

Day is done,
Gone the sun,
From the lake,
From the hill,

From the sky,
All is well,
Safely rest,
God is nigh.

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
FEIBER	DAVID	2612 ALDER ST	BAKERSFIELD	CA	93304
MARTIN	DAVID	19 INDEPENDENCE LN	HINGHAM	MA	02043
MARTIN	EDWIN B	16 LANTERN LN	NORWELL	MA	02061
MARTIN	ROBERT B	7 SNOW HILL LN	MEDFORD	MA	02043

NEW FOUND MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
LAWSON	H. GUY	7	2016 BURCH AVE	LIMA	OH	45805

DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

IN MEMORY OF	*DONOR*
ROBERT L. COLE	MARK AND SANDY COLE
THEODORE C. MOOR	RICHARD W., MICHAEL and STEVE MOOR
HENRY JURGENS	BERNIE FARLEY

50th WEDDING ANNIVERSARIES IN 2002

CHARLES AND GAIL ALLING	08 - 23 - 02
JOSEPH AND YVONNE BOBROWICZ	08 - 09 - 02
ARTHUR AND MARY KATHLEEN BUSSE	05 - 02 - 02
CHARLES AND JEAN EVANS	03 - 22 - 02
AMBERS AND JEAN HANSON	10 - 24 - 02
VERNE AND JUANITA SANTAS	07 - 04 - 02
FRANK AND PATSY SLIGH	04 - 05 - 02

CONGRATULATIONS TO ONE AND ALL ON YOUR GOLDEN WEDDING ANNIVERSARIES!

I Am The Flag of the United States of America.

I am the flag of the United States of America.
My name is Old Glory.
I fly atop the world's tallest buildings.
I fly majestically over institutions of learning.
I stand guard, with power, in the world.
Look up and see me.

I stand for peace, honor, truth and justice.
I stand for freedom.
I am confident.
I am arrogant.
I am proud.
When I am flown with my fellow banners,
my head is a little higher, my colors a little truer.

I bow to no one!
I am recognized all over the world.
I am worshipped – I am saluted.
I am loved – I am revered.
I am respected – and I am feared.

I have fought in every battle of every war
for more than 200 years.
I was flown at Valley Forge, Gettysburg,
Shiloh and Appomattox.

I was there at San Juan Hill,
the trenches of France,
in the Argonne Forest, Anzio, Rome.
And the beaches of Normandy, Guam,
Okinawa, and KheSan, Saigon, Vietnam know me,
I was there.

I led my troops, I was dirty, battle tested and tired,
But my soldiers cheered me
And I was proud.

America has been attacked by cowardly fanatics,
and many lives have been lost.
But for those who would destroy me, cannot win,
for I am the symbol of freedom.
Of one nation, under God, Indivisible, with liberty and justice
for all

I have been burned, torn and trampled
on the streets countries I have helped set free.
It does not hurt, for I am invincible.

I have been soiled upon, burned, torn
and trampled on the streets of my country.
And when it's by those whom I've served in battle – it hurts.
But I shall overcome – for I am strong.

I have slipped the bonds of Earth
and stood watch over the uncharted frontiers of space.
From my vantage point on the moon
I have borne silent witness
to all of America's finest hours.
But my finest hours are yet to come.

When I am torn into strips and used as bandages
for my wounded comrades on the battlefield,
when I am flown at half-mast to honor my soldier,
or when I lie in the trembling arms
of a grieving parent
at the grave of their fallen son or daughter
I AM PROUD.

MY NAME IS OLD GLORY
LONG MAY I WAVE
FLAG DAY – JUNE 14TH
SHOW YOUR COLORS

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936) 273-3561

34th Bomb Group

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MPI

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Address Service Requested

Volume XXVII Number 3 September, 2002

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

Contrails

By Dale Ganger, Photographer - 4th Sqd.

18TH SQUADRON

391ST SQUADRON

7TH SQUADRON

4TH SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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The Woodlands, TX 77382-1067
Tel - (936) 273-3561
Fax - (936) 273-2982
E-mail - jacks23@msn.com

Deadline

All material and items for the December, 2002 issue of Mendlesham Memories should reach me on or before October 15th, 2002. That is the date our final copy will go to the publisher.

Jack Share, *Editor*

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Other web sites of interest:

http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

share - a thought

As we mature in years, we find it necessary to leave our previous dwelling and find a more suitable living space, because of downsizing, moving in with a relative or for whatever reason. This has put a tremendous burden on keeping track of our members and providing them with each issue of Mendlesham Memories. IF YOU ARE MOVING, send your new address to Hal Province, 153 N. Hill Dr. Carriere, MS 39426. Unless you send Hal your new address the Post Office will not deliver your newsletter, even if you only change your apartment number.

Realizing that most people will not send us their new address, we have on the back of each newsletter "Address Service Requested". What happens if you change your address without notification to Hal, the newsletter is sent back to me with your new address, if the Post Office knows it. This is fine, but the hitch is, it costs your organization 60 cents for each one returned and that rate will be going up beginning with this issue due to the increase in postal rates as of July 1st, 2002. As you can see, by the number of address changes in each issue, this is a serious drain on our association's finances. In some cases, if the post office doesn't have your new address, the newsletter is sent back as undeliverable and you will never receive another MM since we don't know where you live - DON'T LET THIS HAPPEN TO YOU! Please, send in your change of address as soon as you know you are moving.

We're trying to get this issue of MM out earlier than usual so that you who are going to the reunion will have your copies prior to leaving. Since the reunion is later this year, we have a good chance of accomplishing our mission.

Remembering Ted Williams, the "Splendid Spinter" who died July 5, 2002. A baseball legend who gave up five years of an illustrious and profitable career to fight in two wars – WWII and Korea. One of the greatest of the "Great Generation".

Jack Share, editor

President's Message

Greetings from the great State of Kansas:Time is really flying by and it won't be long until September is upon us. Hope all of you have your luggage out and ready to head for Salt Lake City. I hope and pray they find the little girl that was kidnapped before then.

It's about the same old thing in Kansas. First it was dry, then quite a lot of rain and now it's dry again. It's been in the nineties, not too bad. Just take it as it comes and like it. One sure can't predict Mother Nature.

I've given up my job as Quartermaster of the VFW here at Kincaid, KS. I thought it was about time, after thirty six years. I've tried to get it done a few years ago and now I've finally got it accomplished. Another job done.

I imagine all that went back to England are home resting up now. I would have liked to have gone back a few years ago and take LaVerne, but it didn't work out. The last few years haven't been too easy on this old body. I just keep plugging along and yes, my wife keeps giving me a little push. I'm sure I need it.

I'm wondering how much more our great country can take. Terrorist attacks and now all the forest fires in the western states. The firefighters must be getting awfully tired being out there so many hours. As I write this, they are gaining a little at a time. If they can hold out.

My wife went and done it again. She had a second detached retina on the same eye. The first one was on March 29th, the second on May 28th. She had more surgery and is still getting over it. The gas bubble they put in had to dissolve before she can see. Now all she can see is light. No definite figures or designs. It will take time. I'm hoping she's OK by September. Time will tell.

Today is the 4th of July. We went to our county seat in Garnett, KA for the 100th anniversary of our brick courthouse. A nice little celebration for a small community. I retired in 1990 after serving as County Commisioner for twenty four years. The great granddaughter of the architect that designed the building sang the National Anthem. Very appropriate.

With that, I'll sign off and we'll see you all in Salt Lake City. Take care and God Bless,

Wayne E. Howarter, President

From the Treasurer's Computer

(A Memorable Ride)

A few weeks ago, I took a BIG STEP BACKWARD! For several years now I've narrowly missed being at the right place at the right time to see the COLLINGS FOUNDATION B-17 and the only flying B-24 on their nationwide tour. When the New Orleans paper announced that the aircraft would be on display there, my youngest son, Keith, immediately let me know and suggested we visit it together. Like many of you, I hadn't been particularly verbose in talking about my experiences during the war and I was very pleased that he was interested in seeing what I had flown in back in the 40's! With Paul Nichols, a friend who was a B-24 pilot in the 43rd BG in the SW Pacific, we were at the gate on Saturday AM just itching to get to visit and examine both aircraft. Except for a static display at Lowry Field at Armorers school I had never been in a B-24 and was anxious to be able to relate to stories I had heard from the B-24 airmen of the 34th.

First, naturally, we went to the B-17 line and I was answering Keith's questions as we waited to climb into the nose of the aircraft and NO—I didn't attempt to enter it the way we did in the 40's. I heard later that the old way is now referred to as "Pulling A Gregory Peck" obviously, from his failure to climb into the nose in the movie "Twelve O'clock High". Visitors both ahead and behind us in line were listening to me relate how it was then and soon they were asking questions on their own. And as some of them moved on they took the time to thank me for what I had done during the war! The running commentary continued even as we entered and observed the B-24 and I was able to compare the two aircraft. I'll let you in on a little secret—the B-17 has shrunk! I could hardly get through the bomb bay! The visitors showed much interest in the B-17 ball turret mainly because they were able to look inside it as it sat on the hardstand.

The B-24 was strange to me - down past the ball to get to the bomb bay then up to the radio room. We had to leave from the bomb bay because the rest of the aircraft was roped off - I couldn't get through the bomb racks there either! I now have a good idea of the 24 and will be able to visualize the setup when you B-24 airmen talk and refer to it!

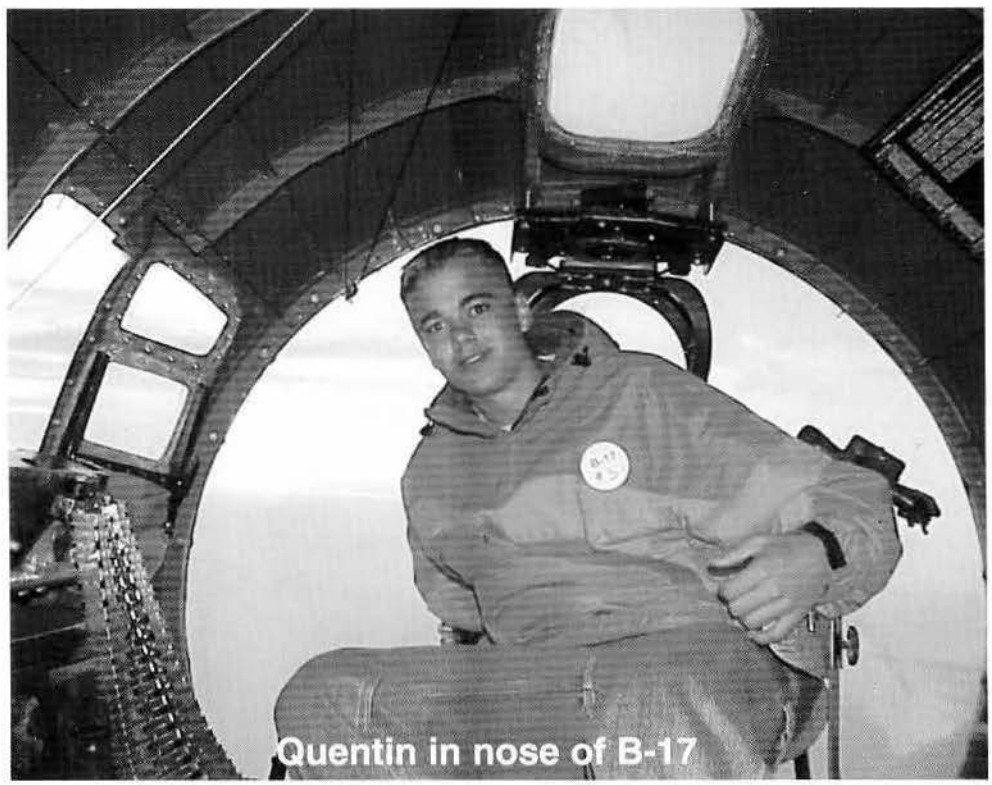
As Keith and I were making our way to get a cold drink, he remarked, "Dad, I sure would like to ride in that B-17". Finding that room would be available on the 5:00 PM flight and figuring my plastic card was good for a few more hits – for such a good cause - we made the arrangements. Since we had a few hours before take off, we decided we would return to the airport after we took my buddy, Paul, back to Picayune. We then picked up my youngest grandson, Quentin, who had been taking an ACT test that morning, hoping that he would be able to tour the two aircraft. When we arrived at the airport Keith left Quentin with me to tour the aircraft. I started my spiel once again explaining how it was in '45, doing my best to give my version of how the two aircraft operated. Unfortunately, the B-24 was ready to be warmed-up so Quentin missed the tour of that aircraft.

We were to be on the second B-17 flight and had to attend the briefing for those who were going. Keith rejoined us and asked if my credit card was maxed out? He had checked to see if there was room for Quentin to ride also - there was - so the three of us were going for a ride! I figured this might be the only chance Quentin would ever have to fly in a B-17!

The B-24 warmed up and took off. Then it was time to warm up the B-17 engines prior to take off. This, of course, required that the props be pulled through for each engine before starting. I was finally able to get Quentin to pull a couple of times so he would know what we had to do back in 1944 - 45.

To make a long story short, we took off and circled over Lake Ponchartrain and downtown New Orleans. We were able to get to the nose of the plane once airborne and it was fabulous to be able to experience the ride with my son and grandson. It was the FIRST airplane ride for the 15 year-old Quentin and I'm sure he will always remember it - a ride in a 57-year-old warplane! (His dad and I won't soon forget the ride either!) It was well worth it for now we have a common experience to share! I have four other grandsons and can hardly wait for the 2003 tour by The Collings Foundation!

Hal



Quentin in nose of B-17

Members of the 34th laying wreaths on the Mendlesham Memorial.

Report on June 2002 Tour To England

Fourteen members, wives and children traveled to England in June. Arriving at Heathrow Airport on Thursday, June 6, they journeyed to their home for the next five days, the Crown Plaza Hotel, for a five hour jet lag rest.

On Friday, they visited, and toured, the RAF base at Lakenheath then back to the hotel for dinner with their British friends.

On Saturday, they visited Mendlesham where they were transported to the Memorial via restored WWII military vehicles. They were greeted by some of those who maintain the memorial, the Rev. Philip Grey and several local citizens. After prayers by the Reverend Grey, wreaths were placed on the memorial. A fly over by a P-51 was followed by a visit to St. Mary The Virgin Church where candles were lit for deceased members of the 34th Bomb Group. The Mendlesham visit ended with a very special luncheon, prepared by the ladies who maintain the memorial, at the community center.

Saturday evening we were driven to Molesworth, in vintage vehicles, for the "Hanger Dance". As we marched into the hanger, preceded by a bag piper, we were greeted by about 1,000 people standing and clapping their hands in appreciated for our efforts in WWII. There were not many dry eyes in our group. The dinner was followed by "Back to the Forties" dance. Some of our members joined in the dancing. Following a full day of inspirational memories, we returned to the hotel.

On Sunday, after a stop at the American Cemetery at Cambridge where we placed a wreath, it was on to Duxford where we viewed some of the new additions being installed in the American Museum. A B-24 that has been in restoration for several years is practically finished for placement in the museum. The day being cold and windy, we were ready to return to our hotel and our farewell dinner.

On Monday, June 10th, we left for Hendon and the Bomber Command Museum. Then it was off to London and the Glouchester Hotel for three day of tours, shopping, theater and relaxation.

All agreed that it was a great trip and some of the younger generation members in the group expressed their desire to return on future tours.

Harold C. Rutka,
Reunion chairman.

Reunion Committee Report

The 18th annual reunion of the 34th Bomb Group (H) Association to be held from 25th to 29th of September 2002 is rapidly approaching. We hope to see you all in attendance. Salt Lake City is a wonderful place to visit. The hotel is the " Best Western Salt Lake City Plaza. The shuttle service is the "D.J. Executive Image". We will be on hand to welcome all of you.

We hope that our members will not be frightened by the events of September 11, 2001. Harold Rutka and Bob Wright checked out the aircraft when we flew to Mendlesham, England in June - we returned safely, as did all 14 34th'ers who went on the tour.

Time is running out on the "Greatest Generation". Now is the time to renew old acquaintances and possibly make some new ones. We are looking forward to seeing all of you at another great reunion.

The reunion committee,

Harold Rutka
Robert Wright
Bruce Sothern

From England - comes word that **Ron Buxton**, staunch supporter for the preservation of the memories and incidents of the 8th Air Force in World War II has passed passed away after a long illness at the age of 74.

Ron was one of the founders of the 390th Bomb Group Memorial Air Museum at Parham airfield near Framlingham, a tribute to all American service personnel stationed in Suffolk during World War II. He worked tirelessly to create a unique collection of WWII memorabilia and will be surely missed by veterans and air enthusiasts alike.

As a teenager in World War II, he used to watch the bombers going over and went to one or two crash scenes. He and his stepson, Stewart Evans, also an 8th Air Force enthusiast and friend of the 34th Bomb Group Association, hit the headlines in 1972 when they found the wreckage of the aircraft piloted by Joseph Kennedy, brother of President John F. Kennedy. Joe died when the plane he was piloting crashed over North Suffolk in 1944.

The members of the 34th Bomb Group Association would like to extend our heartfelt sympathy to the family and friends.

America, the Good Neighbor

A tribute to the United States

(From a Canadian Newspaper)

Widespread but only partial news coverage was given recently to a remarkable editorial broadcast from Toronto by Gordon Sinclair, a Canadian television commentator. What follows is the full text of his trenchant remarks as printed in the Congressional Record.

"This Canadian thinks it is time to speak up for the Americans as the most generous and possibly the least appreciated people on all the earth. Germany, Japan and, to a lesser extent, Britain and Italy were lifted out of the debris of war by the Americans who poured in billions of dollars and forgave other billions in debts. None of these countries is today paying even the interest on its remaining debts to the United States. When France was in danger of collapsing in 1956, it was the Americans who propped it up, and their reward was to be insulted and swindled on the streets of Paris. I was there, I saw it. When earthquakes hit distant cities, it is the United States that hurries in to help. This spring, 59 American communities were flattened by tornadoes. Nobody helped. The Marshall Plan and the Truman Policy pumped billions of dollars into discouraged countries. Now newspapers in these countries are writing about the decadent, warmongering Americans. I'd like to see just one of those countries that is gloating over the erosion of the United States dollar build its own airplane. Does any other country in the world have a plane to equal the Boeing jumbo jet, the Lockheed Tri-Star, or the Douglas DC10? If so, why don't they fly them? Why do all the International lines, except Russia, fly American planes? Why does no other land on earth even consider putting a man, or a woman, on the moon? You talk about Japanese technology and you get radios. You talk about German technology, and you get automobiles. You talk about American technology and you find men on the moon – not once, but several times – and safely home again. You talk about scandals, and the Americans put theirs right in the store window for everyone to look at. Even their draft dodgers are not pursued and hounded. They are here on our streets, and most of them, unless they are breaking Canadian laws, are getting American dollars from ma and pa at home to spend here. When the railways of France, Germany and India were breaking down through age, it was the Americans who rebuilt them. When the Pennsylvania Railroad and the New York Central went broke, nobody loaned them an old caboose – both are still broke.

I can name you 5,000 times when the Americans race to the help of other people in trouble. Can you name me even one time when someone else raced to the Americans in trouble? I don't think there was outside help ever during the San Francisco earthquake. Our neighbors have faced it alone and I'm one Canadian who is damned tired of hearing them get kicked around. They will come out of this thing with their flag high. And when they do, they are entitled to thumb their nose at the lands that are gloating over their present troubles. I hope Canada is not one of those."

Stand proud America!

German Invaders Hit Mendlesham

"On 7 June, 1944, the office, files and records of the Inspection Section were completely destroyed when a B-24 airplane crashed and burned during an attack by enemy aircraft. M/Sgts. Ward and Arsulich, T/Sgt. Ryan and S/Sgt. Merkley were in the office awaiting the return of our aircraft at the time of the crash. These men managed to get out of the building but very narrowly escaped death or serious injury. S/ Sgt. Merkley was slightly burned when the gas tanks exploded and Sgts. Ward, Arsulich and Ryan were blown through a partially constructed building twenty feet away by the crash. The Inspector's Office moved to a Nissen hut on the taxi strip near the briefing block and was in operation within twelve hours after being burned out."

From the "Narrative History of the 34th BG" written By Capt. Frank R. Foust on July 14, 1944

As we are all aware, this was the evening when we were returning from a mission to Tours, France, very late in the evening. German invaders hit us over our air base shooting down four B-24's in just a few minutes. The plane referred to here is the one flown by Hazen D. Eastman of the 391st Squadron. Only one man escaped by parachute from the aircraft.

Submitted by Walter Sturdivan, 18th Sqd.

They Waited –
They Prayed

This article appeared in the "FOTE NEWS". It highlights the reactions to the dreaded War Department telegram, which many of our family members of the 34th BGA experienced during World War II. In this case Mary Jane Smith, wife of Bill Smith, the pilot of the B-17 "Piccadilly Commando" describes her torment during those difficult times.

On 13 January 1944, the beginning of another war-torn year, my small world was completely shattered by the ringing of the doorbell and the presence of a small and obviously nervous Western Union messenger. After presenting me with an envelope, which I immediately noticed had two gold stars on it, the boy and I exchanged looks of both horror and fright, and then he literally tore down the stairs to his bicycle. What with my husband being a flier located in England and constantly in immediate danger, I knew the bitter meaning of these stars, yet my mind was fogged and blank. Did two stars mean 'wounded'? Three stars, four stars – what did they signify?

I do remember walking back into the house feeling as though I were shackled in irons, my weight being so depressively heavy. As a matter of fact, my mind no longer seemed aware of the envelope I was holding, but seemed to travel back to the laughing, carefree days he and I had enjoyed prior to 7 December 1941. Eventually, I realized I was still clutching the unopened message in my anaesthetized hands. How long I sat in this self-induced mesmerism while recalling first one pleasant incident and then another I do not recollect, but it was with cold fear in my heart, yet boundless hope, that I carefully opened the envelope.

The text was precise and terse *'General Ulio, Adjutant General of the Army, wishes to inform you that your husband, William W. White,0-686707, Is reported missing in action as of 31 December 1943. When further information is received you will be advised immediately'.*

My reaction was such that it would be a farce to attempt describing it. To be reborn or reincarnated might be vaguely comparable in recapping my ultimate ecstasy and gratefulness.

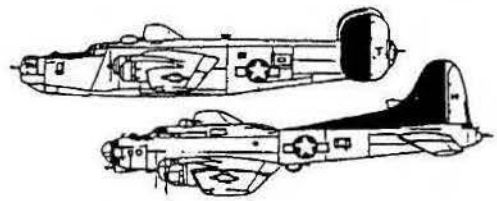
As I had been keeping a scrapbook of newspaper cuttings regarding the B17 bombers over England, as a memoir, I discovered I had priceless material on hand with which to check back to that fateful day of 31 December. On the date approximately 1200 bombers left England for various targets and losses were heavy. The information was well censored yet the more I read the more I definitely decided that my husband was alive and missing – I refused to believe otherwise.

And so the days went by, fifteen to be exact, when the doorbell rang once again. (In the meantime many people had knocked on my door, but incredibly not one caller had rung the bell!!). There stood, again, a small nervous boy in a Western Union uniform. He and I both knew he was delivering a fateful message. I was not only expecting him but also actually waiting for him, an action that he seemed to sense. I asked him to come in and he refused, politely. When I asked him if he would open the message and read it to me, he again politely refused and stated that this was against the regulations of the company.

I tore open the telegram knowing one of two words would greet me, '*sorry*' or '*glad*' – and the latter proved to be the first word I saw. The words which followed were equally as delicious.

'-to inform you that your husband, William W. White was not wounded and had been reported by the International Red Cross as a prisoner of war by the Germans'.

An incident? No, not really – a lifetime.



DUES

(for those who pay annually)
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Please remit your $10.00 to:

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153 NORTH HILL DR.
CARRIERE, MS 39426

If a membership card is desired,
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envelope with your remittance.

On Growing Older...

It doesn't seem that long ago that anyone over the age of 30 wasn't to be trusted.

Back then, a person who had turned 40 was supposed to have reached middle age.

The half-century mark - age 50- was viewed as a mind-boggling milestone by the younger generation.

Senior citizenship was associated with reaching age 60.

And we can remember when antiquity was regarded as being synonymous with age 70 and beyond.

But time marches on, and times change. These days, people start receiving material from AARP (the Association of Retired Persons) at about the time they reach the age of 50.

Some people actually do retire when they hit 55, of course, and some of them manage to do it even before that.

Conversely, we know lots of so-called senior citizens – those who have reached or surpassed age 60 – who are still very much in the prime of their lives. Some of them remain extremely active professionally, and some continue to excel at physically demanding activities like cross-country and downhill skiing, bicycling and running.

Do such people regard themselves as being "old"? Hardly. Most of them are quick to tell you that you're only as old as you feel.

We think that's a pretty fair assessment of the situation. Besides, what once seemed old doesn't seem nearly so old as one grows older.

Of course, it's a foregone conclusion that at some point, the fellow or gal one meets in the bathroom mirror each morning will start to look a bit different than he or she once did. The eyelids begin to appear a bit heavier, and the facial wrinkles slowly become more obvious – and try as many do to conceal it, the hair gradually turns gray.

One's physique changes too. The upper body becomes less well defined and not quite as firm as it used to be. And for most of us, the waistline ultimately gets to the point where it can no longer, in good conscience, be considered slender. The bathroom scale can also reflect what growing older often involves. It might tell us, for example, that we weigh a good bit more than we did a few years ago – or even last year, or last month, for that matter. It might also tell us unequivocally that if we're to succeed in getting rid of those excess pounds we vowed to shed as the clock struck midnight last New Year's Eve, we're either going to have to eat a lot less or be a lot more active – or both.

But each time another birthday rolls around, it's important to remember that everything – age included - is relative. Almost everybody turns gray and develops wrinkles as they grow older, and advancing age may deprive most of us from keeping our youthful physiques. Waistlines expand, feet get flat, hairlines recede, and weight re-distribution happens over time. But as long as we have our health and can stay active and happy, does it really make much difference how old we are?

Sure, it's nice to be young – but youth has its drawbacks too. There's inexperience, for one thing. And does anyone really want to go through life using the words "like" and "whatever" in almost every sentence?

No, growing older isn't really so bad. As is often suggested, it certainly beats the alternative.

So here's to life, and the passage of time. May we all enjoy many more birthdays – and have lots more time for growing older.

Reprinted courtesy The Cortland Standard – Cortland, N.Y.

Glider built, and flown, by Gen. Creer and classmates at Spanish Fork, Utah in the 1930's.

HAIL TO THE CHIEF

Happy 90th!

Still Flying High and Showing Us the Way

Thank you for your very kind Birthday Wishes. Every member of the 34th is very special to us.

It was a blessing to be able to celebrate at home with my family.

Carry on Smartly!
Wm. E. Creer and Vivienne

Composite photos put together by nephew, Tom Taylor of Salt Lake City, Utah.

More on the B-24

The following is an excerpt from the book "The Wild Blue Yonder" by Stephen Ambrose and submitted by John H. Boysun, 4th and 18th squadrons. The text is about the B-24 bomber and John goes on to say " I am sure that most of us who flew combat in a B-24 have encountered some of the same circumstances at one time or another.

"The B-24 was built like a 1930 Mack truck, except that it had an aluminum skin that could be cut with a knife. It could carry a heavy load far and fast, but it had no refinements. Steering the four-engine airplane was difficult and exhausting, as there was no power except the pilot's muscle. It had no windshield wipers, so the pilot had to stick his head out the side window to see during a rain. Breathing was possible only by wearing an oxygen mask - cold and clammy, smelling of rubber and sweat – above 10,000 feet. There was no heat, despite temperatures that at 20,000 feet and higher got as low as 40 or even 50 degrees Fahrenheit below zero. The wind blew through the airplane like fury, especially from the waist gunners' windows and whenever the bomb-bay doors were open. The oxygen mask often froze to the wearer's face. If the men in the waist touched their machine guns with bare hands, the skin froze to the metal.

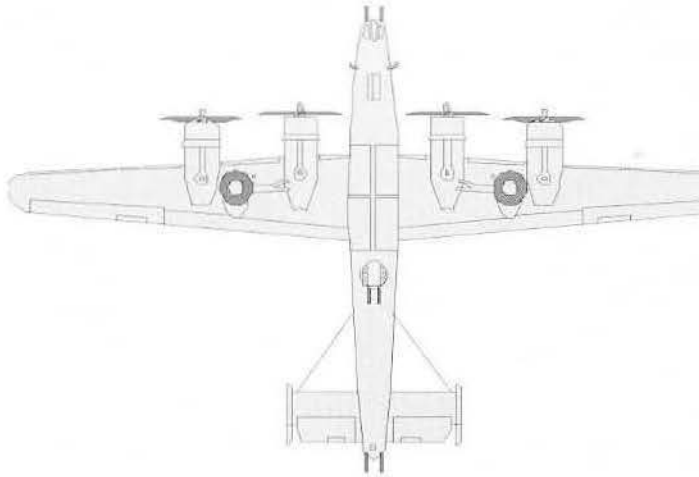
There were no bathrooms. To urinate, there were two small relief tubes, one forward and one aft, which were almost impossible to use without spilling because of the heavy layers of clothing the men wore. Plus which, the tubes were often clogged with frozen urine. Defecating could be done only in a receptacle lined with a wax-paper bag. A man had to be desperate to use it, because of the difficulty of removing enough clothing and exposing bare skin to the arctic cold. There were no kitchen facilities, no way to warm up food or coffee. But there was no food anyway, unless a crew member had packed in a C ration or a sandwich.

PATRIOT DAY

September 11

President George W. Bush signed a House resolution designating September 11 as Patriot Day. To honor those who died in New York, Washington and Pennsylvania, flags will be lowered to half-staff every year and the President will issue a proclamation.

- ***ARMY***, February, 2002



There was no aisle to walk down, only the eight-inch-wide catwalk running beside the bombs and over the bomb bay doors to move forward to aft. It had to be done with care because the aluminum doors, which rolled up into the fuselage instead of opening outward, on a hinge, had only a 100 pound capacity, so if a man slipped, he would break through. The seats were not padded, could not be reclined, and were cramped into so small a space that a man had almost no chance to stretch and none whatsoever to relax. Absolutely nothing was done to make it comfortable for the pilot, the copilot or the other eight men in the crew, even though most flights lasted for 8 hours, sometimes 10 or more. The plane existed, and was flown, for one purpose; to carry 500 or 1,000 pound bombs and drop them accurately over enemy targets.

It was called a Liberator. The Consolidated Aircraft Corporation first made it, with the initial flight in 1939. Consolidated, the Douglas Aircraft Company, and North American Aviation - together called the Liberator Production Pool – went on to make over 18,300 of them, about 5,000 more than the total number of B-17's. The Liberator was not operational before World War II and was not operational after the war. (nearly every B-24 was cut up into scrap in 1945 and 1946 or left to rot on Pacific islands). The people involved in producing it, in servicing it, and in flying the B-24 outnumbered those involved with any other airplane, in any country, in any time. There were more B-24's than any other airplane ever built."

And The Saga Continues

UNITED STATES AIR FORCE ACADEMY 34TH EDUCATION GROUP

VALOR TO VICTORY

Commitment to the Mastery of Aerospace Power

The 34th Education Group (34th EDG) was activated on 7 November 1994, a unit of the new 34th Training Wing at the Air Force Academy. With this change of wing structure, the people assigned to the group inherited the distinguished legacy of a proven combat unit – the 34th Bombardment Group.

The 34th Bombardment Group (Heavy) was activated on 15 January 1941, almost a year before American entry into World War II. The group was the first B-17 equipped unit in the U.S. Army Air Corps and was created to prepare the nation for possible combat in Europe. Although the oldest unit to serve with the 8th Air Force, the 34th Bombardment Group spent its initial three years training other bomber groups. As the men "behind the men behind the sticks, bombsights and guns," the 34th prepared the aircrews that later projected American airpower into the heart of Germany.

In late 1943, Major Joseph "Jumping Joe" Eaton, Jr., the Group Operations Officer, took advantage of an opportunity to convince General "Hap" Arnold, the Commander of the Army Air Forces, to change the status of the 34th Bombardment Group from a training to a combat unit.

Under the motto *VALOR TO VICTORY,* the 34th Bombardment Group moved to Mendlesham, England, and entered combat in May 1944. Originally flying the Consolidated B-24 'Liberator" against coastal targets to prepare for the D-Day invasion, the group converted back to Boeing B-17, "Flying Fortress" in October 1944 focusing it's attacks against strategic installations in Germany itself, including targets in Rheine, Nurnberg, Ansbach, Bremen, Ludwigshaven, Berlin and Leipzig. In February 1945, the crews and planes of the 34th took part in "Big Week" the bomber and fighter offensive that effectively won the allies control of the skies. They flew their last combat operations in April 1945, but continued with the humanitarian aid missions. The 34th flew a total of 164 bombardment missions over enemy territory and held the distinction of being the only bomber group in the 8th Air Force not to lose a single airplane to Luftwaffe fighters over enemy territory. This success alone was ample proof that the men of the 34th Bombardment Group were exemplary airmen-scholars, teaching others the art of air combat while superbly applying their own lessons when called to battle themselves.

The 34th Bombardment Group was deactivated at Sioux Falls Army Airfield in August 1945, but the U.S. Air Force Academy's Education Group continues its proud heritage. The 34th Bombardment Group develops future Air Force officers committed to the mastery of aerospace power by focusing on our profession's context, theory and application. By educating tomorrow's aerospace leaders today, the 34th EDG continues the 34th Bombardment Group's legacy of *VALOR TO VICTORY.*

Ed: From the United States Air Force Academy web site – www.usafa.af.mil/wing/34edg/history.htm

HOW *(not)* TO SPEND A HUNDRED DOLLARS

By Ralph "Muggs" Standberry, 7th Squd.

Lt. William E. McDannold and crew took delivery of a new B-24J in San Francisco after finishing our phase training. Somewhere along the way to the ETO, we paid $100 to paint the nose art on our new airplane. If I remember correctly, our bombardier, Lt. Ken Amerman, picked the name and provided the artwork. The name, "John Barleycorn", was a figure in a top hat a straddle a bomb flying to the target. I think the name had something to do with a strong drink. Anyhow, at the Blackpool, England depot, we were told to clear out our personal gear as we were giving the plane up.

I trust that plane served as well as B-24 "Smokey" and B-17 "Ol' Buddy" that served our crew for most of the 32 missions that we flew through October 1944 with the 7th squadron of the 34th Bomb Group.

The Crew:

Pilot - Lt. William E. McDannold
Co-pilot - Lt. Henry Nelson
Navigator - Lt. Ray Kosmatka
Bombardier - Lt. Ken Amerman
Flight Engr. - T/Sgt. Ralph Stanberry
Radio Op - T/Sgt. Horace Gifford
Waist Gun - S/Sgt. John Murphy
Ball Turret - S/Sgt. Jim Byers
Tail Gun - S/Sgt. Dwight Kelly
Waist Gun - Sgt. Harris Nesbitt

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Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

AIR FORCE ACADEMY

CERTIFICATE OF APPOINTMENT PRESENTATIONS

It is a pleasure for me to represent the United States Air Force to present Jonathan Weaver with an appointment to the Air Force academy. An appointment is the equivalent of a 4-year scholarship. Jonathan competed with over 16,400 other high school seniors. He is one of approximately 1,200 to receive this offer. He will be joining a select group that will be trained to be future leaders of the Air Force. During his 4 years at the academy, Jonathan will have the opportunity to participate in many leadership development programs. He will pursue the major of his choice in one of 30 academic disciplines as well as study subjects dealing with Air Force history, management, and leadership techniques. While Jonathan is a cadet, the Air Force will pay his complete room, board, and tuition. The total cost per graduate is estimated to be over $313,456. Additionally, cadets receive a monthly basic pay. When Jonathan graduates from the Air Force academy, he will be commissioned as a second lieutenant in the United States Air Force and immediately begin working in one of over 156 career fields in the world's premier aerospace force.

Ed: Jonathan is the grandson of Charley Weaver, 7th Sqd., and his wife, Betty. His father is retired from the FBI. The 34th Bomb Group Association salutes and congratulates Jonathan and wishes him well in his future with the United States Air Force.

The 4th Most Dangerous Time Of Missions

The ride to our bomber hardstands was always an interesting and disturbing excursion as the drivers seemed obsessed with the idea they were on a qualifying run for the Indy 500.

We were told that there were three crucial points in each mission where danger was the greatest....

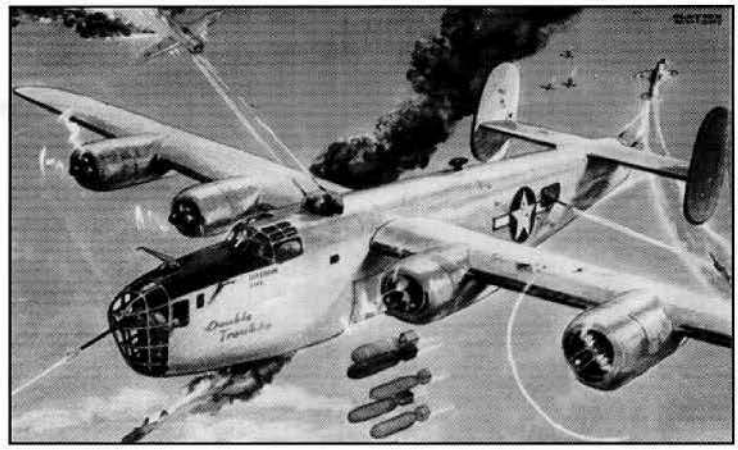
1. Takeoff with full load of .50 caliber ammunition and a full load of bombs and fuel.

2. Assembly into combat formation.

3. The moment of the bomb release over the target.

After a few missions, I concluded that the truck trip to the hardstands qualified as a 4th period of danger.

Reprinted from the Polebrook Post, newsletter of the 351st Bomb Group.



Ode to the 35th Bomb Group U.S. Air Force

Can it be nearly 50 years ago
That you came upon this Suffolk scene,
To help us in our hour of need,
To stop Adolph Hitler's mad dream?

I watched you arrive in '44
So young, so fresh and keen,
I watched you leave in '45
So changed after all you had seen.

Will we all ever 'meet again,
Like it says in the words of the song?
Well, if we do, one thing's for sure,
I'll try to come along.

To listen again to your tales of back home,
Of the girls that you left over there,
To look at your pictures or make you a loan,
When you found that your wallets were bare!

Meanwhile, I'll ask you to raise your glass
And drink a toast with me –
To all the boys who didn't come back,
But live on in memory.

"To the Valour to Victory boys of the 34th Bomb Group"

Sheila Jackson-Lindsley,
Mendlesham, Suffolk, England
17th, May, 1992

Sheila was the Red Cross representative at Mendlesham. She was on duty on June 7, 1944 when 3 or 4 B-24's were shot down over our base by the German JU 88 intruders. Wayne Howarter and Harold Rutka were not flying that day and searched the sky for whatever was up there armed with their trusty "45's".

In My Father's Footsteps

Janet Reid Knowles

I would be very remiss if I didn't tell the members of the 34th Bomb Group Association of my recent, and wonderful, trip to Mendlesham, England to visit some of the places where my father spent some of his time during the turbulent years of World War II.

After arriving in England, my husband and I took a train to Ipswich where we rented a car for the drive to Mendlesham. Although my dad has never returned to Mendlesham, he has kept track of the reunions that the 34th had there and he gave me a copy of a Mendlesham Memories newsletter that told about one in the early 1990's. As a result, I knew about the two pubs that were still around.

We found The Fleece pub as soon as we entered town and, as it was lunch time, we had a bite to eat there. I took several pictures of the inside and the WWII pictures there and also talked with the locals, a couple of whom were kids during the war and spoke quite fondly of the "brave lads" who had served there during the war. They drew a map to make sure we found the 34th Bomb Group memorial and told us to be sure and stop in at The Kings Head pub before we left.

We stopped at the Kings Head and I took more videos as well as close-ups of the flight crew pictures in case my daddy would recognize anyone – as I did at the Fleece. I can't explain the incredible feeling I had when I realized that one of those pictures was of my father's crew – taken some 57 years ago! I had no idea it would be there nor did my father. It was like finding him in a museum. Daddy thought I was joking when I called him and told him that his picture was on the wall of a Mendlesham pub! If you go to The Kings Head pub look for the "Take Off Time Crew – 18th Squadron" picture. My dad is Roy Reid, navigator on that crew and sadly, the only living member. He thinks that Cleo Baughman (flight engineer) or Grant Kennedy (pilot) may have taken the picture to Mendlesham on their return at some time.

I don't know how many children of WWII veteran's have had the opportunity to visit where their parents served, but it is an experience that I shall treasure all my life. It's difficult to explain the emotions that I felt that day, as well as the reactions my dad had to the pictures and video I took while there. The memorial to the 34th Bomb Group was beautiful. It was very difficult for me – even at the age of 50 – to realize what my father, and so many other boys who were so very young then, went through to protect the freedom that we all enjoy today.

I Remember

Ralph "Muggs' Stanberry, 7th Sqd.

After basic in a placement center, the Sgt. asked the group, "Who wants to be in the Air Corps"? Someone raised his hand, before I could, and he was made to run around while flapping his arms and making like an airplane. From this, I learned a valuable lesson – "Never volunteer".

At Harlingen Gunnery School, I was being strapped in a BT-13 for air to air gunnery instruction. I looked at the rigging, a 4 foot tether strap, and asked the instructor what it was for. He said, "If you step on those control cables down on the floor you will find out – the pilot will flip you out and you had better be strapped in." That gunnery training, with skeet, stationary targets, moving targets and compressed air BB guns was real fun for this youngster.

From gunnery school, after a two-week delay in route, I joined Wm. E. McDannold's crew in Fresno, CA. I immediately had a good feeling about him and the other members of the crew. Then, by train, we went to Tonapah with many of us playing along side, in the snow, as the train chugged up the long grades. The train crew provided us with several hours stop in the Gambling town to acclimate some of us with the tables. I think they felt sorry for us for having to go to Tonapah.

During phase training at Tonapah, as we were taxiing for takeoff position, with the engines revved, the right main tire went flat. One minute later and we would surely have been in trouble.

Also, at Tonapah, John Murphy or Jimmy Byers started a fight with a bunch of cooks in the back of a truck on a liberty run. We were even numbered but out – weighed by about 300 pounds and me, being a lightweight took most of the punishment!

MOVING???

If you are moving, or have moved, send your new address to:

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A Look Back

with Oliver F. Bolduc 391 Sqd.

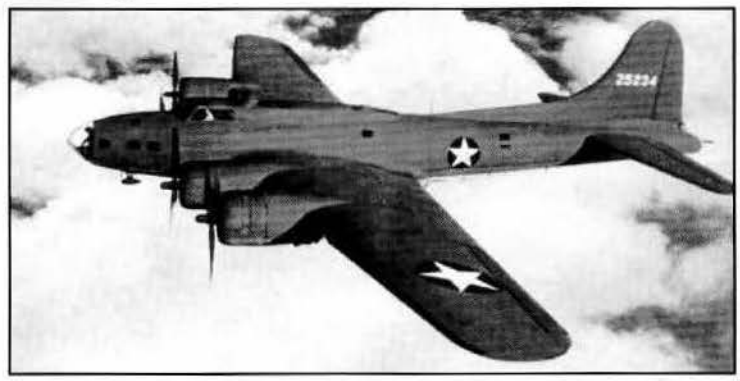
I am honored to have been a member of the 34th Bomb Group (H) and their untiring efforts to serve our country to their best of their ability in providing the freedom we all enjoy. Our group was blessed to have comrades with a great concern, dedicated and committed to their important cause. All had great respect for the decisions made by their leaders thus enabling the group to accomplish their objectives and achieve the recognition and respect they deserved.

My Air Force career began when I enlisted and was sent to Miami, Florida for basic training and assignment as a gunner. However, I was found to be colorblind and was reassigned as a ground person with the 34th Bomb Group. I was sent to Amarillo, Texas for aircraft and engine familiarization and then to the Ford Bomber plant in Michigan after which I returned to the 34th. Most of my time was spent in Blythe, California with some time in Salinas, California.

The group, at that time, was called Combat Crew Training School and later Overseas Crew Training Unit preparing combat flight crews on B-17 bombers known as the Flying Fortress and later on B-24's, known as the Liberator for assignments in the Pacific and European Theaters of Operation.

In March of 1944, our planes and flight crews along with some ground crew took off for England and combat assignment. The rest of the 34th personnel went to a port of debarkation in Massachusetts where they boarded the U.S.S. Wakefield along with 10,000 other troops. We were not escorted across the Atlantic. Near Iceland, we were engulfed by a vicious storm which nearly tipped us over but a tremendous loss of lives was miraculously averted. When we eventually arrived in Liverpool, England we were greeted by a very enthusiastic group of people who knew we were coming to help them combat the onslaught and devastation being inflicted on them by the Germans. I was glad to walk down the gangplank, as I was sick most of the trip across the ocean.

Our base at Mendlesham surely was different than Blythe with the sand storms and terrific heat and sun so hot you couldn't pick up your tools. I accepted the change willingly. Our group, made up of four squadrons, took no time in setting up and tending to the task at hand. I was assigned to the 391st squadron as crew chief, with two mechanic assistants, both equally committed, capable, concerned who accepted any task I gave them, with no complaints, as we maintained our assigned B-24 and later



B-17 aircraft. Together, we allowed no margin for errors. Nothing could be overlooked as we always had those men who had to fly our assigned aircraft in mind. They trusted us fully and were confident their plane would take them to their intended target and return safely to the base at Mendlesham. We did enjoy maintaining the B-24's and at times felt it was a mistake to change to 17's but we accepted the change, realizing there was a good reason for it.

I was assigned a B-24, serial number 42-52738 in the U.S. In England this aircraft flew seven bombing missions. On D-Day plus 1, it was returning to Mendlesham from a bombing mission, in support of our ground forces, around 11:00PM. While over the base at 200 feet it was attacked and seriously damaged by an intruding German fighter. The B-24, piloted by Lt. Hazen Eastman, caught fire. Two men bailed out near the base, which I witnessed. Only one parachuted to safety. The other died on impact with the ground. The B-24 was totally engulfed in flame and crashed into our equipment hanger. No others survived. I've always felt badly and have flash backs about the entire incident as Lt. Eastman and I were like brothers. I respected his ability as a good pilot and he respected mine as his crew chief. It has not been easy for me to forgive that German pilot though I know he was doing as ordered, but through Christ I have been able to forgive him - in my own mind.

Our assigned aircraft flew 94 missions, including four food drops with no abortions charged for a maintenance condition that we might have overlooked requiring the aircraft, with their flight crews, to return without completing their missions. For this achievement, I was awarded the Bronze Star and advanced in rank to Master Sergeant, both of which I am very proud.

The 34th Bomb Group personnel gave the best we possibly could and we should all be proud of our achievements and accomplishments during those difficult years of WWII.

American Airmen Revisit Their Wartime Home

(From the East Anglian Daily Times)

American veterans of the Second World War were in Suffolk over the weekend to revisit the place they came to know as home for many years during the fighting.

Seven airmen from 34th Bomb Group, based at Mendlesham Airfield, and their families spent Saturday touring the village and held a service in memory of their fallen comrades.

A Mustang fighter performed a number of fly-pasts as the men laid a wreath during the morning service at the war memorial, near the A140.

In the afternoon, they returned to Mendlesham in six American Jeeps and took a poignant look at the book of remembrance in St. Mary's Church that records all the Americans who were killed in the area.

Pilot Herb Roy was happy to be back in Suffolk and had many bittersweet memories of his experiences in the skies over Europe.

I have reunions with some of the airmen in America but it is always special to come back to England where it all happened," he said.

BITTERSWEET MEMORIES: *Back row, from left: co-pilot Bill Brown, top turret gunner John Demko, ball turret gunner Harold Rutka, and pilots Bill Wright and Randy Martin*
Front row, from left: gunner Claude Conklin and pilot Herb Roy
Photo by James Fletcher

OVER HERE: *USAF crew based at Mendlesham furing the Second World War, including pilot Herb Roy, front left*
Photo submitted by Ian Hawkins

It's hard to imagine when you see all the beautifully-restored old planes in museums that they used to come back covered in holes from flack fire and machine guns.

There often wasn't any time to repaire the damage so we would fly with the wind whistling through the cabin and the temperature down to minus 15C. Missions could be up to 12 hours long so it was very uncomfortable."

Mr. Roy also recalled the very long days he had to endure at Mendlesham Airfield.

"We would be up at 2am and the transport to take us round the perimeter of the base would arrive at 3am." he said.

"At 4am there was a briefing on the mission that lasted an hour and we took off at 6am."

After visiting St. Mary's Church, the men were treated to lunch by Mendlesham Ladies at the community centre before they had a few drinks in the two local pubs, which used to be regular haunts.

Applicants For The 2002 Ray Summa 34th Bomb Group Scholarships

Student	Sponsor	Unit
Neal Jordan	Bakealex Antanovich	18th BS
Kevin A. Brenner	Daniel P. Carroll	772nd BS
Erin Eatough	Glenn E. Henry	7th BS
Milanie Fager	William M. Fager	391st BS
Joanna Holt	Harry A Prillaman	7th BS
Bradley James Hope	Joseph Marks	4th BS

Student	Sponsor	Unit
Jason Daniel Hope	Joseph Marks	4th BS
Rachel Lynn Hope	Joseph Marks	4th BS
Jhett R. Nelson	James F. Martin	7th BS
Jameson M. Stark	Benjamin Buckley	7th BS
Michael Torre	Michael A. Torre	7th BS
Zachary Weiland	Benjamin Buckely	7th BS

Applications have been sent to the judges for their adjudicaton.
Their decisions will be announced at the Salt Lake City reunion.

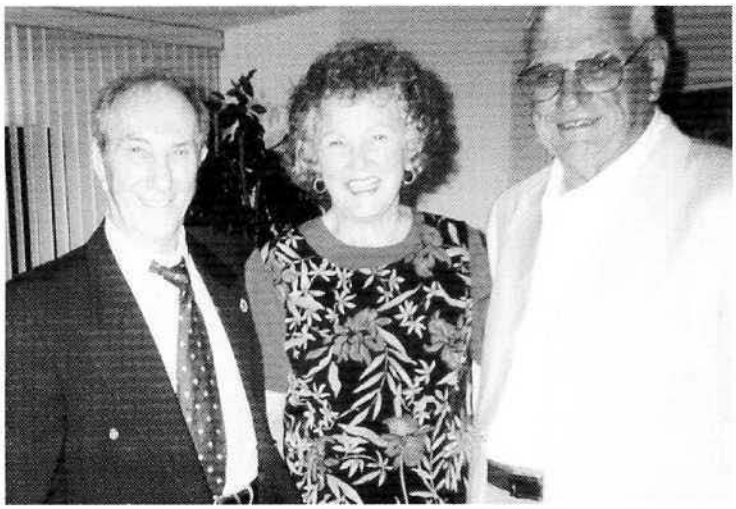
Friends Write

AL SADOWSKY – BOCA RATON, FL

Since I haven't written in several years to Mendlesham Memories, I thought it time to write to your wonderful publication which I read from cover to cover.

In August, 2001 I had a surprise visit from Alf Johanson, my pilot, and his wife. Our crew took our training in Blythe, CA and flew to Mendlesham via the southern route. We completed our tour in December, 1944 as a lead crew and were most fortunate in not suffering a single casualty, despite participating in many dangerous missions, such as, Mersberg, on three occasions, which we all know was called "flak alley". I cannot express enough pride when I discuss my experiences with the 34th Bomb Group.

Enclosed is a photo taken with Alf and Maye, his wife. Hopefully, the surviving members of our crew, namely, Leonard Adrignola, James Hunter and Ray Trotter will read this article.



Al Sadowsky, Maye and Alf Johanson

In April 2002, we formed a Florida Southeast Chapter of the Distinguished Flying Cross Society and I would love to hear from any members of the 34th residing in southeast Florida who would like to join this wonderful organization.

Thanks again for efforts in keeping this wonderful group together and in touch with each other.

****

BILLY DALE EZELL – SILOAM SPRINGS, AR

I want to thank the Scholarship Committee once again for the scholarship given to my granddaughter, Rachell Ezell, in 1998. She graduated, with honors, from Washington University, St. Louis, MO in May. She majored in psychology hoping to specialize in occupational therapy. Washington University has a sister school in Australia. In her junior year Rachel was honored to be accepted to attend one semester at the sister school which was a very rewarding experience. Her parents were able to visit her and tour the school on their twenty-fifth anniversary. The scholarship committee is doing a great job and I know that all that have received scholarships are as thankful to you as Rachel is.

****

LORETTA OTT – CARBONDALE, IL

My husband, Corky (Carlyle) passed away on February 4, 2002. He was very proud of his Air Force background and enjoyed the conventions and publications very much.

****

BOB GROSS – WEST HARTFORD, CT

In researching the possibility of obtaining group airline rates for our members traveling to and from the 34th reunions, I have found that it is possible for groups of 10 or more to save $100 or more, per ticket, when leaving from a single airport, on the same flight and returning together.

From Bradley Field, Windsor Locks, CT, for example, a group could leave on the same flight for a price considerable lower than a singular ticket. Why don't we try to get individuals in various sectors of the country, that could use a compatible airport to leave from, initiate costs from their area to our next reunion. I understand the airlines require ninety days advance booking. Now is the time to begin the trial.

****

RAYMOND E. LUCAS – AUSTIN, TX

I apologize for being so late with this, but when we decided to go to the reunion in Salt Lake, it took some time to find old pictures, and then to get copies.

My wife, Rachael and I decided to give ourselves a 60th wedding anniversary present by going to the Salt Lake City Reunion and then going on to the West Coast to visit relatives and then up the beautiful coast of California, to see the redwood and sequoia trees.

Our anniversary is actually October 3rd so the reunion is slightly before – but old folks can "fudge" exact dates a little.

Looking forward to seeing many old friends in Salt Lake City.

****

GENE THOMPSON – PARAGOULD, AR

When the new Mendlesham Memories came, I realized that I had not informed you of the death of my husband, J.W. "Soapy" in May of 2001.

He always enjoyed the "Memories" and read each issue more that one time. He was only able to attend one of the reunions, several years ago in Dayton, Ohio. He enjoyed that and had been able to keep up with all his crew members, most of whom he visited at on time or another. We also went back to England in 1980 and visited the places he had been during the war.

****

HERBERT KLIER – SUNNYVALE, CA

Glad to see you are still hanging in there. You used to show on the address label when it was time for dues renewal, but now I'm not sure where I stand. Enclosed is my check. If I'm still behind let me know and I'll pay up.

****

HELEN (DOLLY) GREEN – LAKE CHARLES, LA

This is to inform you that my husband, John M. Green passed away on April 24, 2002. He was in the hospital for almost seven weeks with encephalitis and other complications.

I'm sure he would want you to know. Even though we only made one reunion, he saved all the newsletters and would think about going again.

****

BOB BUCHNER – HIGHLANDVILLE, MO

Forgot to tell you, my wife Ruth and I had our 50th anniversary last August 11, 2001

Sorry about the late dues. I'll try to do better next year.

****

BETTY HUNTER – CLARENDON HILLS, ILL

I think you are known as "Hal" – yours is the only name I recognized in the "Mendlesham Memories". Yesterday, ironically – D-Day, a "Mendllesham Memories" arrived at my house addressed to my late husband, Harry F. Hunter, Jr.

I realized you had not been notified of his death which took place on September 27, 2001. If you want this information for "TAPS", some of his buddies of long ago may be interested.

Harry and I returned to England many times – two or three of the trips were to Mendlesham (IN THE RAIN).

Please remove Harry's name from your mailing list – that part of my life is over.

****

JOHN N. ROGERS – LUBBOCK, TX

Here is my check for membership in the 34th Bomb Group Association. I really appreciate your prompt attention to my inquiry. I am adding an additional sum for the postage cost of the items you forwarded.

Perhaps my attending the reunion would not be to good an idea as it appears most of the things you are involved in are related to England and the crews that flew out of Mendlesham. Since I only flew anti-submarine missions from Westover and left the wing at Pendleton, I might not fit in very well.

It is great being able to find you and the 34th and I will be happy to support your scholarship program. I am on a search now for the 509th Bomb Wing as I commanded a squadron under that wing and was assigned to SAC during the Korean War and flew into Korea from Okinawa on several administration missions.

Really enjoyed our phone conversation. You are very kind to take the time and trouble with a "lost black sheep!!!

****

CHARLOTTE POTAK – HICKSVILLE, NY

Enclosed find $10 – dues for this years membership in my late husband's outfit – the 34th bombardment group, 8th Air Force. My husband, Walter, passed away in August '96. He was a radar mechanic. Thanks to all who gave so much.

****

PAUL SHULL – MESA, AZ

Thought you might be interested in this picture for MM. (Do enjoy reading it).

Paul Anderson, Paul Mueller and Paul Shull (along with their wives, Beryl,Hazel and Pauline) got together in Mesa, AZ in April for a mini 34th bomb group reunion. A lot of good conversation went on! Hopefully – to be together again in Salt Lake City in September. See you then.

Mini in Meza

Paul Anderson, Paul Mueller and Paul Shull

GORDON R. MATSON – LATHAM, NY

I am sorry to be sending my 2002 dues to you so late, also enclosed are my dues for 2003. The Mendlesham Memories are very interesting to read and it is nice to see such camaraderie amongst the men and women who served some 60 years ago as well as the growing interest of surviving family members to keep the experiences alive. I would also like to add that New York State has recently dedicated a new WWII memorial honoring the men and women from the state who had served so bravely. It is located near the state museum at the state capital in Albany, NY. Please keep up the good work and I will look forward to the next issue.

****

ROSE SAKAL – IRWIN, PA

I'm writing to let you know my husband, Charles Sakal passed away on January 31, 2002. While in the hospital due to an accident, he contracted a staph infection.

Also, I have a new address. I didn't move, just changed from post office box to home delivery.
New address: 117b Ray St.- Irwin, PA 15642

****

HAL PROVINCE – CARRIERE, MS

Two weeks after my cataract surgery in early April, I was driving without glasses! I can't believe how bright the colors are. This is one surgery that I'd recommend for anyone. It took me about three hours in out-patient clinic for each eye. The implant only took about 15 minutes, the rest was getting ready and putting drops in the eye. Awake all of the time and only needed Jan to drive me home and then I was driving the next day. After my eyes stabilized, I had my eyes examined for new glasses.

****

MARY CHEVALIER – JOAQUIN, TX

I am the widow of Robert A. Chevalier. I am writing you concerning the December 2001 issue of Mendlesham Memories which had his obiturary in it. I have received all issues except that one, which I dearly would like to have. My husband and I loved receiving MM and keeping up with happenings of all the old crew members and their families. Since his death, I too still enjoy receiving and reading MM.

I recently had a letter from one of my husband's crew members fron 1945, Fred E. Hampton of Zionsville, IN

I will be pleased if you will send me the December issue. I just finished reading the June issue. Also, I would like to say, this coming June 28 we would have celebrated our 25th wedding anniversary had Robert lived.

****

CHARLOTTE ARDO – HEBRON, KY

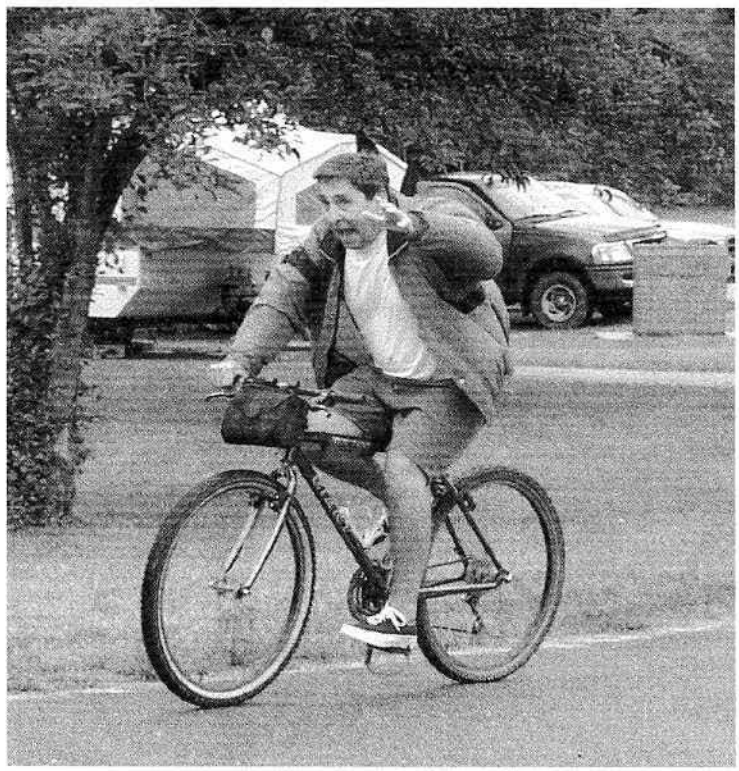
(thru daughter Joanne)

We are sad to report our father Joseph Ardo flew his last mission home on May 28th, 2002. We think he was discharged a little early from the World, but it was an honorable one.

It sure was nice for dad to find his co-pilot and spend time with him in Buffalo and Savannah. He also got to write the ball turret gunner "Winnie" a few times and talked with him on the phone. I am thankful he had the opportunity to talk with some of the old crew before passing on. They never had much luck finding the others, but sure gave it a shot.

We would like to personally thank you for the opportunity the family had to attend the Buffalo and Savannah reunions. Dad was looking forward to Salt Lake City and we were in the process of seeing who could attend once again with him. It was such an honor spending the weekend with some of America's Greatest Hero's. At Buffalo it seemed only a handful of families attended however, many more were in Savannah. We would urge all to invite your families and allow them the wonderful priviledge we had meeting so many extraordinary people, taking with us a piece of history and memories of good times. We are sure dad would want to say "so long comrades".

Thanks for all your help and great work!



Joseph Ardo

Dad never forgot how to ride a bike after his time at Mendlesham.

****

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
CAMP	RICHARD, H	7	401 VILLAGE WAY APT 50	WALLA WALLA	WA	99362
CLARKE	MARSHALL, J	4	4866 KING ARTHUR PL	SACRAMENTO	CA	95841
CLARKSON	DOROTHY, L	391LM	724 GREENE ST APT 708	AUGUSTA	GA	30901
COOK	GEORGE, M	4	10349 ORMOND ST	SUNLAND	CA	91040
DULAN	CHARLES, J	14460	GRREN CAP PL	FAIRFAX	VA	22030
FLINT	ALAN	HHWP	71 MALLARD	NEWPORT	VT	05855
GLENN	ALBERT, L	18	815 VALLEY DR	SOMERDALE	NJ	08083
HOLLOWELL	JAMES, S	7LM	419 OAK ST	PASO ROBLES	CA	93446
HOVSEPIAN	BARKEV		16 WILLIAM GANNON RD	MANCHESTER	NH	03104
LEASON	FAUN	391A	6073 PLEASANT STREAM	KATY	TX	77449
LIPSCOMB	LINDSEY, I	391LM	14 WOODSTONE ST	HOUSTON	TX	77024
LOISELLE	JAMES, L	18	RR 3 BOX 191A	HINCKLEY	MN	55037
LUSCHER	RAYMOND, M	391	10341 SPRING VALLEY DR SE	ALTO	MI	49302
MAYOR	JOHN, D	4	3330 EDINBOROUGH WAY APT912	EDINA	MN	55435
MEEHAN	JAMES, B	7	1225 AVENIDA DEL CIRCO APT 213	VENICE	FL	34285
NEUBAUER	GEORGE, W	7	81 W 8TH ST	BUFFALO CITY	WI	54622
PROVENCE	ROBERT, N	391LM	733 PLANTATION ESTATES DR B-317	MATTHEWS	NC	28105
SIMPSON	WILLIAM, R	HDQ	155 BLAKE BLVD APT 226C	PINEHURST	NC	28374
STEDMAN	GERALD	FOTHE	5 JORDAN CLOSE GREETING ST MARY	IPSWICH, SUFFOLK	ENGLAND	IP68NN
STEELE	DONALD, F	18	3910 MOUNTAIN COVE DR	CHARLOTTE	NC	28216
STRAWDER	EARL, C	7	1430 5TH AVE SE	MOULTRIE	GA	31768
SUBJECT	BARBARA, J	18LM	PO BOX 75	GRAYSLAKE	IL	60030
YOUNG	JAMES, C	7A	2245 N 2ND ST APT 2	HARRISBURG	PA	17110
ZELLERS	B B	4-18	21287 GEORGE BROWN AVE	RIVERSIDE	CA	92518

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
ARDO	JOSEPH	391	5-28-02	2036 W HORIZON DR	HEBRON	KY	41048
GAMBRILL	STEWART, W.	18	?	589 E. ST ANDREWS DR	MEDIA	PA	19063
GREEN	JOHN, M.	7	4-24-02	415 W MCNEESE	LAKE CHARLES	LA	70605
HUNTER	HARRY, F	391	9-27-01	7 LARKSPUR LANE	CLARENDON HILLS	I L	60514
RICE	LOUIS, H	18	6-6-02	6700 VALCANOES RD APT2	17NW ALBUQUERQUE	NM	87121
THOMPSON	J.W. (SOAPY)	7LM	5- ? –01	7249 HIGHWAY 139	PARAGOULD	AR	72450
WARD	EDWARD, L	?	5-21-98	8 WILLARD ST	AMSTERDAM	NY	12010

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
CHASE	DAVID	1382 NE ALEX WAY APT 261	HILLSBORO	OR	97124
McNEILL	THOMAS, R	1370 WEST CALLE APT 113B	VISTA	CA	92084
MACIEL	ROBERT (391st BS)	570 KENSINGTON COURT	VALPARAISO	IN	46385
CORRECTION FROM MARCH ISSUE:					
MARTIN	ROBERT, R.	7 SNOW HILL LN	MEDFIELD	MA	02052

NEW FOUND MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
CESARE	CARMEN	7	535 ROBERTA ALICIA	NORTH LAS VEGAS	NV	89031
ROGERS	JOHN, N	391	4002 16TH ST	LUBBOCK	TX	79416

DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

IN MEMORY OF	DONOR
JOSEPH G. ARDO	GLORIA AND DAVID RICHARDS
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FRANCIS LEE	RAY L. JETTON
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50TH WEDDING ANNIVERSARIES

ROBERT AND RUTH BUCHNER - 10-11-01

60TH WEDDING ANNIVERSARIES

RALPH AND RACHEL LUCAS - 10-03-02

SALT LAKE CITY

34th BOMB GROUP ASSOCIATION REUNION

SEPTEMBER 25-29, 2002

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122 West South Temple

Salt Lake, City, Utah United States 84101

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34th Bomb Group

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From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXVII Number 4 December, 2002

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

7TH SQUADRON

391ST SQUADRON

18TH SQUADRON

4TH SQUADRON

Who is THE MAN INSIDE THE New FLIGHT JACKET?

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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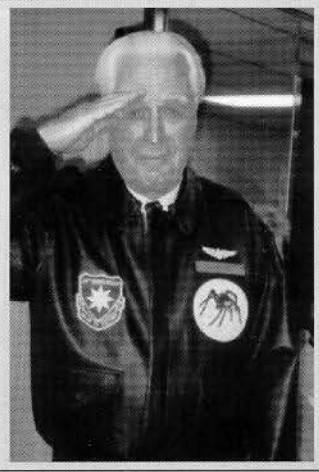

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Norm Mayer

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E-mail: Bssothern@aol.com

Other web sites of interest:

http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

The Gavel Is Passed

At the 18th annual reunion of the 34th Bomb Group Association in Salt Lake City, Utah on Saturday, September 28th the reigning president, Wayne Howarter from Welda, Kansas relinquished his title to the newly elected president for 2002 – 2003, Fred Waltz of Marco Island, Florida. In his acceptance speech Fred said that this was one of the most honored moments of his life and regretted his wife Rachel, who was ill, could not be there to share in this special occasion.

Fred is a long time, life member of the 34th Bomb Group Association having attended most all past reunions. As a former businessman owning his own business, he is indeed well qualified to lead the organization for the coming year.

We welcome Fred to this important position and look forward to another great year.

****

Wayne's tenure as president of the 34th Bomb Group Association will be remembered as the one who promoted and instigated the family theme into the organization. The membership was honored to have many family members, lead by Wayne's with 11, present at the recent reunion in Salt Lake City. We would hope that this is a continuing trend as it brought new life and exuberance to our gatherings.

Thank you Wayne, and Laverne, for a great year. God speed and we look forward to seeing you and your family at future reunions.

Deadline

All material and items for the March, 2003 issue of Mendlesham Memories should reach me <u>on or before</u> January 15th, 2003. That is the date our final copy will go to the publisher.

Jack Share, *Editor*

share - a thought

"The Party's Over", as the song goes, but what a party it was. Sure, the numbers were down, but that didn't seem to diminish the spirits of those who attended the 18th annual reunion of the 34th Bomb Group Association (H) in Salt Lake City. In fact, the attendance at the Saturday evening gala banquet was enhanced by the addition of some very special guests – our families and friends. And they were not disappointed. The banquet hall was packed to the rafters by people enjoying the evening's presentations by the outgoing president and his wife, Wayne and Laverne Howarter and their dynamic family. The evening was climaxed with an inspirational and emotional talk by their grandson, Dr. Mark Howarter, DC. The families in attendance epitomized what the real America is all about. Thank you all for attending. Hopefully, we will see many more of you at our future reunions.

Several "first timers" were in attendance as were many new associate members. Jack Steffen, after two years as an associate, now is a regular member and this year became the first associate member to be elected to the board of directors. Jack, and his wife, Linda have been attending the reunions for a couple of years, as have several associates. We are fortunate to have the new members getting involved, as they are the people destined to become the future of the organization, if we are to survive.

There has been some misunderstanding about who is eligible to attend our various reunion meetings. None of the meetings are restricted, including the board of director's meeting and we welcome everyone to sit in on all of them. This is an open organization. There are no secrets, no cliques, no back room politicking. Were all in this together. Your participation in all matters is welcomed and encouraged. Our only goal is to keep the 34th Bomb Group Association active in whatever way possible. Please help us keep the tradition of the group alive and well by getting involved. We'll help – as long as we can.

Thank you, one and all, for your help in getting your photos of the reunion back to me before press time. We have some great photographers in the organization as evidenced by the pictures in this issue. Your cooperation was appreciated. I would also like to thank the membership and family members who have submitted the stories, information and letters to keep the Mendlesham Memories interesting and in print for another year. Without your input it would not be possible.

Marian and I would like to take this opportunity to wish each and every one of you a most joyful holiday season and a happy, healthy and prosperous 2003.

Jack Share, editor

Letter from Carl Stemen:

As you know, Carl was slated to be the next president of the 34th Bomb Group Association but just before he was to start for Salt Lake City he was put in the hospital for a recurring illness. He wrote a letter of regret including some of his acceptance speech, which should be shared with the membership:

Maybe I wasn't meant to be president of the 34th Bomb Group. Both times I have been in the hospital. Peg and I were looking forward to seeing our friends and visiting Salt Lake City. I didn't get to wish Pauline Shull "happy birthday" – which we share. I turned "80" she is still "29".

My acceptance speech was ready, including a story about Jim Martin:

When he was a little boy his family lived close to a wooded area. Every day Jim would go into the woods and get lost. He would yell for his mother to come and find him. One day she said, "Jim, this is the last time I'm coming after you. If you get lost again, just ask the Lord to show you the way out". The next day Jim got lost so he thought he would try praying. He got down on his knees and put his hands in front of him. Just then a pigeon flew over his hands. Jim said, "Please, Lord, don't hand me that (stuff). I am really lost!" Jim has reformed and is now the Chaplain of the 34th Bomb Group.

I hope the reunion went well. I'm sorry if I fouled things up. The best of everything during the coming year.

PS: Thanks to all who called inquiring about my health. Peg and I will celebrate our "60th" wedding anniversary on February 4th, 2003.

Sincerely,
Carl B. Stemen

Thought for today:

"There are no warlike peoples - just warlike leaders."

- Ralph J. Bunche, American diplomat

Past President's Message

Greetings to all 34th'ers, families and friends. I hope everyone made it home without any problems. We got along better coming home than going out. Instead of nine hours, we made it in two hours. Quite a difference. It sure didn't seem like a year had gone by since we were all in Savannah. I think time just flies by. We had a great time and it was good to see many familiar faces and also some new ones. It was also great to have most of our family there, one grandson, Matt, was missing. Our son Jerry and wife Pam and their sons Jamie and Dr. Mark. Our son Terry and his wife Susan and their children David, Katey and Carolyn. We were so pleased that Dr. Mark agreed to be our guest speaker. We think he did himself proud. Naturally, we are a little prejudiced.

It was an honor for me to serve the group as president, being the third president from the crew of our plane "Belchin Bessie", following Grady Deatherage and Harold Rutka. I could have done much better a few years ago. Things are more difficult for me now. I'm thankful for the privilege.

This will be my final letter, unless something special or exciting happens in Kansas. I want to thank the reunion committee for a job well done. The PX is in good hands. If anyone else was involved in all the goings on, I thank you also.

Our 34th unit is in good hands with our new president, Fred Waltz. I wish him the best for whatever he endeavors.

Since this will come out after ol' man winter sets in and the holidays approaching, LaVerne and I want to wish everyone a Merry Christmas and a Happy New Year. Take care and we'll see you all next year.

Wayne E. Howarter, president 2002

DUES

(for those who pay annually)
are due on January 1st. each year.
Please remit your $10.00 to:

HAROLD PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

If a membership card is desired, please send a self addressed stamped envelope with your remittance.

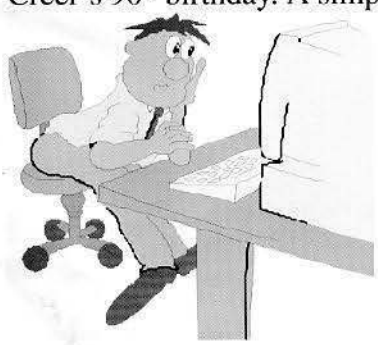
From the Treasurer's Computer

Strange to be writing a column for the December MM, but Jack is rather strict in his editing and I don't want to have to be reminded that I haven't sent it to him on time. Here it is, LABOR DAY 2002, and I hope you are all enjoying the day doing that which is pleasing to you! In a few days we will recall, and be reminded, of the tragedy that occurred last September 11th! I hope you didn't forget those families who lost loved ones in that act of terrorism and said a prayer for them and the others who were involved.

The 2002 reunion in Salt Lake City is less than a month away and I hope that many of you will have experienced the joy of seeing old friends once again. So many have said, *"I enjoyed my first reunion, I wish I had started years ago!"* It is very hard to realize that it was over 57 years ago that we left Mendlesham and that we are survivors! And it is very gratifying to see so many of the 34th BG still meeting in reunion and even more gratifying to see, and meet, the second and even third generation who are showing so much interest in what we did back in '41-'45. There are some bomb group associations that no longer meet in reunion.

Many have remarked that you once could look at your address label and see if you owe dues. We have re-established with our new publisher and once again your dues status is on the mailing label. Those of you who have **A2** (code for 2002) following your name need to send $10 for your 2003 dues, or if you wish, you might send in two years dues ($20.00), I'll accept that!

If you have anything to update on your record, I would appreciate the change(s) also when you send in your dues. I do get changes of address, sometimes very belatedly, but seldom get a change of telephone number. If you've added a PC to your library and have an in Internet (e-mail) address I'd like that also. It is really nice to be able to communicate via e-mail. I am able to quickly take action to disseminate information, such as I did for General Creer's 90th birthday. A simple post card will do the job.



Jan and I extend to each and every one of you our best wishes for a ***Very Happy Holiday Season*** and a ***Most Prosperous New Year!***

Hal

Reunion Committee Report

Reunion 2003
San Antonio, Texas

The 18th annual reunion of the 34th Bomb Group (H) Association is now part of our history. The attendance of 177, down from the 278 at Savannah last September. The hotel manager, Roger Workman, greeted us and Diane Castro, Director of Sales took care of our requests. They were, by far, the best that we have had to work with in the 17 year history of our reunions. The hospitality room was open during the day and evening with donuts and coffee furnished – compliments of the hotel.

26 September – Thursday Evening:

By special invitation, our group walked across the street from the hotel to attend the rehearsal of the Mormon Tabernacle Choir. We were welcomed and asked to rise to be acknowledged by the thunderous applause of the large audience. Many members spent time at the Mormon Genealogical Library, the world's largest, which was next to the hotel and just across the street from Temple Square.

We also had a visit from Pam Todd, who is doing research on Camp Kerns, Utah which some crews passed through on their way to overseas' assignments. In December, 1943, our crews from Blythe Air Force Base were in Salt Lake City, being greeted by a windy and cold Christmas Eve and Christmas Day. The "Belchin' Bessie" crew continued our training here, prior to overseas' deployment. If anyone would wish to help Pam with her research or desires further information, contact her at The Kerns Historical Society, 59009 South Salem Avenue, Kerns, Utah 84118.

27 September - Friday

TOUR DAY – It began with the loading of three big busses for the guided tour of Salt Lake City. Following lunch, we visited The Great Salt Lake and then to the Kennecott Copper Mine. After a full day of sightseeing we returned to our hotel to rest and prepare for the excellent evening buffet. The large hospitality room provided the attendees plenty of room to renew old acquaintences and meet new ones.

28 September – Saturday

The general membership meeting was well attended, after which we enjoyed some free time, riding the light rail, walking the downtown area, and lunch. The evening , of course, - the Gala Banquet. To no one's dissatisfaction, two dining rooms were required. For the after dinner speakers, the tables were moved out and we were all in one room. Our guest speaker, Mark Howarter, grandson of President, Wayne gave an inspiring presentation regarding the "Greatest Generation" and the 9/11 tragedy. It was most gratifying to have one of the younger generation speak on our generation.

29 September – Sunday

A day of farewells until September, 2003 with our best wishes for a safe trip home and that we will all be able to meet in Texas for our 19th annual reunion.

The Reunion Committee,
Harold Rutka
Robert Wright
Bruce Sothern

Old Santa's a Veteran

Old Santa's a veteran, or didn't you know?
Why he was at Pearl Harbor with his helpers in tow.
He fought in North Africa and at Guadalcanal
He flew over Europe when Germany fell.
"Good Morning Vietnam". That was Santa's voice!
A chopper over Asia was his transport of choice
At Saigon and Hue, the offensive at Tet
Old Santa missed none and he carries on yet.

Granada and Haiti, Operation "Just Cause"
Noriga's captor was our Santa Claus!
Surely you saw him at the Persian Gulf War
Just you hold on, Saddam, you're gonna get more!

You'll find Santa's not always a jolly old guy
Make war on America and his temper will fly
And now Christmas is coming and we're under attack
Old Santa has new gifts in his goodie sack.

No sticks for the bad boys or lumps of coal in their stocking
Old Santa has goodies that will set them a-rocking
There will be smiles on the faces of good girls and boys
When Old Santa delivers his arsenal of toys.

Just for Bin Laden, the original Grinch
A few Daisy Cutters to make Uncle Bin flinch
Special goodies too, for the bad Taliban
The A-10s he's sending to take out each man.

Old bombers and missile and big bunker busters!
Old Santa's sending things to take out evil clusters.
The Taliban's running but they cannot hide
They may be in their caves, but Old Santa's outside.

And then when it's over and peace comes at last
We'll congratulate one another that it happened so fast
Old Santa will head north, satisfied with the fight
Merry Christmas, you all, and to all a goodnight!

Judith Knight, 2001
(From The Purple Heart Magazine)

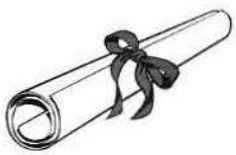
APPLICANTS FOR THE 2002 RAY SUMMA 34TH BOMB GROUP SCHOLARSHIPS

STUDENT	SPONSOR	UNIT
NEAL JORDAN BAKER	ALEX ANTANOVICH	18TH BS
KEVIN A. BRENNER	DANIEL P. CARROLL	772NDBS
ERIN EATOUGH	GLENN E. HENRY	7TH BS
MILANIE FAGER	WILLIAM M. FAGER	391ST BS
JOANNA HOLT	HARRY A PRILLAMAN	7TH BS
BRADLEY JAMES HOPE	JOSEPH MARKS	4TH BS
JASON DANIEL HOPE	JOSEPH MARKS	4TH BS
RACHEL LYNN HOPE	JOSEPH MARKS	4TH BS
JHETT R. NELSON	JAMES F. MARTIN	7TH BS
JAMESON M. STARK	BENJAMIN BUCKLEY	7TH BS
MICHAEL TORRE	MICHAEL A. TORRE	7TH BS
ZACHARY WEILAND	BENJAMIN BUCKELY	7TH BS

Applications have been sent to the judges for their adjudication. Their decisions will be announced at the Salt Lake City reunion

****

After long and considered deliberation by the judges, the following Scholarship applicants were judged the winners of the 2002 Ray Summa Scholarship awards.



First Award - $1000.00
NEAL J. BAKER of Bentleyville, PA
Sponsored by - Alex Antanovich - 18TH Bomb Sqd.

Second Award - $750.00
ERIN EATOUGH of Waunakee, WI
Sponsored by – Glenn E. Henry – 7th Bomb Sqd.

Third Award - $500.00
MICHAEL TORRE of New York, NY
Sponsored by Michael Torre – 7th Bomb Sqd.

Each sponsor was contacted and requested to notify the respective applicant of the award. As usual, the sponsors were happy to hear the news and happy to pass along the news to the winner. A letter of congratulations, with the check, was sent with a request to provide the Editor of our newsletter a photograph of the winner, and sponsor (if possible), for publication in Mendlesham Memories.

The membership of the 34th BGA is also to be congratulated for their sponsorship of the important Scholarship Awards program.

John Feda, Ambers Hanson, and Robert Vaughn once again served as judges and deserve the thanks of the 34th Bomb Group Association for their diligent work of judging the 2002 Ray Summa – 34th Bomb Group Scholarship Awards Program.

Respectfully submitted,
The Scholarship Committee:
John Feda, Ambers Hanson, Robert Vaughn, Hal Province

Reliving the Past

Many lifelong friendships came out of World War II, in all branches of the service, but few were as strong and sustaining as were those of members of bomber crews. Whether it was because of their closeness during their training period and combat time, one could only speculate. But, what was evident, was that they were dependent on one another for their very existence when flying their perilous combat missions. Many of these friendships have survived for nearly 60 years and when these men get together, the events of those early years are bound to resurface.

Paul Shull and Lindsey Lipscomb

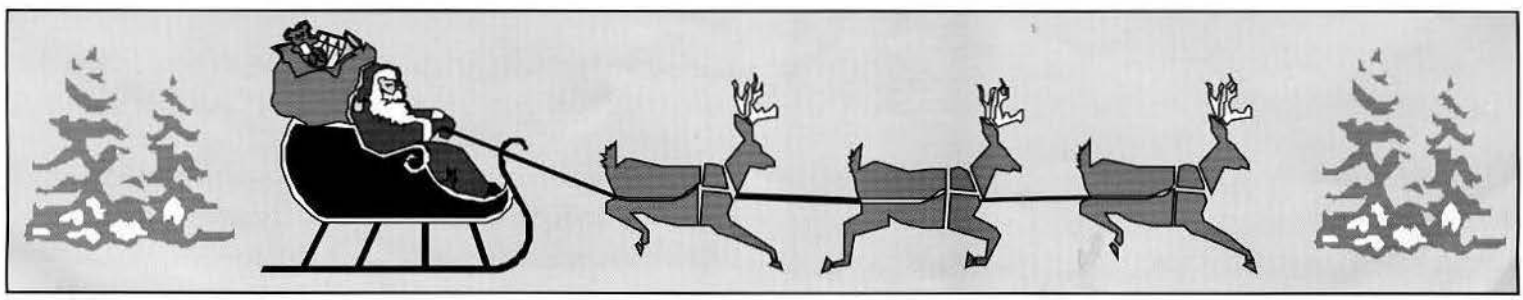
Such was the case last July when Paul and Pauline Shull of Mesa, AZ visited Lindsey and Dee Lipscomb in Houston, TX. Paul and Lindsey were crewmembers on the Oscar Hanson crew in the 391st squadron of the 34th Bomb Group stationed in Mendlesham, England.

This B-24 crew certainly had their share of anxious moments during their 24 missions, the memories of which will remain with them forever. To mention a few, on their second mission to Tours, France on June 7th, 1944, in support of the D-day invasion forces, they were followed to their base around 11:00 P.M. by German night fighters who attacked and shot down three B-24's one of which was the Hanson crew. With #3 engine feathered, no hydraulic or electrical systems, and the right main landing gear shot half in two by a 20 MM shell they were in deep trouble.

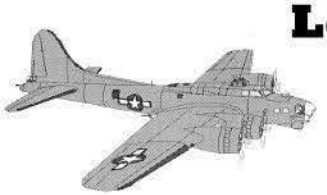
With the rest of the crew having bailed out, Capt. Hanson and Paul Shull, the flight engineer, decided to bring her in. As Paul says, "Capt. Hanson did a beautiful job landing the plane. We both walked away - - shakily." The rest of the crew was strung out over the area and it took most of the night to find them. Lipscomb landed on the base and, it being blacked out, said every one was clicking their rifles at him until he hollered out;" Don't click those guns at me boys, I'm from Texas!" Two of the crew were injured and did not fly with them again.

On another mission, their plane was shot up again, forcing them to land in Brussels, Belgium, just on the Allied side of the enemy line. As the sound of the guns roared on the front line, their evening was spent in a Brussels hotel drinking cold, cold beer and yes – ice cream too!

Their remaining missions went smoothly – until the very last one when they were shot down over Mersburg, Germany on November 30th 1944. They caught an 88MM shell right through the wing, just behind the firewall of #2 engine. The wing burned off in minutes but not until all had bailed out into the hands of the enemy. Civilians immediately killed the pilot, co-pilot, radio operator and ball turret gunner. The remainder of the crew was captured by the German Werhmach and became Prisoners of War. After interrogation, they were loaded on boxcars, standing room only, for a long ride to different compounds, Stalag Luft 1 and 3 on the Baltic Sea where they were to spend a cold, cold winter. They all survived.



A Mighty Fortress -



Lead Bomber Over Europe

By: Chuck Alling

Is a new book authored by Chuck Alling a Captain and lead pilot with the 4th squadron, 34th Bomb Group during World War II. A factual first hand account of the trials and tribulations faced by a lead crew in carrying out its bombing missions over Nazi Germany. It is an extraordinary tale of heroism and bravery on the part of the entire crew of just one B-17, amongst hundreds, but the one that meant the most to them.

General Creer and former president George H.W. Bush have previewed the book and acclaim it as recommended reading for former bomber crew members and others interested in the United States Air Force's exciting and dangerous activities in World War II.

Doubleday Military Book Club has selected this book as their main selection for this fall.

The book is available in all major book stores and on the Internet's Amazon.com for $29.95. Chuck is a life member of the 34th Bomb Group Association. For more information on the book he can be reached at:

41 Parsons Beach RD.
Kennebunk, ME 04043
Tel: 207-985-2822

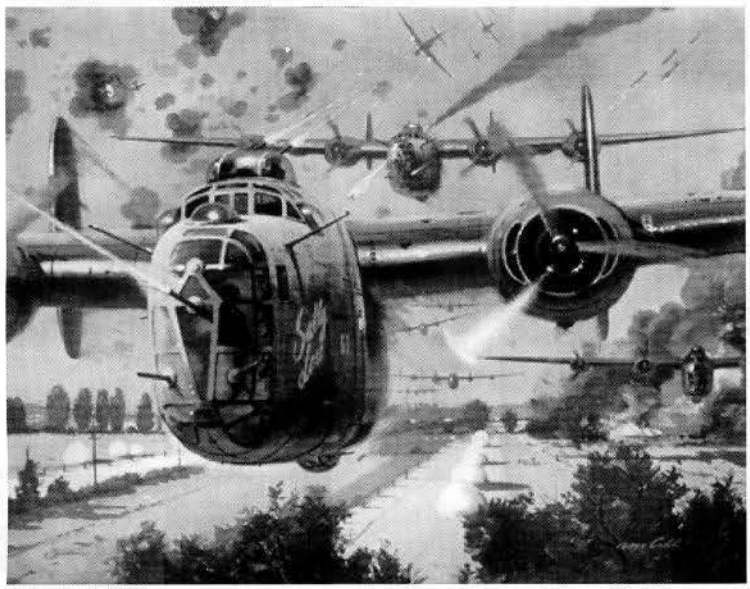
Eli Balea 1924 - 2002

Eli Baldea, past president of the 34th Bomb Group Association and past editor of it's newsletter, Mendlesham Memories, passed away on Tuesday August 20, 2002 after an extended illness.

Eli's army career began in 1942 when he joined the Army Air Corps in response to the bombing of Pearl Harbor. He was a navigator with the 34th Bomb Group on B-24's and later B-17's stationed at Mendlesham airbase, Mendlesham, England. His plane was shot down on his 24th mission over Germany in October 1944. After bailing out of the crippled plane he was taken prisoner of war spending eight months in a German prison camp from which he was liberated in April, 1945 by General Patton's 14th Armored Division. He stayed active in the Air Force reserves for 19 years as a member of 9626th Reserve Squadron.

As a member of the 34th Bomb Group Association, he took over as editor of the Mendlesham Memories in 1984, retiring in 1998 due to his illness. For his untiring efforts and contributions to the organization, he was given the title of Editor Emeritus by a grateful membership.

He is survived by his wife, Rose, six children, eight grandchildren and one great grand child. Eli will be remembered as a leader with true pioneering spirit and the courage to make his dreams come true. He had a strong sense of commitment and duty to his family, community and his country. He will be sadly missed by all who knew him. All the members of the 34th Bomb Group Association extend their deepest sympathy to his wife, Rose and members of the family.



Maynard H. Smith, a B-17 Ball-turret Gunner from Caro, Mich. Went on his first mission on May 1, 1943. His plane was hit over France, setting the interior on fire. Smith struggled to get into the body of the blazing plane. He found the second waist gunner trapped by his parachute harness. He released him and helped him jump. Then he put out the fires. Fighters sprang on the lone plane struggling to get back to England. Smith beat them off with the two waist guns, then went into the cockpit to find both the pilot and co-pilot wounded. He treated them, took the pilot's place at the controls and, with the co-pilot's coaching, landed at an RAF base. For his action he was awarded the Congressional Medal of Honor.

FIRST MISSION – *A DOOZY*

Not many, if any, heavy bomber crews, who flew combat in World War II, can say they never experienced an unusual, uneventful or stressful situation. The crews were trained to react to most any emergency situation and would react instinctively to prevent a catastrophe. Most out of the ordinary experiences were thought to be a part of the dangerous job of flying combat and often considered to be uneventful.

One such experience surfaced recently, when the son of a WWII 34th Bomb Group navigator thought his father's unusual experience, on his first mission, should be shared with our members. The son, Bob Buchanan, lost his father, also Bob, recently and, although always interested in his father's wartime experiences, says that his dad never talked much about the war. (Where have we heard that before?) He did mention that he had ditched once but that was about it, few details. After his death, his son looked deeper into the records and found that other members of the crew were still alive. After contacting them, they sent their stories to him as to what actually happened on that fateful flight.

Lieutenant Chuck Dold and his crew arrived in Mendlesham, fresh from the States, in late December 1944. The crew completed their combat readiness training and was deemed ready to begin their tour in early January 1945. The first mission on January 6, 1945 was more or less clothed in what seemed like secrecy to the crew from the beginning, although being their first mission they were not overly concerned. First, it seemed a little odd that their pilot would be flying as co-pilot. The plane, said to be a brand new fortress, on its first mission was worth $1,000,000, twice the cost of a regular B-17. It was said to have been equipped with new experimental equipment and would act as a radio relay plane for this mission. (also note tail marking on tail of ditched aircraft, definitely not from the 34th bomb group. The Square B might have been from the 95th bomb group).

Lieutenant James A. Dunn, an experienced pilot, was to fly as pilot for this mission. They were instructed to take off prior to the remainder of the planes. The weather over England was extremely bad as they headed for their destination over Ghent, Belgium.

As if an omen of things to come, trouble started as they cleared the overcast and ascended to their assigned 27,000 feet altitude. About this time, Sergeant Clyde Mathe, waist gunner, unhooked his oxygen tube, for what he thought to be only a minute, to assist Sergeant Jules

B-17 CREW WITH THEIR RESCUERS

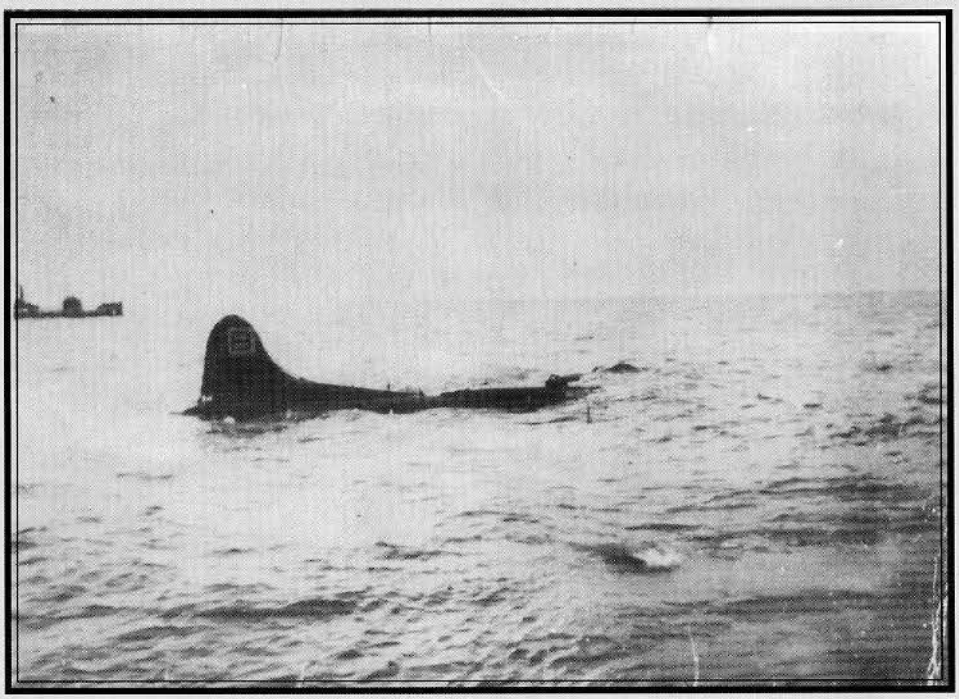
After breakfast, they were taken to an airfield and caught a ride in a C-47 to another air base where they spent the night. The next day they caught another plane for their return to Mendlesham arriving at 1230 hours. After a short debriefing by the CO, they were returned to duty – all newly christened members of the prestigious Gold Fish Club limited only to those airmen who ditched.

THE CREW

Chuck Dold - Pilot
Eric Erickson – Co-pilot
Bob Buchanan - Navigator
Fred Higgins - Toggalier
Toby Seile- Flight Engineer
Mark Vitulli – Radio Operator
Clyde Mathe – Waist Gunner
Wayne Lester – Ball Turret
Jerry Robertson- Tail Gunner

THE SINKING B-17 AS SEEN FROM THE GWEAL

After all were aboard, the Gweal left the convoy and headed to England. The ship pharmacist performed first aid on the injured Sergeant Higgins and all were given dry cloths, fed and settled down for the trip back to the UK, spending the night in the officer's mess room. After a breakfast of fresh eggs, toast and stewed tomatoes, they arrived at the port of Plymouth at approximately 1015 hours. An ambulance and group of citizens were awaiting their arrival, having been previously alerted they were coming. After taking a few pictures, with the ship's crew, they were taken to a Navy hospital as a precautionary measure. Except for Fred's hand, the crew was in surprisingly good shape.



Lester got into his lower ball turret. As he was returning to his waist gun he lost consciousness and the next thing he knew was being given oxygen by the radio operator. He remembered having thoughts of home and of being very cold. After being revived he appeared to be fine and resumed his duties. The weather worsened and word came over the radio that the mission had been scrubbed and they were to return to base. The other planes never took off.

At 1350 hours, they headed for home when suddenly, and without warning, all their navigational aids stopped functioning. Gee box, compass, radio, all communication devises gone. They were hopelessly lost. With no way of knowing exactly where they were, they headed west, by the sun, dropping down until they sighted land at 500 feet. They started following the coastline and soon spotted what they thought were some Channel Islands (probably Dunkirk that was still in German hands). As they circled, looking for a place to land, they encountered a heavy barrage of anti-aircraft fire that promptly knocked out their #2 engine. They feathered the engine and left the hostile area.

After flying for two hours, they jettisoned everything, not tied down, in an attempt to preserve their diminishing fuel supply. They sighted a C-47 and followed it for a awhile, hoping to find land, but soon gave up thinking they might be headed out into the North Sea where they had been told of a crew ditching and freezing to death in 30 minutes. They considered going back to the *island* and try to land knowing that they would become prisoners of war. Although desperate, no one thought this to be a good idea.

Darkness was closing in fast and with only about an hour and a half of gas supply left they spotted a convoy of ships in the Channel. They now had two options, they could ditch near one of the ships in the convoy, hoping to survive the ditching and be picked up by one of the ships or they could continue flying hoping to spot a place to land before their fast dwindling gas supply ran out. The crew unanimously agreed to ditch. They signaled the convoy that they were coming in but could not make out the returned reply. The crew assumed their ditching positions as Lt. Dold smoothly set the fortress down in the channel at 1709 hours. Water came gushing into the radio room as the crew successfully exited the ditched plane only to find that both dinghies were stuck in their compartments and would not eject automatically. After manually pulling them free, they inflated and the crew climbed in, successfully, and began paddling a safe distance from the plane toward one of the ships in the convoy. They cleared the plane in about 40 seconds and it sank at 1725 hours. A lifeboat was sent out from one of the ships to pick them up. At this point, the crew did not know if the ship crews were British or German as they all wore black turtleneck sweaters. With their 45's at the ready their fears were soon alleviated upon learning rescuers were British. As they were being pulled aboard the troller Gweal, a pool of blood was noticed in one of the dinghies and upon further investigation it was found that the toggalier, Sgt. Higgins, was bleeding profusely from a nasty cut on his hand, the only casualty from the long ordeal.

The Airman

The grey haired old man walks slowly by, gazing
over the fields of green,
Fields silent now, nothing remains, no trace of what
there had been.
He remembers the time so long ago, when bombers
filled the sky,
Bombers flown by young boys, all praying not to
die.

All were young boys, all were young then, all
serving their country, all proud young Airmen.
He remembers that time, way back them, and the boys
young forever, never living to be men.

He remembers them well, all the ones that were lost.
He remembers them all, and the terrible cost.
He remembers lost friends, as tears well in his eyes,
and the battles they'd fought up there in the
skies.

His aged body stands at attention once more,
as he salutes fallen comrades who died in the
war.
He walks quietly away, away from that place,
and tears wiped away, pride on his face.

Sixty years have passed now since that promise that he
made,
He'd promised to return one day no matter what it took.
To return to his old airfield, God willing,
to return for one final look.

Ted Galbraith
17th July, 2002

Ed: Ted wrote this poem to mark the 60th anniversary of the USAAF 8th Air Force in England.

The Runyon Crew - R & R at Blackpool

~ June, 1944 ~

L to R: St. Seraphin Schwartz, Co-Pilot
Lt. Arthur Runyon, Pilot
T/Sgt. Raymond Lucas, Radio Operator
T/Sgt. Francis Mullen, Flight Engineer

PX ORDER FORM

NEW: AUTO WINDOW STICKER – 2"X41/4" BLACK AND SILVER
VET: WWII U.S AIR FORCE OR VET: WWII US ARMY AIR CORPS.....$4.00 EACH OR 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH	$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition	$49.95ea.
"BAIL OUT OVER MUNSTER" by WALTER STURDIVAN	$ 5.00ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No)	$ 9.50ea.
LICENSE PLATE HOLDER (2 for $5.00)	$ 3.00ea.
PATCHES – 8TH AIR FORCE OR 34TH BOMB GROUP	$ 5.00ea.
PATCHES – 8TH AIR FORCE (Gold & Silver Bullion Tread)	$ 9.95ea.
PATCHES – SQUADRON – 4th – 7th – 18th –	$ 5.00ea.
DECAL – VALOR TO VICTORY – 5" X 5"	$ 1.50ea.
BUMPER STICKER – 34TH B.G. – 3" X 12"	$ 1.50ea.
BOLO TIES – 8TH AIR FORCE – 34TH B. G. – B-17 – B24	$ 6.00ea.
KEY RINGS – 8TH AIR FORCE – B-17 – B-24	$ 4.00ea.
HAT PINS (FOR DECOR) B-24 – B-17 or POW	$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN or CAP DECOR	$ 4.50ea.
WINGS – 2 ¾" – PILOT – BOMBARDIER – NAVIGATOR – GUNNER	$ 4.00ea.
WINGS – 2" CREW	$ 4.00ea.
WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER for (CAP OR LAPEL)	$ 3.50ea.
TIE TACK – 8TH A.F. – 4TH – 7TH – 18TH – 391ST SQDNS	$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM	$ 2.00ea.
V.C.R. TAPE 58 mins. ("Start Your Engines + 50 Years")	$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green – beautiful) MED. LRG. XLRG. XXLRG	$25.95ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO – (no pocket). MED. LRG. XLRG. XXLRG	$25.95ea.
MEN'S POLO SHIRT (White W/ Emblem – no pocket) X Large	$25.95ea.
CAP (w/patriotic bill) on NAVY BLUE w/ LOGO	$9.50ea.
CAP - ROYAL BLUE w/ 34th BOMB GROUP LOGO	$7.50ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

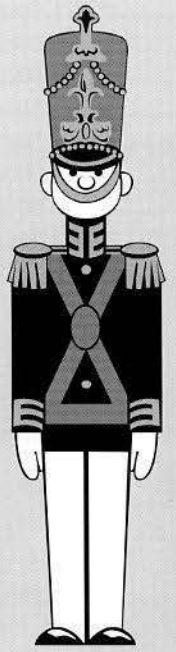
Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over.
Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpax1@aol.com

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

PX Report

We received our new design ball cap just before the reunion and it was very popular as we sold over two-thirds of our original shipment. It has a U.S. flag design on both sides of the bill and the remainder of the cap is navy blue with our 34th bomb group logo on the front. The public likes it as it receives lots of comments.

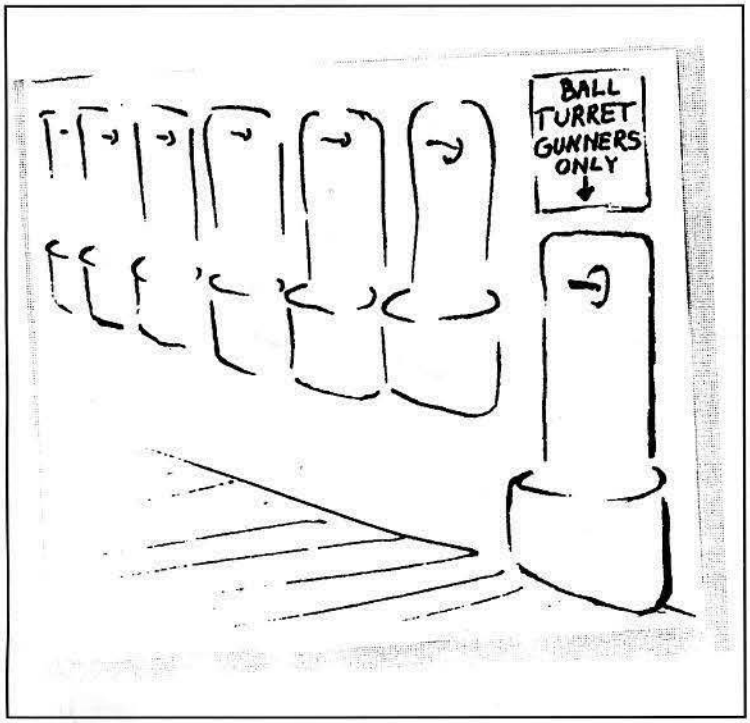


I am hoping to add a royal blue polo shirt, similar to the one we had a few years back, if I can find one with a pocket. We have had several calls for it and some requests for T-shirts, and sweat shirts with bomb group logo and B-17 or B-24 on them.

Our permanent reunion badges have gone up to $9.50, as we have had trouble keeping up with the price advances.

We appreciate all the loyal support from everyone and hope you will keep the orders coming.

Ken Paxton,
PX manager



Reflection on the Salt Lake City Reunion

As I sat in the airport waiting for my flight back to St. Louis, I couldn't help but reflect back on the fabulous weekend I shared with the wonderful heroes from the 34th Bomb group. Ever since meeting that prestigious group in Des Moines, Iowa at their 1999 reunion, I have had a special place in my heart for the men and women of this group.

I have nothing but great things to say about this year's reunion in Salt Lake City, Utah. The city itself was most impressive in every aspect, the tour incredibly interesting. The planning committee did a fabulous job and are to be commended on the entire package. Even the crowded banquet facility seemed like not such a big deal. Everyone just scrunched in and made the small rooms work. But, of course, that is what this group of people is so famous for doing: taking a situation that might not be ideal and dealing with it. Just ask most people and they'll tell you that this segment of our population is the "greatest generation".

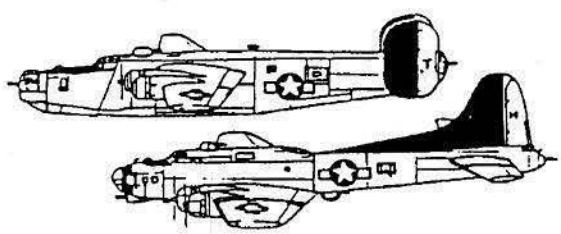
Listening to the speakers at the banquet made it so clear why we were there and how much all younger generations owe to these incredible people. How men and women alike put the world's needs above their own. Oh, how my generation and my children's could learn from that lesson.

There was an awful lot of pride pulsing through the banquet room as veterans and spouses stood and almost reluctantly received the recognition and applause they so justly deserve. They are a proud group to be sure.

It was exciting to see so many children present at the reunion. I, for one, waited way too long to properly show my dad how proud I am of his courage and conviction that surely made the free world what it is today. To be surrounded by so many heroes was indeed a humbling, incredible experience, and a privilege.

Thank you all for what you have done and for making me feel so very welcome.

Most Sincerely,
Vivienne (Forister) Kueneke



1

MINUTES OF THE GENERAL MEMBERSHIP MEETING HELD SEPTEMBER 28, 2002

The annual meeting of the 34th Bomb Group Association was called to order by Pres. Wayne Howarter at 0900 on September 28, 2002, at the Best Western Plaza Hotel in Salt Lake City, Utah. The Pledge of Allegiance was led by Pres Howarter and and the invocation was given by Bob Wright.

Motion by Province, second by Sothern to approve the minutes of the 2001 General Membership meeting as published in the December, 2001, Mendlesham Memories. Motion carried.

Communications: Carl Stemen sent his resignation from the position of 1st Vice-President because of his health.

The treasurer's report was given by Harold Province. (Please refer to the Board meeting minutes of September 26, 2002, for the detailed report.) Motion by Kubly, second by Rutka to approve the treasurer's report. Motion carried.

The reunion report committee was given by Harold Rutka. This is the 18th year in which Rutka, Wright, Sothern and Pine have served on this committee. The local contact this year was Seymour Isaacs. There are 177 registered for this year's reunion. The place for the 2003 reunion should be in the South Central USA. The dates in September have to consider the 8th AF reunion date and the Jewish holidays that fall in September. The committee considered Missouri and Texas. As per the Board minutes you can see the committee was directed to plan for Texas. Plans will be finalized for San Antonio for September of 2003. The dates and hotels will be published in the March Mendlesham Memories.
Motion by Kubly, second by Crawford to approve the reunion committee report. Motion carried.

The PX report was given by Kenneth Paxton. (Please refer to the Board meeting minutes of September 26, 2002, for the detailed report.) Specialized merchandize to be purchased included: permanent name tags at $7.00 (currently), a new edition of the 34th Bomb Group History, and two possible designs for jackets to be placed as special orders.
Motion by Gibbs, second by Wright to approve the PX Report. Motion carried.

The Scholarship Committee report was given by Harold Province. (Please refer to the Board meeting minutes of September 26, 2002, for the detailed report.)
Motion by Rutka, second by Coutros to approve the Scholarship report. Motion carried.

The Audit Committee report was given by Frank Sivret. The committee reviewed the Treasurer's records, the Scholarship Fund records and the PX records. All records were found to be complete and in order.
Motion by Demko, second by Sothern to approve the audit report. Motion carried.

The Nominating Committee report was given by Bruce Sothern. The slate of nominees for 2002-2003 was as follows: Pres.-Fred Waltz, 1st Vice Pres.-James Clemins, 2nd Vice Pres.-Bennett Richmond, for Directors- Verbal Holcomb (05), Jack Steffan (05), Everett Rose (04), and Ray Kubly (03), Jack Share - MM editor, Harold Province - Treas. and Corresponding Sect., Rev. Gary Ferrell- Archivist, Wayne Howarter- Past Pres., James Martin - Chaplain, Kenneth Paxton - PX Manager, and John J. Feda - Recording Secretary.
Pres. Howarter called for nominations from the floor. None were offered.
Motion by Rutka, second by Harry Crawford to close the nominations and cast a unanimous ballot for the slate as presented. Motion carried.
Jack Share asked that all pictures of the reunion attendees be sent to him before the end of October. This is necessary if they are to be included in the December issue of Mendlesham Memories.
Old business- None New business - None
Motion to adjourn at 1015 by Rutka, second by Sothern. Motion carried.

Respectfully submitted by John J. Feda, Recording Secretary

2

MINUTES OF THE BOARD OF DIRECTORS' MEETING, SEPTEMBER 26, 2002

The annual meeting of the Board of Directors of the 34th Bomb Group Association was called to order by Pres. Wayne Howarterat 1500 on Sept. 26, 2002, in the Best Western Salt Lake Plaza Hotel in Salt Lake City, Utah. The Pledge of Allegiance was led by Pres. Howarter. The invocation was given by Bob Wright.

Pres Howarter asked for a roll call. Present were: Pres. Wayne Howarter Rec. Sect. John J. Feda, Treas. and Corresponding Sect. Harold Province, Past Pres. Claude Gibbs, PX Mgr. Kenneth Paxton, MM Editor Jack Share, Board Members: Carroll Forister, Franklin Sivret, James Clemins, Anthony Coutros, and John Demko. Reunion Committee members Harold Rutka, Bob Wright and Bruce Sothern. Absent were: 1st VP Carl Stemen, 2nd VP Fred Waltz, Archivist Rev. Gary Ferrell, Chaplin James Martin, and Director Vernon Ames (deceased).

Motion by Rutka, second by Province to accept the minutes of the Sept. 6, 2001, Board meeting as printed in the Mendlesham Memories of December, 2001. Motion carried.

PX report was given by Kenneth Paxton.

Receipts:		
1. Bank balance on hand August 31, 2001		$ 474.38
2. Sales at Savannah reunion		2083.08
3. Sales from orders filled the past year		1850.00
4. Interest earned		4.13
	Total:	$4411.59
Expenses:		
1. Paid to the treasury of 34th Bomb Group		$ 900.00
2. Books sold on consignment		215.00
3. Hoover Manufacturing (patches for 391 sqdn)		118.08
4. Postage and supplies		112.81
5. Merchandize purchased		2573.43
	Total:	$3920.23
Cash on hand		$ 52.95
Bank balance on Sept. 30, 2002		491.31
	Total:	$ 544.31

Net to the 34th Bomb Group Association;
Increased bank balance- $16.98 Cash on hand- $52.95 Payment to treasury- $900.00 Total- $969.93
A discussion followed on the purchase of full-sized license plates for the inventory. Most states require two full-sized plates for each vehicle. Motion by Clemins, second by Sothern NOT to buy these plates for the PX inventory. Motion carried.
Motion by Gibbs, second by Demko to approve the PX report. Motion carried.

The Treasurer's report was given by Harold Province.
The 2001 and 2002 finances of the 34th Bomb Group (H) Associatioin and its various funds are represented in the following tables. The totals reflect through September 21, 2002.

WORKING ACCOUNTS		2001	2002
Checking account with Hancock Bank		$ 686.17	$ 0.00 (C)
Money Market Hancock Bank		1446.89	1300.83
Money Market Edward Jones		4081.42	1249.21
	Sub-total :	$6594.48	$2550.04
34th Bomb Group Funds:			
Life Membership Fund		$14,375.08	$12,863.24
Scholarship Fund		13,559.57	15,190.87
Memorial Fund		1,055.89	1,055.89

3

General Fund		6,594.48	2,550.04
Pete Gray Fund		1,010.00	890.00 (B)
	Grand-Total	$36,595.02	$32,550.04
Location of Funds:			
Money Market Edward Jones		$ 4,081.42	$ 1,249.21
CD Edward Jones		30,000.00	Matured 5/2002(C)
Money Market Hancock Bank		1,446.89	1,300.83
General Fund Hancock		1,066.17	account closed (A)
CD Edward Jones City bank	4.90% 5/15/07		25,000.00 (D)
CD Edward Jones Far East Ntl Bank	2.70% 5/15/03		5,000.00 (D)
	Grand-Total	$36,595.02	$32,550.04

There are NO outstanding bills.
A. Closed because of monthly charges- no checks being written on this account.
b. Sendingd MM to 12 widows- $120.00
C. Matured May 2002
D. Purchased May 15, 2002
Respectfully submitted by Harold Province, Treasurer.
The bill for the printing of the Sept. Mendlesham Memories has been paid. A year ago that bill was outstanding.
A discussion followed on the maturity date of 2007 for the $25,000 CD. It was expressed that associate members will be around long after 2007. Also, if needed before that date the CD can be cashed with the loss of a few months of interest.
Motion by Sothern, second by Clemins to epprove the Treasurer's report. Motion carried.

The Reunion Committee report was given by Harold Rutka. Our registration for this year is 177. Last year it was 276 at Savannah and the year before it was 210 at Buffalo. Next year's reunion is planned for the South Central states in September. Two parameters that determine the date are the Jewish holidays that fall in that month and the date of the 8th AF reunion. The consensus was to continue plans for Texas in September of 2003.
Motion by Demko, second by Province to approve the Reunion Committee report. Motion carried.

The Scholarship Committee report was given by Harold Province. Eleven excellent applications were received by the committee for the Ray Summa 34th Bomb Group Scholarships. The first place award of $1000 was given to Neal J. Baker of Bentleyville, PA, and sponsored by Alex Antanovich. The second award of $750 was given to Erin Eatough of Waunakee, WI, sponsored by Glen E. Henry. The third award of $500 was given to Michael Torre of New York, NY, sponsored by Michael Torre, Sr. Each of the sponsors was notified and they in turn notified the respective recipients. Publicity will follow in a future issue of Mendlesham Memories.
Discussion followed on the income for the scholarship fund and the possibility of increasing the number and/or the amounts of the scholarships. Both have been done since the first award was given. The income for the fund comes from two sources. The first is a $5 surcharge on each reunion registration and this past year that was $1365. The second is from memorials and contributions from members. This past year that amounted to $2536 from 23 different members. It was suggested that the committee bring a recommendation to the 2003 membership meeting for changes in size and amounts.
Motion by Coutros, second by Forister to approve the Scholarship report. Motion carried.

The Mendlesham Memories report was given by Editor Jack Share.
He thanked the members for sending in material. He has had to change printers but the individual who formats the publication is still working with him. The deadline for 2002 reunion pictures to be included in the December issue was ASAP, but no later than the last of October. He requests change of addresses because the Post Office charges him for each MM returned to him. The cost of printing each issue is about $2400. Pres. Howater commended Editor Share for an excellent job. "The MM gets read from cover to cover when members receive it."

4

Pres Howarter appointed the following audit committee: Franklin Sivret, John Demko and Claude Gibbs.

Old business: none.
New business: Discussion was held on why some groups contribute to the 8th AAF Museum and we don't. The length of time groups have been active and the number of their active members seem to be the reasons.

The Nominating Committe report was given by Bruce Sothern. Positions to be filled are: President, 1 st VP. 2 nd VP, and four director positions. Share, Province, Paxton, Ferrell, Martin and Feda will be nominated to continue in their respective positions. Bruce solicited help in recruiting "volunteers" for the positions that need to be filled for next year.

Motion by Province, second by Demko to adjourn at 1640. Motion carried.

Respectfully submitted by John J. Feda, Recording Secretary

General Membership Meeting

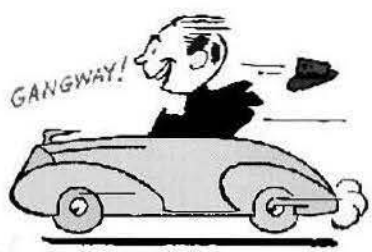
Minutes

September 28, 2002

Reunion Registration at Salt Lake City, Utah

Donald F. Allen
Paul & Beryl Anderson
Eileen Armstrong and guests:
  Tess Harp-Armstrong
  Doug Armstron
Charles R. Attridge
Marion L, Baker and guest:
  Fern Muths
Calvin H. & Jean Ballard
Charles and Roberta Barclay
Thomas & Madeline Belleau
Leonard & Helen Bess and guests:
  Ashley & Marcie White
Russell, Janice and Roland Boutiette
W.J. Browne and guest:
  Pegi Johns
Carmen S. Cesare
John & Constance Clemens and guests:
  Mark Clemens
  Joshua Clemens
  Sandi Clemens
  Eric Clemens
James A. Clemins
Claude & Genevive Conklin
Anthony, Mary and Craig Coutros
Harry & Donna Crawford
Harry & Artemis Curusis
Courtney & Marion Daniels
John & Esther Demko
Alfred DiNenno
John & Bernadette Farley
Herman & Nancy Fieber and guests:
  David & Sonia Fieber
Abe & Ernestine Firestone
John & Betty Feda
Carroll & Sylvia Forister and guest:
  Vivienne Kueneke
Dale & Esther Frank
Claude & Audrey Gibbs and guests:
  Beverly Pusser
  Betty Miller
Willis Griffis and guest:
  Ed Morrison
Carolyn Guertin and guest:
  Florence Blank
Tony & Joan Habinger
Herbert & Doris Hall
Bob and Ula Hemingway
Glen & Vera Henry
Raymond & Dickie Hinchee
Verbal & Betty Holcomb
Wayne & LaVerne Howarter and guests:
  Son, daughter in law and grandchildren
Lloyd & Marla Inman
Al & Agnes Israelsen
Seymour & Claudia Isaacs
Kevitt Ivey and guests:
  Butch Ivey
  Billie Hoyle
Michael & Margie Jacobbauski
Lois Johnson
Dexter & Beulah Jordan
Dwight L. Kellog
Ray & Ruth Kubly and guests:
  Daughter and son in law
Betty Lampey
Raymond & Rachel Lucas
Joe & Kay Marks
Norman Mayer and guest:
  Sister
Bruning Merlin
Clayton A. Mink and guest:
  Daughter Pam Schmitt
Fred & Ginny Muente
Thomas & Mildred Newton
William J. Orton
Ken & Kathleen Paxton
Harry & Willie Perry
Bonnie J. Powers and Ray Zulstra
Hal & Jan Province
Roger Revay
Floyd & Miriam Richmond and guest:
  Thelma Warfield
Evan & Margaret Rogers and guest:
  Helen Mell
Everett & Margo Rose
Gordon & Doris Ryan
Harold & Gen Rutka
Leon & Jeanne Salveson
Jack & Alene Schade
Jack & Marian Share
Don & Bonnie Shee
Paul & Pauline Shull
Frank & Alda Sivret and guest:
  Nora Rose
James P. Smith
Jack & Linda Steffen
Jim & Stella Stivender
Donald & Evelyn Stufflebeam
Walter & Lois Sturdivan
Robert & Jennie Schroeder and guest:
Henry & Dorothy Sorensen and guest:
  Steve Ranstrom
John & Marie Terry
Charles & Judith Thurner
Frederick & Blanch Voss
Oral Walker & Thera Good
Fred Waltz
Joseph & Marilyn Wong
Robert & Esther Wright

September 25 - 29, 2002

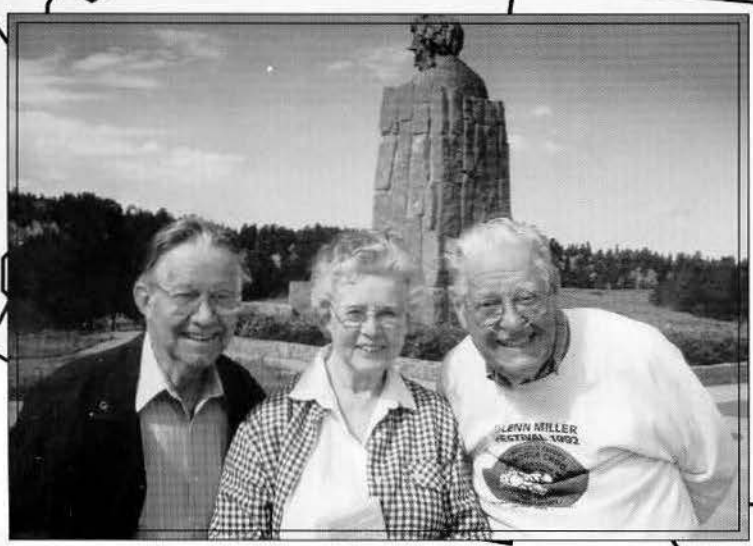


Welcome to Salt Lake City!

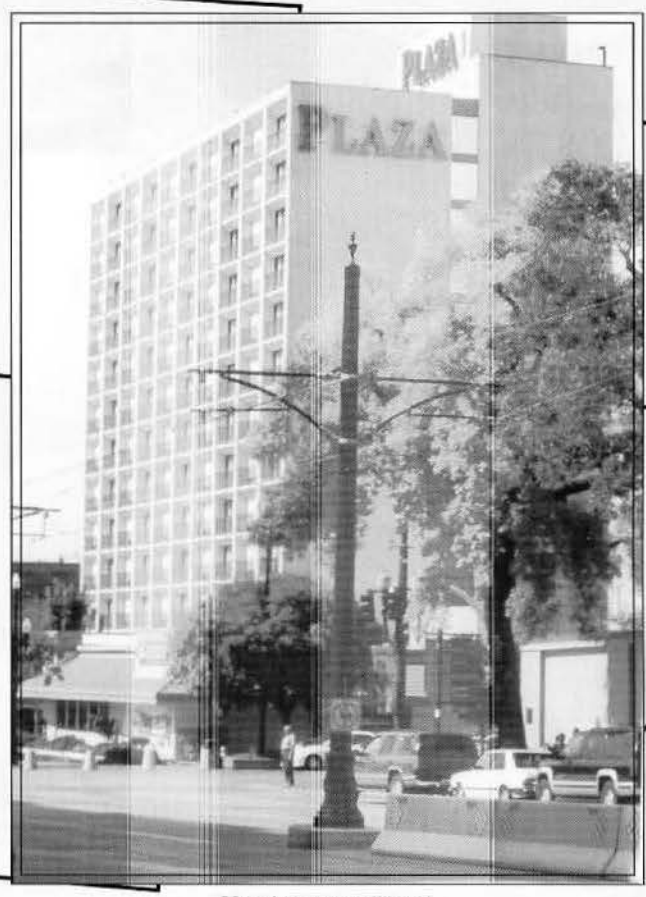
Diane Castro
Director of Sales

Salt Lake City Rail System

UTAH



Al & Agnes Israelsen & Dale Frank on the Road to Salt Lake City



Headquarters Hotel

Registration

Hotel Check-in

Reunion Committee

Kathleen Paxton
PX

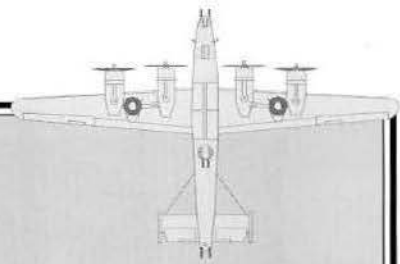
PX Managers
Kathleen & Ken Paxton

Reunion Committee
Gen Rutka, Esther Wright, Buce Sothern,
Harold Rutka, Bob Wright

Meetings

Board of Directors Meeting

General Meeting



SQUADRON PERSONNEL

4th Squadron

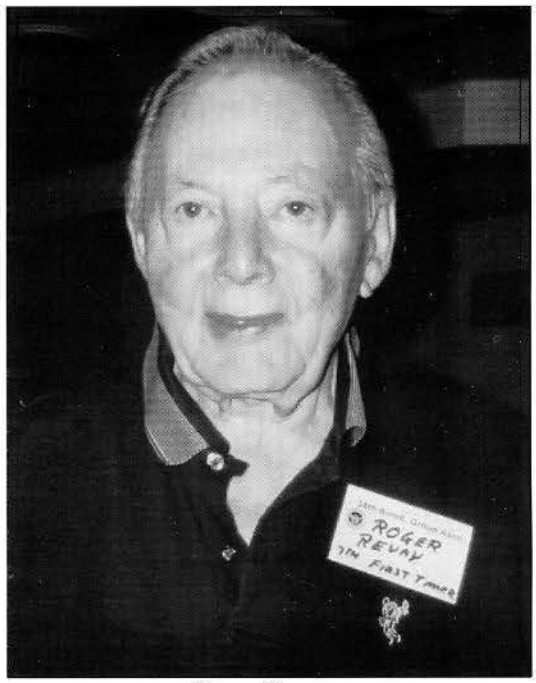
18th Squadron

7th Squadron

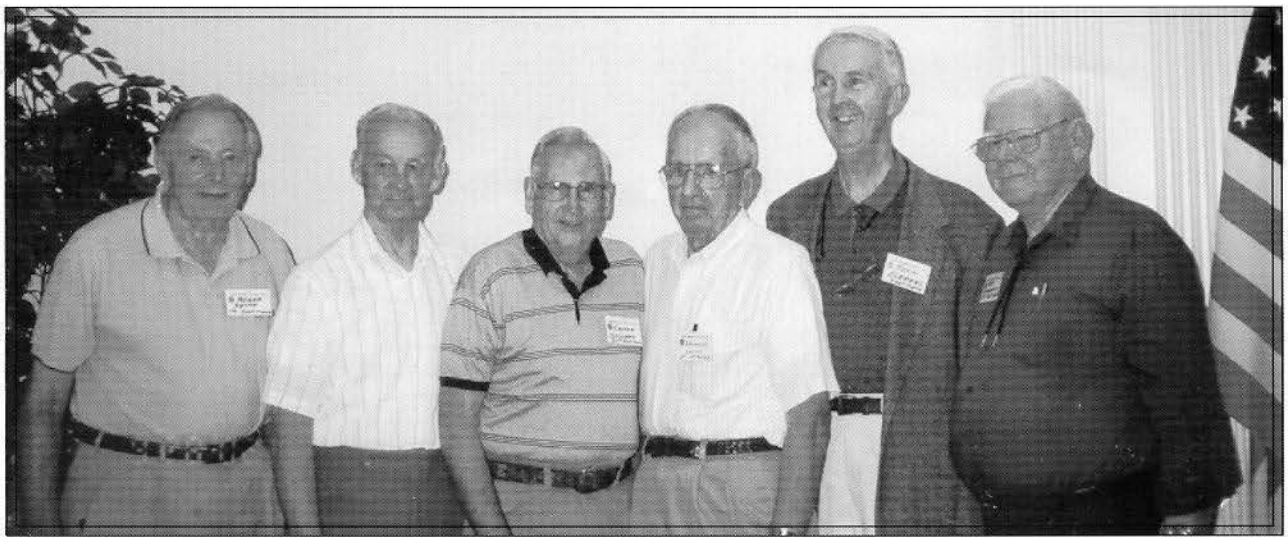
391st Squadron

1ST TIMERS

Robert & Ula Hemingway



Roger Revay



Roger Revay, Marion Baker, Calvin Ballard, Ray Lucas,
John Clemins, Bob Hemingway

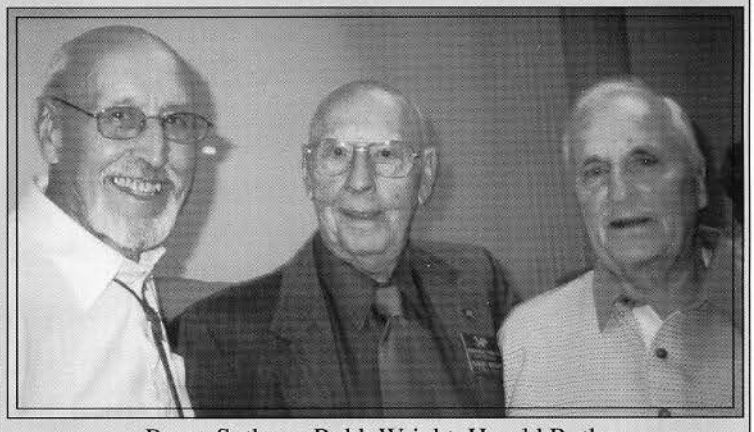
Marion & Courtney Daniels

Roger Revay & Carmen Cesare

Friday Night

Beulah & Dexter Jordan
in his WWII Suntans

David & Sonia Feiber
Nancy & Herman Feiber

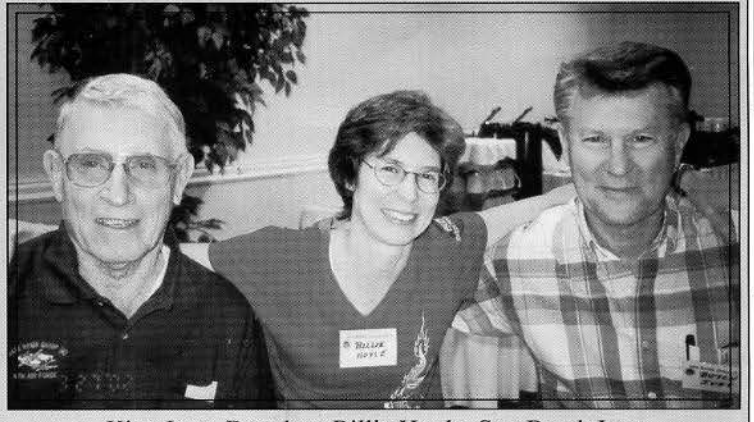


Bruce Sothern, Robb Wright, Harold Rutka

Mark, Sandi, Joshua Clemens
Constance & John Clemens

Ray & Ruth Kubly

Bernie Farley & son John Farley



Kiett Ivey, Daughter Billie Hoyle, Son Butch Ivey

Dr. Mark Howarter
Feature Speaker

Dr. Mark Howarter, DC was the featured speaker at the reunion's gala banquet. The excellent presentation, accompanied by an inspiring video of the September 11th disaster, was very emotional and from the heart. Mark is the grandson of our outgoing president, Wayne Howarter.

He closed his talk with an inspirational poem that is being printed here for the benefit of all those who were not there to appreciate it and for those who wanted to see it printed out.

This Moment

I may never see tomorrow; there's no
written guarantee.
And things that happened yesterday
belong to history.
I cannot predict the future,
I cannot change the past.
I have just the present moment,
I must treat it as my last.
I must use this moment wisely,
for it soon will pass away,
and be lost forever as a part of yesterday.
I must exercise compassion,
help the fallen to their feet.
Be a friend unto the friendless,
make an empty life complete.
The unkind things I do today,
may never be undone.
and friendships that I fail to win,
may never more be won.
I may not have another chance
on bended knee to pray.
and thank God with a humble heart,
for giving me this day.

Author unknown.

Gala Banquet

Saturday Evening

The Howarter Family

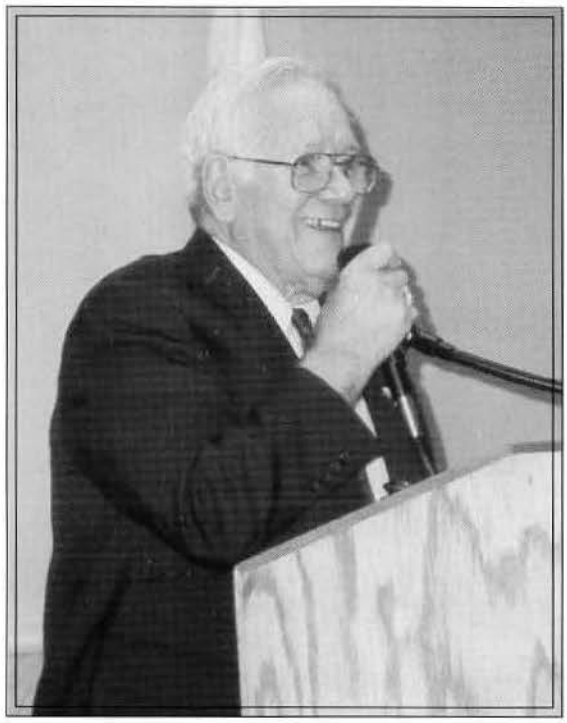
Jack & Linda Steffan

Kira Ryan, David Ryan, Doris Ryan & Gordan Ryan

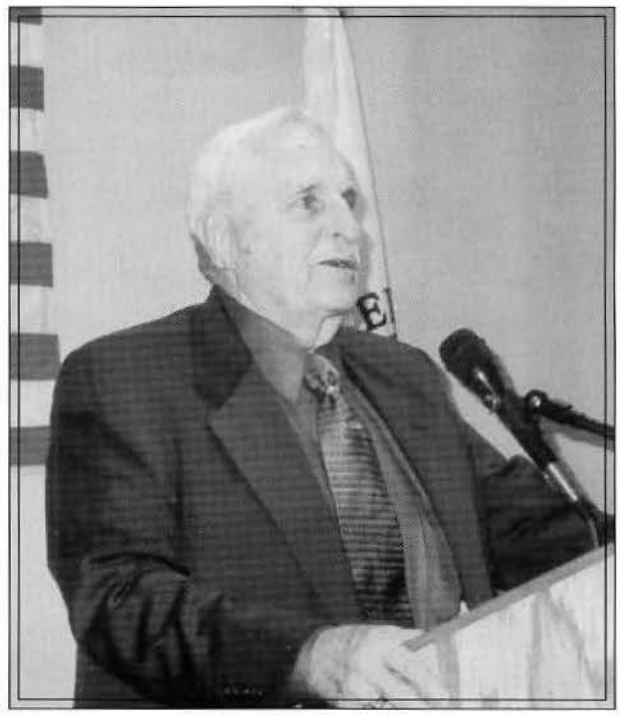
Gala Banquet - Head Table

Laverne & Wayne Howarter
A Great Team

Wayne Howarter Accepting Past President's Plaque
from Bob Wright



Fred Waitz accepting Presidency
at Saturday evening banquet



Harold Rutka, M.C.

Head Table

Gifts for the Howarters

Gala Banquet

Jack Terry & Marie Jones

The Foresters
Sylvia, Carroll, Vivienne Kueneke

Raymond & Rachel Lucas

The Jordans, Clayton Mink, The Muentes,
The Halls, J.C. Smith

Claude & Audrey Gibbs

Seated (R to L): Fred Muente, Clayton Mink,
Pam Schmidt (C. Mink's Daughter)
Standing (R to L): Ginny Muente, J.C. Smith

Brad, Carol (Kubly) Scott
Ray & Ruth Kubly

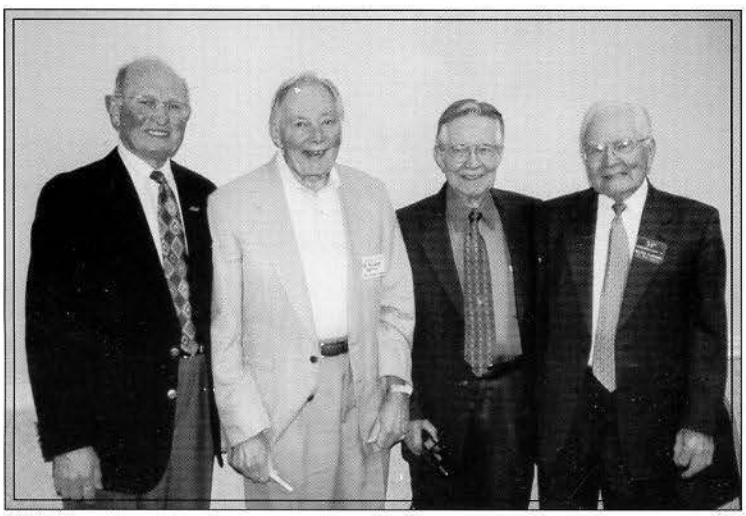
Tony & Mary Coutros, Marilyn & Joe Wong, Bernie & Son John Farley, Hal & Jan Province

Sylvia Forister, Carolyn Guertin, Vivienne Kueneke, Florence Blank, Carroll Forister

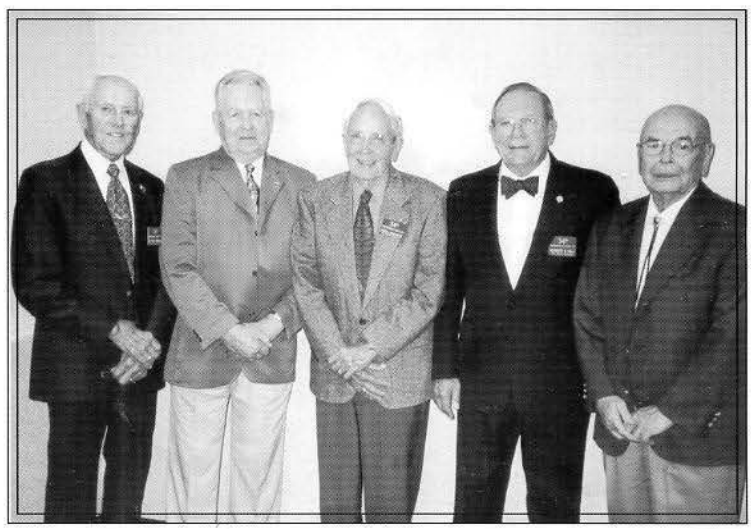
Don & Bonnie Snee

Carroll & Sylvia Forister, Ginny & Fred Muente, Marian & Jack Share

Gala Banquet



Carroll Forister, Roger Revay, Al Israelsen, Walter Sturdivan

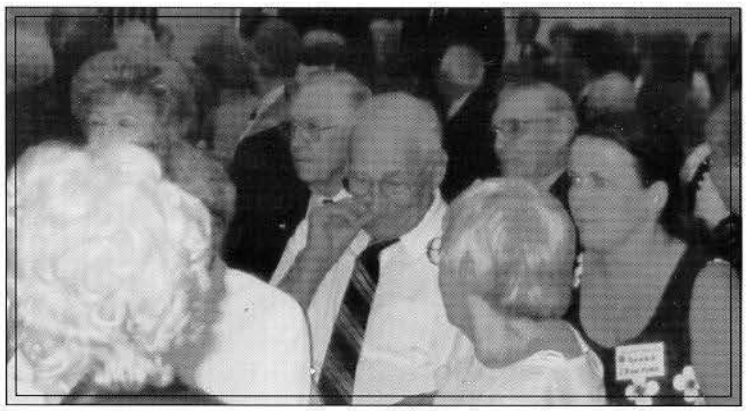


L to R: D. Jordan, C. Mink, F. Muente, H. Hall, J.C. Smith
4th consecutive year, most members in attendance.

Gala Banquet

Evelyn & Donald Stufflebeam

John Feda, Betty Mae Feda, Susan Feda, Tom Feda

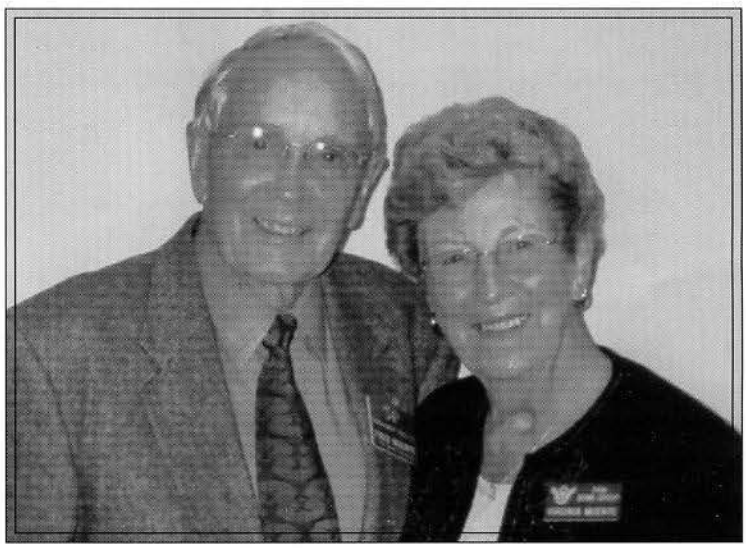


Thelma Warfield, F. Bennet & Miriam Richmond

Fred & Ginny Muente
Marian & Jack Share

Fred & Blanche Voss

The Banquet Hour

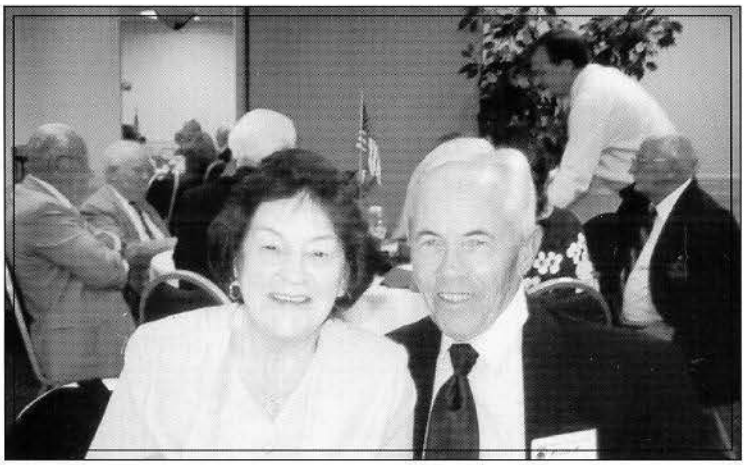


Fred & Ginny Muente

Esther Frank, Kay Marks, Dale Frank, Joe Marks

Ernestine & Abe Firestone

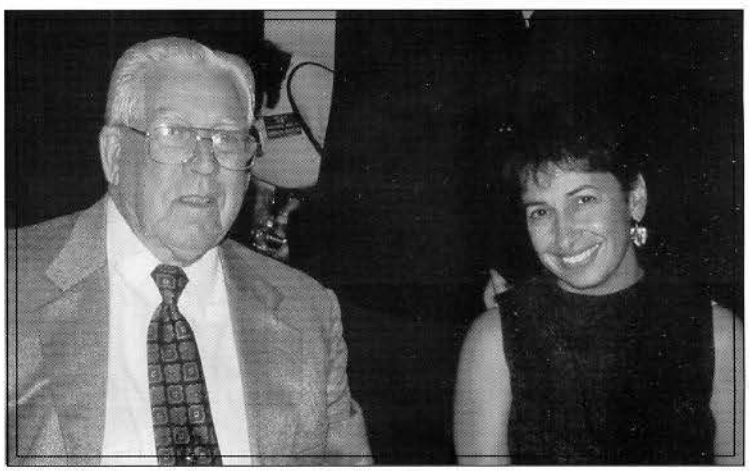
Gala Banquet



Margie & Mike Jacobbauski

Joe Marks & Family

Eileen Armstrong, Doug Armstrong,
Tess Armstrong Harp



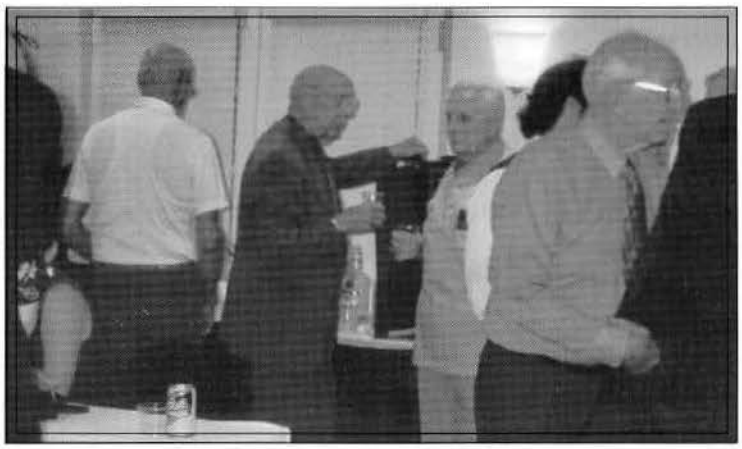
Everett Rose & Nora Rose

Hospitality Room

Claude Gibbs, Marian & Jack Share

Joe Wong, Bonnie Shee, Harry Curusis, Tony & Mary Coutros, Marilyn Wong

Pauline Shull, Eileen Armstrong, Tess Harp



The Hospitable Hospitality Room

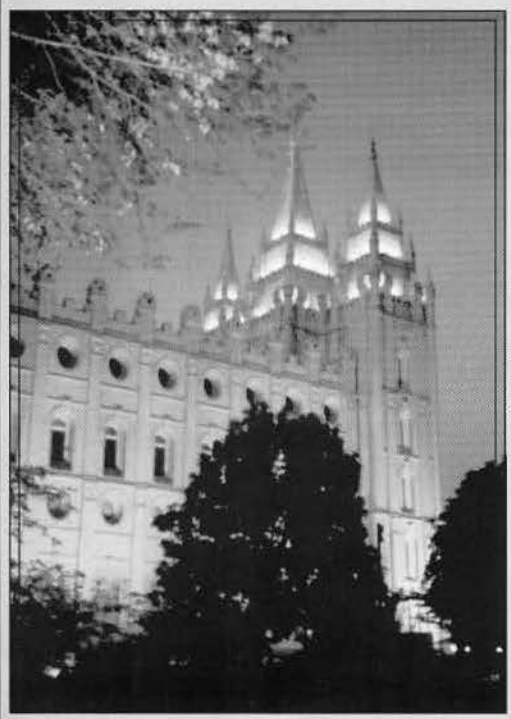
Hospitality Room

The Tour

Hal Province, Joe & Marilyn Wong, Artimis Curusis, Jan Province, Tony & Mary Coutros

Standing in front of the Mormon Tabernacle Organ Choir Section. L to R: Thera Good, Oral Walker, Bonnie Shee & Kathleen Paxton

The Tour



Mormon Temple

Mormon Guide at Tabernacle

Inside the Capital

The Guide Tells All

Our Tour Bus

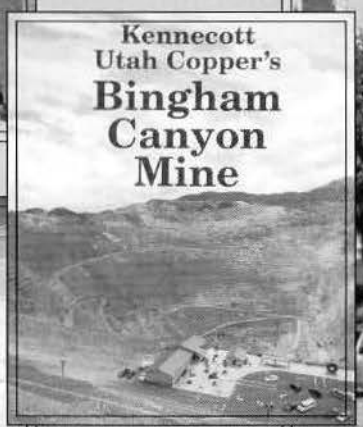
Tabernacle Choir Practice

Utah State Capital

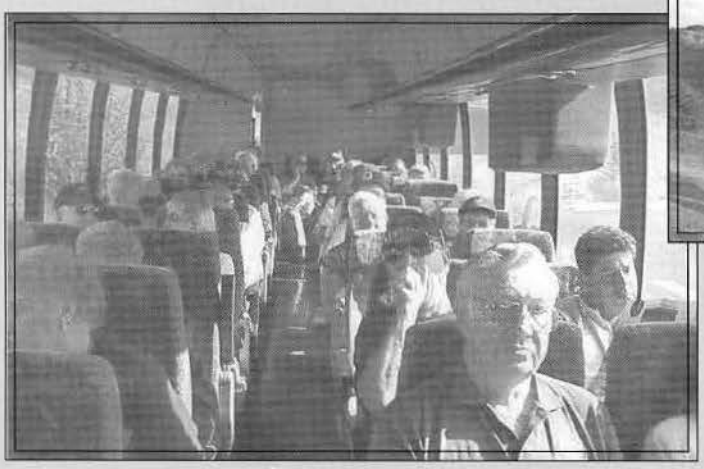
Vivienne Kueneke with Father Carroll Forister

The Tour

A Gathering at the Great Salt Lake



Don Shee, waiting for trolley.
Mormon temple in background.



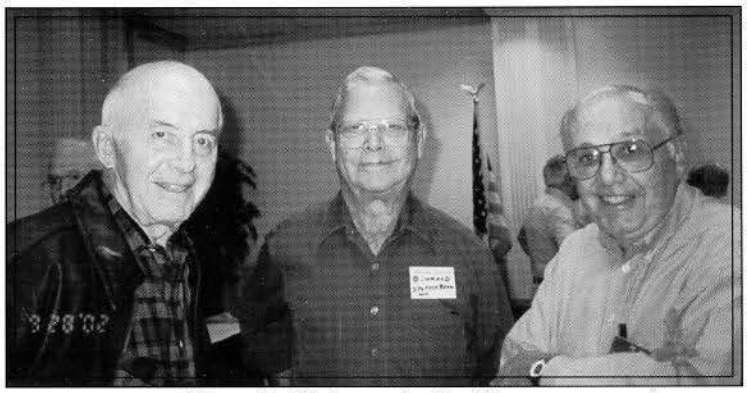
Bus Ride

Take Ten ☺ Take Ten ☺ Take Ten ☺ Take Ten ☺ Take Ten

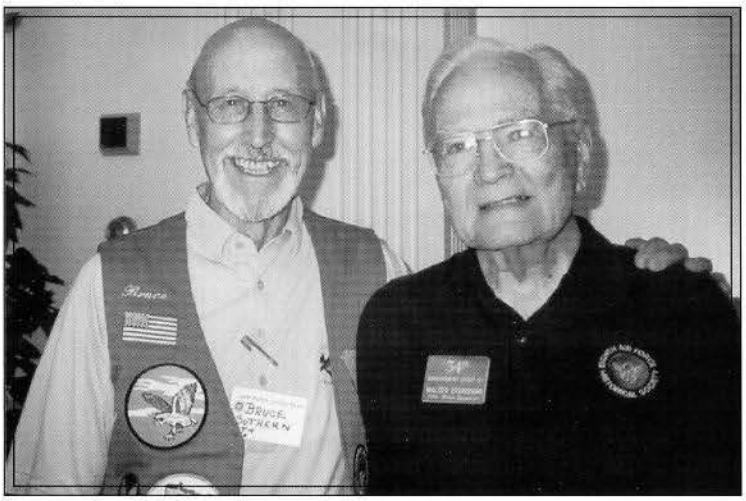
Ed Morrison & Willis Griffis

Abe & Ernestine Firestone

Betty Lampey, Claude & Gen Conklin,
Marian Share, Jack Share



?, Don Stufflebeam & Abe Firestone

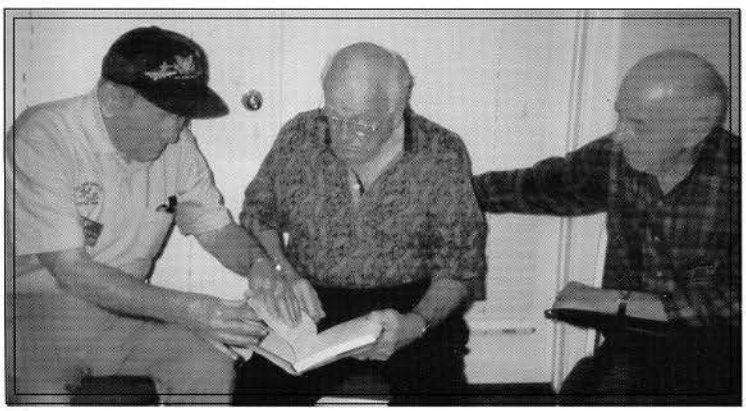


Bruce Sothern & Walter Sturdivan

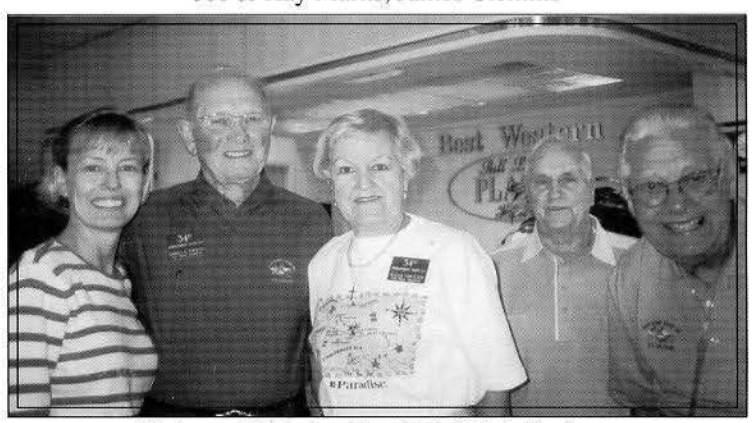
Dale Frank & Bill Orton

Tony & Joan Habiger

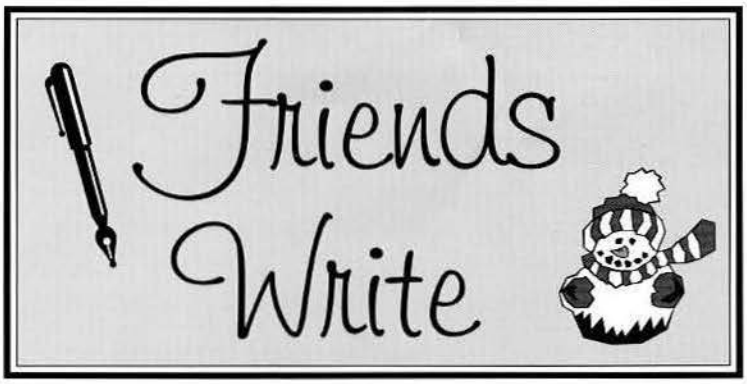
Joe & Kay Marks, James Clemins



Remember this Mission?



Vivienne Kueneke, Caroll & Sylvia Forister,
Harold Rutka, Dale Frank



BASIL GAUMER – GREENVILLE, IL

I look forward to receiving my Mendlesham Memories. I can't put it down until I have finished the last page.

I was an Ordnance man, bomb loader, in the 18th Sqd. or as we called it, the Red Sqd. I have read a couple of stories about the night on Christmas Eve when that other bomb group had to land at our base because their base was weathered in. Their planes were landing at the same time as ours, it was getting dark and the planes were flying with their lights on so they wouldn't run into each other. They looked like a giant Christmas tree in the sky.

I remember one other night that I had that feeling. It was late on the night of June 5th and into the early hours of June 6th. 1944. We were loading bombs when for some reason I crawled out of the bomb bay, probably to see a man about a dog, and as I looked up into the sky, all I could see was colored lights of the planes. I never saw so many lights in my life. It looked like a giant Christmas tree in the sky in June. I was just wondering if all the other men that saw that sight had the same thoughts as I.

****

SCOTT MACKEY – COLUMBUS, OH

A little over a year ago, I decided to find out everything I could about my uncle, Lt. William K. Mackey, reported missing in action on August 24th, 1944, after a raid on Kiel. Bill Mackey was the pilot of crew #8 in the 4th bomb squadron of the 34th Bomb Group. I've had more success in this effort than I ever dreamed possible, thanks to the 34th Bomb Group Association, particularly Al Israelsen for all the material sent me. And also, to Herb Klier for the bombing records he sent. I want to acknowledge all this help it is sincerely appreciated. Again thanks to all.

****

MICHAEL TORRE – JAMAICA, NY

Thanks to your wonderful organization for awarding my son, Michael A. Torre, the 2002 Scholarship Award totaling $500.00.

My father was a bombardier in the 7th squadron stationed in Mendlesham as part of the 34th bomb group. His stories and recollections of those days truly inspired my son to forge a career in aviation and to become a pilot. He was awarded his Private Pilot's Certificate in June 2001. Also, he joined my brother Greg and my dad at the reunion in Buffalo a few years back. They still talk about that adventure to this day.

My dad has often expressed his feelings of personal pride and honor when he talks about his USAF service. I am also thankful for the sacrifices of those brave airmen and women who rose to unprecedented heights of patriotism and valor.

Thanks again for the 34th Bomb Group Association's commitment to educating the generations to come! Enjoy the upcoming reunion in Salt Lake City and express to all your members our sincere gratitude and best wishes.

****

JACK OYSTER – NICEVILLE, FL

First, let me thank you for all your time and effort in publishing MM for all our enjoyment. The articles sent in and then published by you bring back many memories of so many good men.

I hope this finds you and your in good health.

****

ABE FIRESTONE – HAMPTON, VA

The reunion, as usual, turned out great, though it was sad to see the decrease in attendance. Time seems to be taking its toll on our members, but as long as we can manage, we'll be there.

****

MARY HAGNER – WILLIAMSVILLE, NY

Here are my dues for 2002-2003. I am an associate member as my father, Edmond J. Tymozyszyn, was in the 34th bomb group. I hope this note finds you well and happy. I enjoy being able to be a part of the 34th Bomb Group Association and to read and learn about all the wonderful men who fought in World War II and gave up so much.

MOVING!!!

If you are moving, or have moved, send your new address to:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

Mailing labels are printed on Feb. 1, May 1, Aug.1 and Nov.1 for the March, June, September & December issues.

VIVIENNE (FORISTER) KUENEKE – KIRKWOOD, MO

Hope you had a pleasant journey home. It was probably bittersweet, putting the reunion behind you. I think you all did a marvelous job putting it together. Now you can, hopefully, sit back and relax a little, heh? Yea right!

I have some pictures to send you. Some turned out well and I'll pop them in the post this week. Use the ones you want to use.

CARROLL FORISTER – KIRKWOOD, MO

What a fine reunion. It's always great to be with old friends and familiar faces and this year was no different. Only sad to find 100 fewer than last year – we missed them and hope they'll be well in time for Texas in 2003. Salt Lake is a beautiful city, so very clean, prices reasonable and all the service people were friendly and accommodating. Sure makes you want to come back. Mormon Tabernacle Choir was a special treat (we saw them twice) as was the inspirational and patriotic address by the son of our retiring president, Wayne Howarter. Thoroughly enjoyed the city tour, particularly the breathtaking view of Kennecott Copper Mine.

Thanks again to all the 34th organizers. As usual, they did a wonderful job and our hats off to them. Even the weather was made to order.

As you can tell, we had a bang up time, as did our daughter, Vivienne. Looking forward to next year.

Mendlesham Memories is a great magazine. We read every word and always look forward to the next issue.

****

CONNIE ROMERO DOMINQUE – LAFAYETTE, LA

In November 2001, during the Thanksgiving holidays, the family of Cleveland Romero, Jr. Traveled to Savannah, Georgia to visit the Mighty Eighth Air Force Heritage Museum. Some drove from Louisiana and some from Florida, to spend a few days together and see the Ol' Buddy plaque in the Memorial Garden at the center.

As the sole survivor of the Ol' Buddy crew, Cleveland wanted to dedicate a plaque on the Walls of Valor in memory of his crew members that died when their plane was shot down over Germany on January 15, 1945. This wish became a reality when he received the funds for the plaque as a Father's Day gift from his wife, Henrietta and their six children. Unfortunately, our father passed away in January 2000, before seeing the completed plaque hanging in the Memorial Garden, as he and his family had planned to do. So, last fall, in his memory, his wife, Henrietta, along with children and grandchildren, made the trip to Savannah. They spent an entire day seeing the exhibits, enjoyed lunch in the museum cafe and walked outside in the Garden and captured many memories on film to share with family back home.

At the end of the day, they visited the gift shop and enjoyed picking out lots of "Mighty Eighth" souvenirs to take home. As a special keepsake for all of dad's children and grandchildren - 22 in all), duplicates of his dog tags were made for each to have.

Everyone really enjoyed the trip together and the visit to the Mighty Eighth Museum and the Memorial Gardens will always be a special memory to the Cleveland Romero family.

Robert Romero, Macklyn Romero LaFleur, Henrietta Romero

Connie Romero Dominque, Glen Romero, Guy Romero

****

CLAUDE GIBBS – CATAWISSA, MO

I must comment on the excellent job done by the reunion committee this year. The service and food, along with the hotel staff's efforts to make our stay a pleasant one makes this reunion one of the more memorable ones. Thanks to all for a job will done.

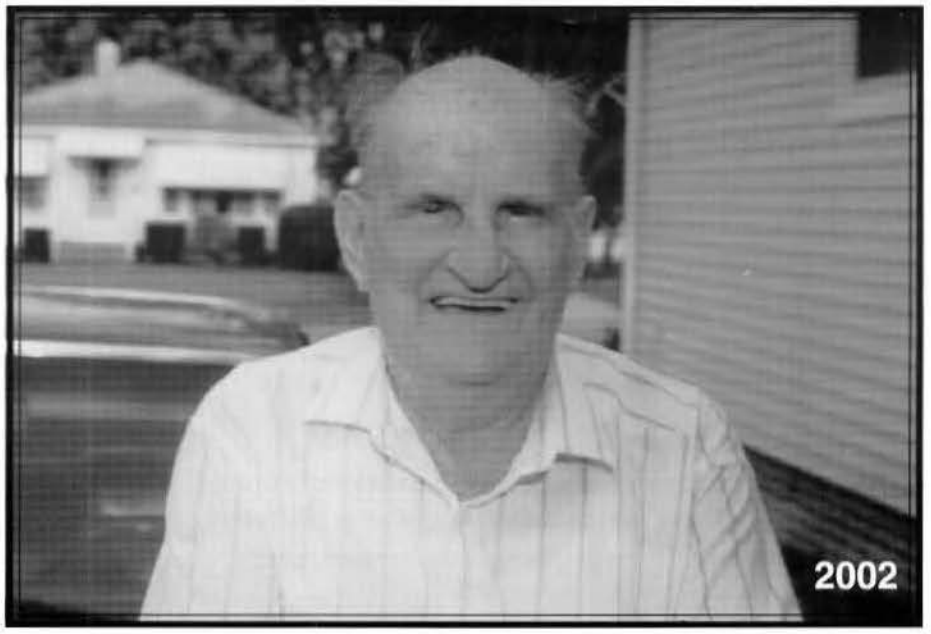
We always look forward to receiving the Mendlesham Memories every quarter and looking forward to next year's reunion.

****

JIM HINCHEE – SALEM, VA

Sure did enjoy the reunion. It is always good to see old friends and make new ones. We left Salt Lake City and went down to the canyon. The view was beautiful. Stopped in Las Vegas and lost about $5.00, figured we won. From there to Santa Maria, CA and then to San Francisco. Got home Oct. 6th. Always nice to go but nicer to get back home. Looking forward to the next reunion.

****



AL KONTE

THEN & NOW

RACHEL AND RAYMOND LUCAS

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ASHLEY ADNEY	HELEN	391A	3700 ACALA ST	CAMARILLO	CA	93010
BALDEA	ELI, JR 7LM	304	BURLINGTON BEACH RD	VALPARAISO	IN	46383
BERGLUND	FREDERICK V	7	2706 TOMOKA AVE	TITUSVILLE	FL	32780
HILDEBRAND	THOMAS H	4LM	377 W CHURCH ST	BOSTIC	NC	28018
RAPISARDA	JOSEPH P	7LM	5924 PARK CRESTE	GLEN ALLEN	VA	23059
ROWLEY	FRANCIS O	4	265 N GILBERT RD APT 1179	MES A	AZ	85203
SUBJECT	BARBARA	18LM	23W320 HAMPTON CIR	NAPERVILLE	IL	60540
TUCKER	WILFRED S	4LM	PO BOX 695	MILTON	FL	32572

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BALDEA	ELI	7LM	08-20-02	2576 BROOKWOOD DR	CROWN POINT	IN	46307
BUENGER	ROBERT L	8	12-00-01	7549 RED BUD LANE S	SACRAMENTO	CA	95828
CRUMP	GEORGE E	7	09-28-01	525 GEORGETOWN AVE #25	ELYRIA	OH	44035
FILLMAN	DONALD K	18LM	09-26-02	2460 ROLLING ACRES DR	CONYERS	GA	30094
GANGER	DALE V	4	08-09-02	66765 COUNTY RD 31	GOSHEN	IN	46528
HILTNER	EDWIN, B	7	10-02-02	P.O. BOX 204	FREEPORT	MN	56331
JOUBERT	ARCADE,G	18	07-12-02	511 KENYON AVE	PAWTUCKET	RI	02861
LeMASTER	FRED Y	391	09 15 02	412 MAPLE ST	BIRMINGHAM	AL	35206
BETTIE MARTIN (JIM'S WIFE)			10-23-02	13448 FM 1176	SANTA ANNA	TX	76878
REED	DONALD E	4LM	12-07-01	1093 MAIN ST	NORWELL	MA	02061

NEW LIFE MEMBERS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
COUTROS BLONDEK	ELAINE	302 HILLSIDE DRIVE	MOSCOW	PA	18444

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
CRAWFORD	DONNA	4	1788 BROOKSHIRE CT	WILLIAMSTON	MI	48895
STEMEN	KIM S	7	215 GILLIAD ST	CARDINGTON	OH	43315

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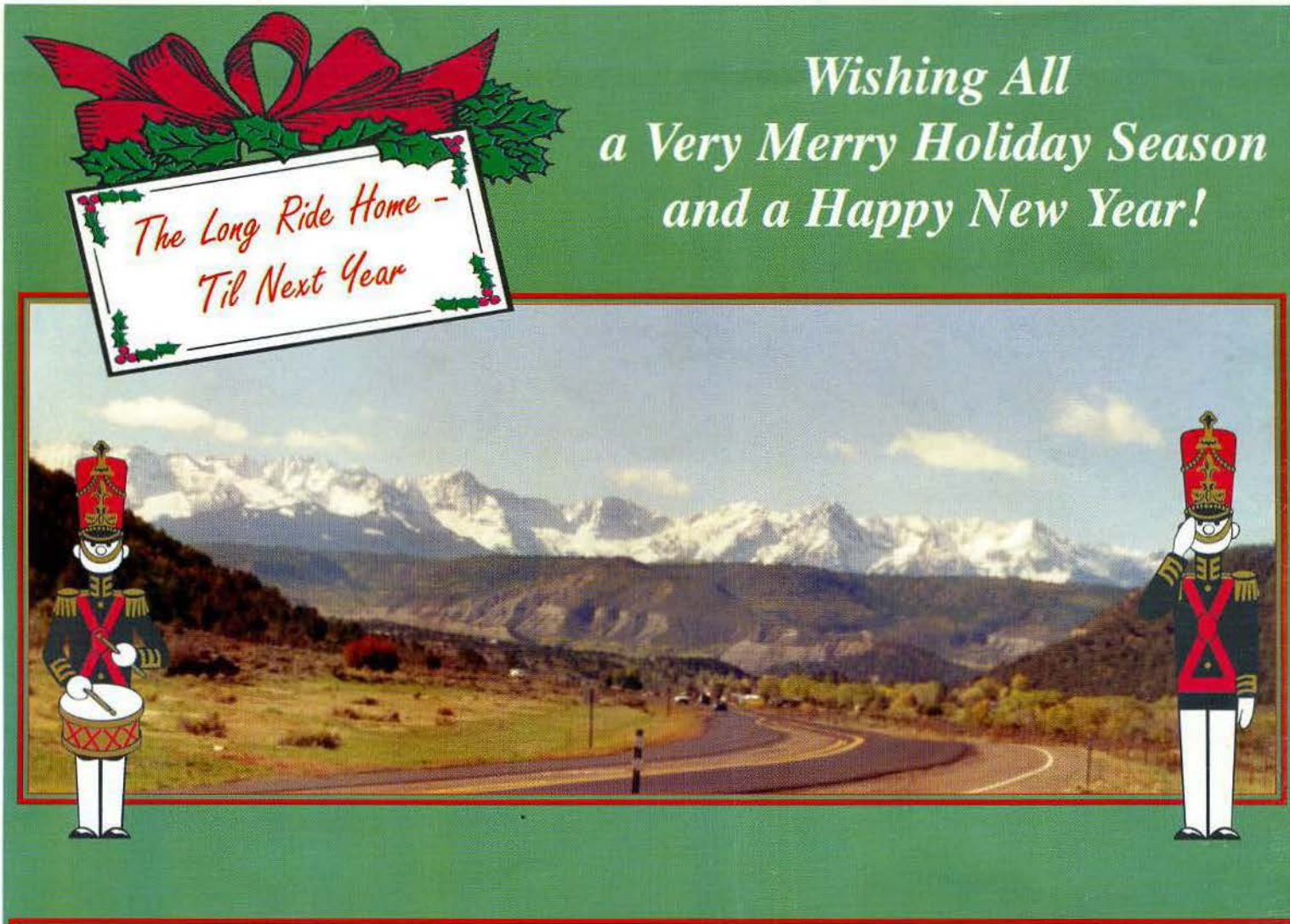
IN MEMORY OF	DONOR
EDWIN HILTNER	CREW OF NEAR SIGHTED ROBIN
JOY POPPELL (WIFE OF SYNDEY POPPELL)	MRS. LEE SACHERMAN



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34th Bomb Group

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Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Volume XXVIII Number 1 March, 2003

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

SCHOLARSHIP ISSUE

Where Great Futures Begin

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Deadline

All material and items for the June, 2003 issue of Mendlesham Memories should reach me on or before April 15th, 2003. That is the date our final copy will go to the publisher.

Jack Share, *Editor*

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Other web sites of interest:

http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb
http://old.jccc.net/~bgustaf/34th_Bomb/

share - a thought

Another year has rolled around and again it is time to honor our latest scholarship awardees. This year's recipients have been generous enough to send in photos of themselves with their proud grandfathers along with their letters of appreciation. Our thanks for their considerations and congratulations from the members of the 34th Bomb Group Association.

This edition of Mendlesham Memories contains two rather lengthy articles that I thought you would all be extremely interested in. Both articles are so well articulated and written that they appear, unedited, in their entirety. They can't help but make us feel proud of our part in defeating those that would have liked to take away our freedom and the way of life we enjoy.

"The 2nd Generation", written by David Feiber, gives us his views of our generation, from his perspective, as the son of a seriously wounded veteran of World War II who flew with the 34th Bomb Group. David is an associate member and he and his wife Sonia attended our reunion in Salt Lake City.

The other letter is from Mr. Jon Baker a guest of Joe Marks and his family at our recent reunion in Salt Lake City. He was so inspired by the talk given by the young speaker at the gala banquet he felt compelled to write his own feelings towards our generation and how our actions in World War II has impacted each generation since. We think you'll find both letters most interesting and even feel a bit proud after reading them, I know I did.

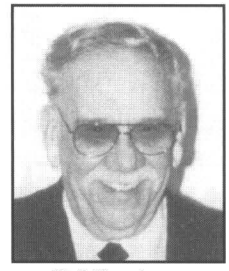
It may seem a bit early to be talking reunion but it seems a lot of interest being generated by many of our members concerning our next one in San Antonio. One such e-mail is titled " Pre-Reunion Planning, 2003". It goes on to say " It is not too early to start making plans for the reunion in San Antonio, Texas. The dates are Sept. 11-14. Be sure to mark it on your new calendars, **NOW!**

He gives us information to order a **free visitor's guide and map** – call the Convention & Visitors Bureau, toll free at 1-800-447-3372. And for those who have access to the Internet (either yours, children's, grandchildren's, friends, public library) enter: http://sanantoniovisit.com/visitors/com_history.asp for all kinds of information on things to see and do while you're in San Antonio.

Look for your reunion Registration Form in the June issue of MM. Good advice.

Jack Share, editor

From the Treasurer's Computer



Hal Province, Treasurer

A belated Happy New Year to all! I trust you made it through the seasonal festivities with a clear head and are enjoying this, the 3rd year of the third millennium!

I'm starting a new PUSH this year! I've been pushing *HISTORICAL* experiences, trying to get you to put your war experiences down on paper, or audiotape. This year I ask you to share the wartime photos you may have stashed away in some near-forgotten album or stowed in a drawer. In surfing the web, I see so many requests from people who are anxious to see pictures of people or aircraft or stations where relatives knew or worked or flew from during the war. Time after time the story goes like this: "*Grandpa died in 1992 but he never told us much about what he did during the war. I know he was in the 8th Air Force for I have a picture of him standing beside an airplane. The airplane has the number 7439 on it and Grandpa is with a bunch of other men. If you knew or worked with Sgt. Johnny Aercorp please get in touch with me! I want to be able to tell my children what Grandpa did during WWII.*" I hope that none of your kin will be writing a request like that! If you have pictures you are willing to share with others, please send them to me and I'll scan them and return the originals, pronto!

And don't forget the HISTORY PROGRAM. If you have a chance to do an oral history interview – JUST DO IT! And you wives, some of you worked in defense plants during the war so you need to tell your story also.

Please note that this is the ANNUAL RAY SUMMA-34TH BG SCHOLARSHIP issue and if you have kin graduating in June, PLEASE, encourage them to get their applications in the mail. The 2003 application form is in this issue. If additional copies are required please Xerox as many as needed.

Bob Gross is attempting to contact the airlines serving his area of New England to see if it may be possible to get a group rate for those wanting to fly to San Antonio for the 2003 reunion – September 11-14. This project can be applied to other centers from which members might be flying. I'll try to let you know if Bob is successful in his quest. At one time most airlines offered a book of four tickets to seniors at a reduced rate. A ticket was good for one flight to any airport in the continental U.S. that served the airline. Using such a book, a man and wife might fly from Seattle to San Antonio and return. If you are flying to San Antonio you may wish to inquire about senior books.

I've checked the web for information on interesting places to visit in San Antonio and believe me, there is much there to be visited and enjoyed. I think the Reunion Committee chose another super site for our reunion and I encourage all to make plans to be there!

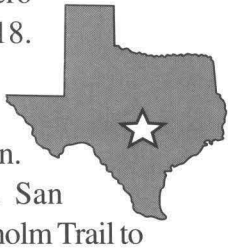
Keep healthy, be happy, and may GOD ABUNDANTLY BLESS!

REUNION COMMITTEE

The 19th annual reunion of the 34th Bomb Group (H) Association will be held 11 September to 14 September 2003 at the Raddison Hotel, downtown Market Square, 502 West Durango Boulevard, San Antonio, Texas. Anyone desiring to arrive earlier or stay longer should contact the hotel.

The average Sept. Temperature is a high of 89 and a low of 69, with very low humidity. The hotel is located off I-35 Exit 155. The hotel provides a "free shuttle" to the Riverwalk and downtown attractions.

San Antonio is served by the major airlines, Greyhound bus line and Amtrac train service. Shuttle service to the hotel is available near the baggage claim area. We found that for the two of us it is about the same price to take the taxi and it was faster than the shuttle. No prices can be quoted now as they are subject to change.



The site that became San Antonio de Valero and its protecting fort was built in 1718. Stephen F. Foster brought 300 American families here in 1821 when the colony became the Anglo-American Foundation. Texas became our 28th state in 1845. San Antonio cattle barons blazed the old Chisholm Trail to Abilene, Kansas. Remember those Western stories we read when we were youngsters! San Antonio has a strong military tradition starting with the formation of Theodore Roosevelt's "Rough Riders" shortly after the battleship Maine exploded in the Havana harbor in 1898. World War I brought the opening of Brooks and Kelly Air Force bases and many others followed during World War II. Many of the 34th Bomb Group trained in Texas, some near San Antonio. Come and see if you remember any of the old sights.

The June 2003 issue of Mendlesham Memories will include the reunion and hotel registration forms. Start making your plans now.

The bus tour will include visits to a 1910 General Store, Antique Auto collection, San Antonio Shoe factory, Spanish Mission Conception and lunch on the go. After lunch we will tour the Alamo Chapel, Long Barracks and Gardens. Then to the San Antonio Sunken Gardens to see a one of a kind horticulture and water scaping and then shopping at the Mexican Market and the return to the hotel.

The Reunion Committee:
Harold Rutka
Robert Wright
Bruce Sothern

WARBIRD'S SWANSONG

From Arizona Highways
by Jerry McLain

After WWII, more than 7,000 retired army bombers, fighters and training planes were left standing row on row at the old Kingman Army Field five miles east of Kingman, Arizona, not Storage Depot 41 of the war Assets Corporation. It was the world's greatest concentration of aircraft in one area at one time, covering five square miles. Kingman Army Airfield was a flexible gunnery base, which once had an army population of 17,000 officers and men.

5,437 of the planes, offered for competitive bidding with the provisions that they would not be used for flight purposes since they were not adaptable for civilian use, were purchased for $2,789,999 by Martin Wunderlich, a Jefferson City, Missouri, contractor. (It is rumored that the fuel drained from these planes was sold for more that the purchase price of the planes).

But so outstanding was the Kingman depot's safety record that in the delivery of 7,000 planes involving an estimated 21,000 flying men, there wasn't a fatal accident.

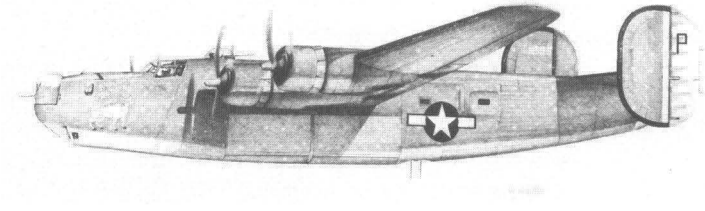
Only planes with low flying time were "picked". Yet Kingman soon had 1,100 such B-24's standing wing tip to wing tip.

At one time one summer, Kingman storage records showed 2,567 B-24 Liberators, 1,832 Flying Fortresses, 478 P-38 Lightnings, another 200 P-38 photo planes, 37 B-29 Superforts, not to mention 141 B-25 Billy Mitchell medium bombers and hundreds of P-47 Thunderbolts, P-40's of Flying Tiger fame and the A-26's, then America's newest and fastest medium bomber.

The depot sold B-17's for $13, 750 and B-25's for $8,250. Prices asked for other types of aircraft included the A-26's at $2,000 each; P-51's at $6,000 each; P-47's at $3,500 each; P-40's at $1,250 each and A-24's at $1,650 each.

None but American citizens could purchase planes at Kingman and before being offered for sale, the ships were stripped of all confidential equipment such as bomb sights, radar and some radio installations.

Mohave History and Arts Museum
Kingman, Arizona
(From B17 Flying Fortress Association newsletter)

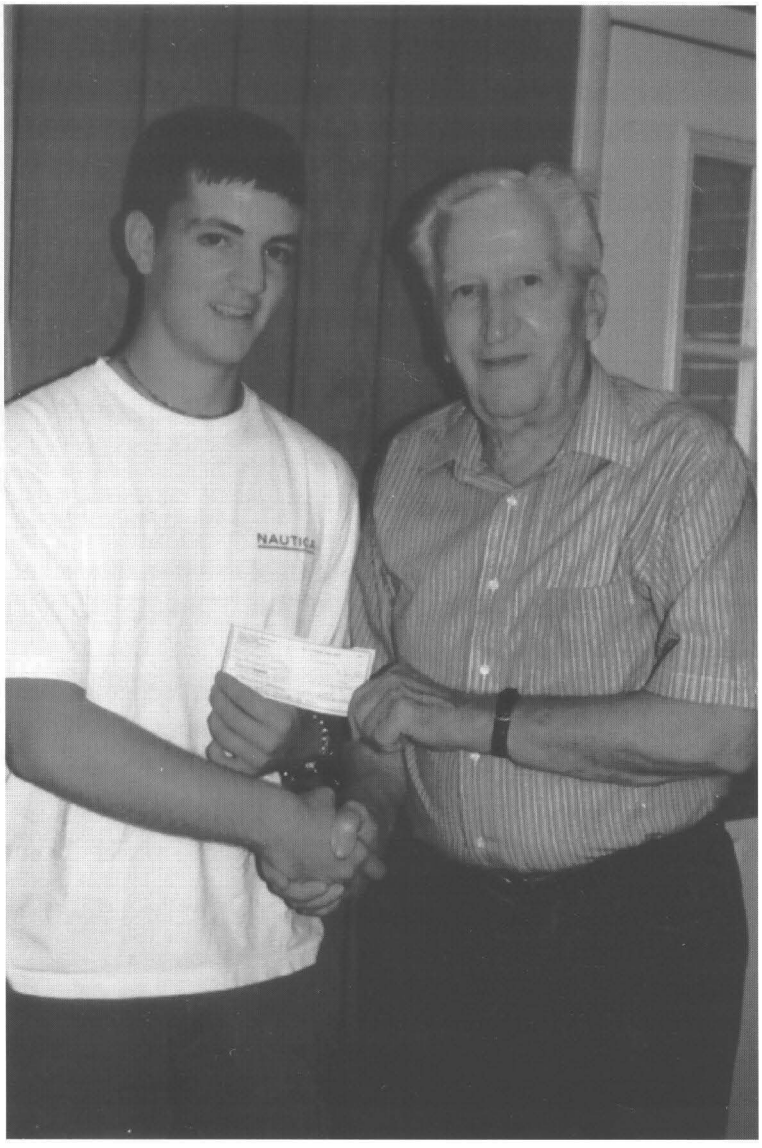


2003 SCHOLARSHIP AWARD RECIPIENTS

JORDAN BAKER

1ST HONORS - $1,000

(With grandfather, Alex Antanovich)



I am very proud and thankful to have been selected by your group to receive the Ray Summa Memorial Scholarship in the amount of $1,000. My grandfather shares his newsletters from the bomb group and I have read the thank you letters from other recipients never dreaming that I would be writing one myself. The money has already been applied to my tuition at Washington & Jefferson College where I am enrolled in the premed program. I hope someday to be a veterinarian here in Washington County.

Throughout my life, I have had a profound gratitude to the veterans of our great country. Perhaps, the fact that both my grandfather and my dad were in the military make me more aware of all the hardships and sacrifice that the veterans made so that our freedoms can be realized. The veterans of World War II especially are responsible for the quality of life that we all enjoy today.

Now my gratitude extends to the veterans of the 34th Bomb Group who continue to help me with my quality of life by providing me with their generous scholarship. I hope someday I can repay you, and my country, for giving so much. Thank you all again and God bless each and every one of you.

(And from Grandfather Alex):

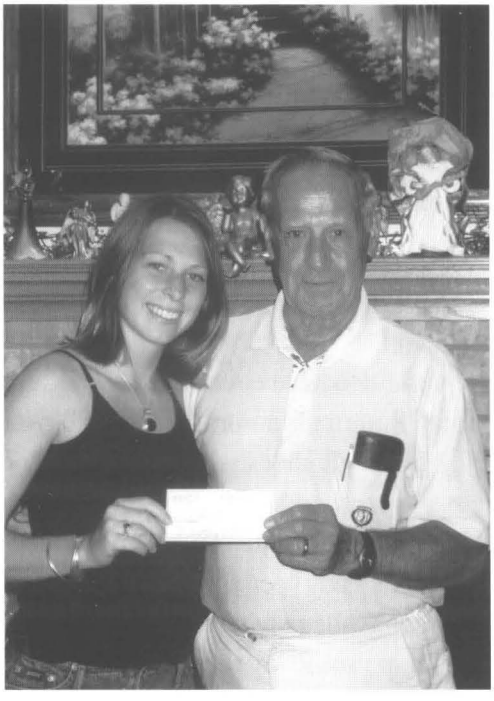
I too want to thank you all for selecting my grandson for the scholarship. I am very proud of him, thank you.

DUES

(for those who pay annually) are due on January 1st. each year.
Please remit your $10.00 to:

HAROLD PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

If a membership card is desired, please send a self addressed stamped envelope with your remittance.



ERIN EATOUGH
2ND HONORS - $750
(With grandfather, Glenn Henry)

I would like to sincerely thank your organization for the scholarship I was awarded. I cannot tell you how helpful your contribution will be to my education. It is an honor to be selected to receive your scholarship. I am very fortunate to have such a wonderful grandfather who cares and supports my endeavors.

I am attending the University of Wisconsin-Madison to pursue a degree in psychology with a pre-med intent. I plan to go to medical school after graduation to become a psychiatrist. This semester I am taking mathematics, Spanish, psychology, ballet, and a research class in which I will be an active participant on a psychology research team here on campus. I also will be volunteering during my free time at the UW-Children's Hospital. I am greatly looking forward to my years of advanced schooling and to my future in the health care field.

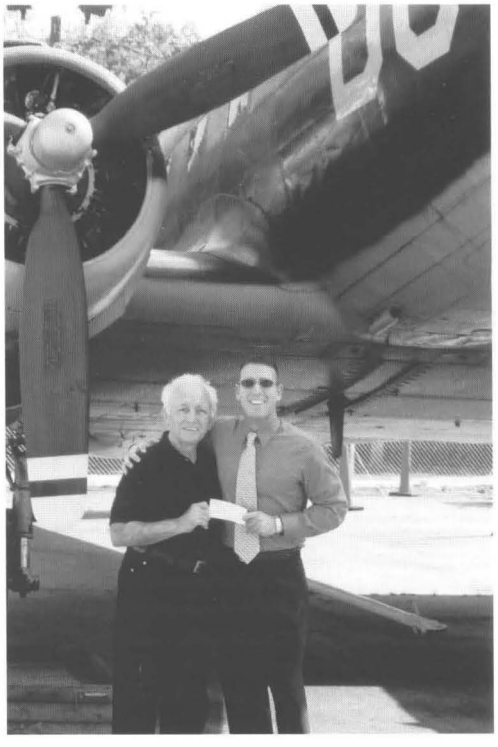
Again, thank you very much for your funding toward my education.

MICHAEL A. TORRE
3RD HONORS - $500
(With grandfather, Michael A. Torre)

Words cannot convey the totality of pride and gratitude I harbor, since learning of my selection as a scholarship recipient. I am both extremely thankful and appreciative of the generosity of the 34th Bomb Group members and the 34th Bomb Group Scholarship Committee – Hal Province, John Feda, Ambers Hanson, and Robert E. Vaughn.

What I value most regarding this award has nothing to do with monetary value associated with it, but rather the recognition and approval of the individuals that have served as constant role models and eternal heroes, since my youth. I cannot express how absolutely priceless that recognition and approval is to me. It is a gift that will forever serve as a motivational force, and source of guidance throughout my life, and for that I am grateful.

I sincerely hope and pray that I can live up to the standard of excellence that my grandfather and member of the 34th Bomb Group have set. I assure you that every aspect of my life, whether it is flying, schooling, the Air Force or my family, I will strive to approach it in a manner I feel honor and emulate the 34th Bomb Group and it's members.



Thankfully,
Michael A. Torre

(And from Grandfather Mike)

Hal, you are correct to write that I must be very proud of my grandson, Michael. When I told him he was awarded third honors in the Ray Summa 34th Bomb Group Scholarship program, he became delirious with joy. I believe I suffered the same fate. Michael said that this is his first award and he hopes that it is not his last.

We would like you to express our heartfelt thanks to the scholarship committee members; John Feda, Ambers Hanson, and Robert E. Vaughn. We also want to thank all of the members of the 34th Bomb Group whose contributions made this whole experience both possible and enjoyable.

My grandson assured me that he would endeavor to keep the Group apprised of his achievements in school and beyond. Again we want to thank the 34th Bomb Group for honoring Michael and bringing joy to the Torre family.

Sincerely,
Mike Torre

Scholarship Application

The Ray L. Summa, 34th Bomb Group Association Sholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1,000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Gropu Association.

2. Applicant mus have maintained a 3.0 agrade point average on a 4-point scale during his /her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4-point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4-point scale.

2003 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name: _____ Phone: _____

Address: _____
Name of Sponsor (paid-up 2003): _____ Squadron: _____
Address: _____

_____

Age of applicant: _____ Grad. Date: _____ Best SAT/ACT Score: _____ GPA: _____
Will pursue Academic Major: _____
Colleges and Universities of interest to you: _____

_____

Summary of academic achievements (e.g. scholarships, awards, honor society): _____

_____

Extracurricular activities: _____

_____

Community activities you have participated in: _____

_____

Hobbies and Special Interests: _____

_____

List any non-government funded jobs which you have held: (Full or part time, with dates): _____

_____

_____

(Use additional sheets as needed.)

Applications must included and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: Copy of your ACT/SAT test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class (your position and the number of students in class).

Applications must be postmarked no later than July 10, 2003. (Please, include a self addressed post card if you wish acknowledgment of receipt of application).

Winners are expected to be announced at the 2003 34th Bomb Group Reunion in September.

Mail completed application to: Scholarship Committee,
c/o Hal Province
153 North Hill Drive
Carriere, MS 39426

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NEW: AUTO WINDOW STICKER – 2"X41/4" BLACK AND SILVER
VET: WWII U.S AIR FORCE OR VET: WWII US ARMY AIR CORPS.....$4.00 EACH OR 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH	$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition	$49.95ea.
"BAIL OUT OVER MUNSTER" by WALTER STURDIVAN.	$ 5.00ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No)	$ 9.50ea.
LICENSE PLATE HOLDER (2 for $5.00)	$ 3.00ea.
PATCHES – 8TH AIR FORCE OR 34TH BOMB GROUP	$ 5.00ea.
PATCHES – 8TH AIR FORCE (Gold & Silver Bullion Tread)	$ 9.95ea.
PATCHES – SQUADRON – 4th – 7th – 18th	$ 5.00ea.
DECAL – VALOR TO VICTORY – 5" X 5"	$ 1.50ea.
BUMPER STICKER – 34TH B.G. – 3" X 12"	$ 1.50ea.
BOLO TIES – 8TH AIR FORCE – 34TH B. G. – B-17 – B24	$ 6.00ea.
KEY RINGS – 8TH AIR FORCE – B-17 – B-24	$ 4.00ea.
HAT PINS (FOR DECOR) B-24 – B-17 or POW	$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN or CAP DECOR	$ 4.50ea.
WINGS – 2¾" – PILOT – BOMBARDIER – NAVIGATOR – GUNNER	$ 4.00ea.
WINGS – 2" CREW	$ 4.00ea.
WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER for (CAP OR LAPEL)	$ 3.50ea.
TIE TACK – 8TH A.F. – 4TH – 7TH – 18TH – 391ST SQDNS	$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE ..... DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM	$ 2.00ea.
V.C.R. TAPE 58 mins. (" Start Your Engines + 50 Years")	$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green – beautiful) ..... MED. LRG. XLRG. XXLRG	$25.95ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO – (no pocket). ..... MED. LRG. XLRG. XXLRG	$25.95ea.
MEN'S POLO SHIRT (White W/ Emblem – no pocket) X Large.	$25.95ea.
CAP (w/patriotic bill) on NAVY BLUE w/ LOGO	$9.50ea.
CAP - ROYAL BLUE w/ 34th BOMB GROUP LOGO	$7.50ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over.
Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpax1@aol.com

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

DISTINGUISHED FLYING CROSS

LATE AWARD

On a March 18, 1945 bombing mission to Berlin, the Lt. Raymond Myers crew of the 34th Bomb Group lost 3 engines over the target. They managed to release their bomb load over enemy territory but began to loose altitude. Lt. Raymond told the crew to prepare to bail out but somehow managed to bring the plane under control and decided a crash landing would be safer. He brought it in with a successful belly-landing in Poland, which the entire crew survived.

Ray Jetton was the flight engineer on the Raymond crew and he picks up the story from there: *" We fell into the hands of a small group of Russian soldiers who cared for us for 10 days when we were put on a train for a 3 or 4 day ride to Poltava in the Ukraine. Because of the two armies meeting in Berlin, they would not release us for about 4 weeks after which we were put on an Air Transport Command plane for a flight to Tehran where we spent 2 nights. Then we were taken to Cairo for 2 or 3 nights, then to Naples, by way of Athens. After a few nights in Naples, we boarded a British plane and after a short stop in Paris, we landed back in England. We returned to the base at Mendlesham to be greeted by our friends who thought we were K.I.A. We arrived back in time to participate in food drops to the Dutch people.*

We were officially listed as MIA for about 6 weeks."

When Myers and Jetton met at an Air Force reunion in Dayton, Ohio in 1989 they discussed the fact that Myers was entitled to the Distinguished Flying Cross which the U.S military intended to give him after his return from England in 1945. But Myers was transferred to China for the still-ongoing war with Japan. Consequently the paper work fell through the cracks and the medal was never awarded and Myers thought it too late to get the award at this late date. Ray Jetton thought otherwise, and began the push, which ultimately had to overcome several obstacles. Finally, after working for years with state senators and representatives, the medal was finally awarded at a ceremony at Fort Jackson attended by Jetton and U.S. Representative, Joe Wilson who flew in to make the presentation.

DISTINQUISHED FLYING CROSS

PRESENTATION

Ralph Lundeen and **Norman Mayer** received their Distinquished Flying Cross 58 years ago without much fanfare during a brief respite from the Battle of the Bulge.

Auto dealer, **Bob Braeger** received his – belatedly but just as deservedly on June 23rd, 2002 in Milwaukee, WI with considerable more ceremony.

Last year the Department of the Air Force amended the snafu that prevented Bob from receiving the medal in 1944 along with the other members of his B-24 crew.

Ralph and Norm, the only other survivors of the 10 man crew, flew in from their home states for the formal ceremony at the Milwaukee County War Memorial.

They were two of many honored guests that included an impressive parade of elected officials and top military brass who made the occasion special.

In addition to Bob's wife, Deanna, their extensive family and many community notables came to witness this last chapter in a 58 year-old story.

Ed – Congratulations Bob!

"The Little Engine that Could and Did"

By George Hilliard, Flight Chief, 398th Bomb Group (H) 603rd Squadron
(From the "B-17 Flying Fortress Association newsletter)

When the subject of aircraft performance is discussed, we seldom hear about the power plant that propelled our B-17 Flying Fortresses through the air.

The B-17G was equipped with a Wright Cyclone R-1820-97, a 9-cylinder radial engine with 1,000 HP. With the addition of the turbo supercharger, Honeywell controls and the paddle propeller, the B17G with a full bomb load could reach an altitude of 35,000 feet.

Under ideal conditions, the B-17G could reach a maximum speed of 302MPH and cruise at 160MPH with a range of 3,759 miles.

The Wright Cyclone R-1820-97 could take a lot of punishment as long as it had sufficient oil in the tank. Sometimes the rocker boxes would take a hit and when it landed the oil would squirt from the damaged rocker box each time the piston would come up on the compression stroke.

When the engine ran out of oil the crankshaft would get so hot that it would break off on landing and send the propeller skipping across the runway.

The R-1820-97 was not considered a frugal engine for fuel, although fuel consumption during World War II days was not a factor as it is today. Records show that the 398th Bomb Group during a one-month period from May 6 to June 6 1944 consumed 901,994 gallons of 100-octane gasoline.

Wright Cyclones also powered the B-29 Superfortress with R-3350. This was a 2,000HP, 18- cylinder Duplex. Later came the R-4360, a 28-cylinder engine turning out 3,500HP and used on the C-124 Globe Master.

But for those of us who flew and serviced the B-17G, we can be grateful for the technical knowledge and research that went into "the little engine that could and did". The many of us who had the job working on R-1820's felt that it was the right engine for the right airplane at the right time.

And this went not only for the engine, the airplane, and the time but also for the men who were there to maintain, service and change those Cyclones. Whether they were out on the line, in the various squadrons or at the Sub Depot, they all took great pride in keeping them running.

And not to forget the others on the ground who did their part in the overall picture of winning the war.

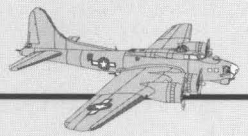
IN MEMORIAM

William Donze, a member of the 34th BGA recently passed away in England. Bill was an American serviceman who entered the service in 1942 from the State of Washington. He was sent overseas that same year and ended up at Mendlesham Air Force base where he became a member of the 34th Bomb Group. While at a dance held at the Mendlesham Village Hall, he met Beryl, a young girl who eventually became his wife. They were married in the church in her hometown of Finnington, close to Mendlesham, on 26th January, 1946. They were married for 56 1/2 years and had one son, Wesley, who survives.

At the end of hostilities, Bill returned to the States, for his discharge, which he received on 28th March 1946. He returned to England aboard the Queen Elizabeth where he remained until his passing. He retained his American citizenship and was given a military funeral provided by the U.S. Embassy, complete with the American flag folded and presented to Beryl by two U.S. Servicemen. He was buried in the churchyard in Mendlesham.

On Veterans' Day, November 11th, 2002, Father Philip Grey, pastor of the Mendlesham church, lit candles for all the men, listed in the book, who died while stationed at the air base in World War II. Fortunately, Bill lived long enough to attend this ceremony and pay respects to his departed comrades.

Bill was very well liked in his adopted land and will be sadly missed by the residents.



Editors Note: From all the mail I've been receiving about the death of Bill Donze, I would assume he was not only well liked in his adopted land – England, but also by many of our 34th BGA members. Many knew him from the war days and many more have met him in their travels to Mendlesham since the war. One of them was Bennett Richmond who wrote that he went to school with Bill in Burbank, Washington. They met again 50 years later, in 1994, at Mendlesham when Bennett returned on a 34th bomb group tour. He reminds us that Bill's wife, Beryl is one of the ladies who take care of the 34th Bomb Group memorial at Mendlesham.

November 11th, 2002

To the Members of the 34th Bomb Group Association:

I had the privilege a couple of months ago of attending your reunion in SLC as a guest of the Joe Marks' family. I enjoyed the evening, especially for the opportunity to rub shoulders first hand with people whom I consider to be heroes! As I sat listening to the speaker, I made a mental note to myself that I too needed to someday personally express my gratitude to you. I am writing this letter today from Calgary, Alberta on what is known up here as Remembrance Day. As a new resident of Canada, I have been impressed by the way Canadians take this day seriously. In my opinion, the average Canadian seems to place a lot more emphasis on this day than does the average American. For whatever reason today just seemed like a good day to write and say "thanks!"

I am an American male, age 46, and the father of four children. I grew up in a middle class family and had the privilege of being well educated. Today I enjoy a high standard of living in large part due to that education, and my ability to make the most of it within the context of a free market. I make my living as an entrepreneur with a focus in the energy industry. Two years ago I started a natural gas exploration and production company with a focus on Western Canada. My recent move to Calgary is due to the success we are experiencing within our company. In earlier parts of my career I lived and worked with my young family in third world countries where individual freedoms are a much lower priority than here in the States. I have traveled for business to six continents and have seen first hand the harsh realities of rampant poverty, oppression, and human exploitation.

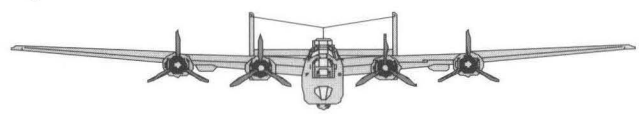
I share this brief bio with you only to give you a basis for understanding what I wish to say in the balance of this letter. From my perspective, I am very much living a life that is part of the American ideal, perhaps even the epitome of it. I not only enjoy a great quality of life, but I am blessed to have the ability and good fortune to be doing exactly what I want to be doing. I wake up each morning invigorated to get to work and continue progressing my ventures in the manner I see best. I may succeed or fail in my life's work, but whatever happens, it will be due in large part to the choices I make and the freedoms I enjoy!

From my perspective, none of the things I value most in my life (including my family and my work) would be possible, or even remotely the same, without the sacrifice that you and your fellow servicemen made on behalf of America and on behalf of me and others like me. You see, each morning when I awake, I not only look forward to another day's opportunity to further my goals, but I also stop to give thanks that I have been blessed to be a citizen of a country where we have the freedom and the opportunity to become whatever it is we choose to become. At times I have been almost overwhelmed as I contemplate how other men's sacrifices have played such a huge role in my life!

So, when I referred earlier in this letter to each of your membership as heroes, I do not say that lightly! You truly are my heroes and I wanted to share that with you! I list you right beside all of those patriots who fought against tyranny in the Revolutionary War and the war of 1812; with those who fought on both sides of the Civil War - each man fighting for his own view of right and wrong; with those who fought in WWI as well as your war. You are all heroes to me, for if our nation had lost any of those fights, we would not be anything close to the kind of nation we are today, nor would I arguably have enjoyed the kinds and types of freedoms that have played such an influential role in my life.

Please note that in the above paragraph I refer to all men who fought as being heroes, and not just those who died. I know full well that we have a tendency to place particular emphasis in honoring our servicemen who fell in battle and made the supreme sacrifice. However, I tend to agree with General Patton in his sentiment that it is better for a soldier to live for his country rather than just die for it. After all had the 34th Bomb Group and all of the other Groups like it been utterly destroyed by the enemy, the outcome of WWII would probably have been completely different. Please allow me to explain this further.

Try as I may, I cannot fathom what it must have been like to be a member of a bomber crew in the European theatre during WWII! When I consider the small size, slow speed, and unsophisticated nature of the aircraft, the tactics involving massed bomber attacks in daylight raids, the extensive air and ground defenses arrayed against such attacks, and even the weather and related flying conditions; I absolutely cannot envision myself having the courage to ever go on even one mission. When I overlay the grim statistics regarding the percentage of each group that would be lost in each mission, compounded by the number of missions each man needed to fly before being viewed as having done his patriotic duty, it seems like nothing short of insanity to me to climb into one of those planes.



There is no way any sane man could with any reasonableness ever expect to complete his allotted number of missions alive. Yet, despite this, day in and day out, you and those liked you climbed into those planes and did what you were asked, yes, expected to do. In my mind, that selfless act of getting in your planes is where the real courage shone through! Once you were up and on the mission, your focus would have been on completing your mission and getting back safe. Sure, I try to tell myself that all of you were so young that you still viewed yourselves as totally invincible; that death was always what happened to the other guy, but never to you! However, deep in my heart I sense that it probably only took one or two missions before death had come close enough to each of you to seriously start questioning your own invincibility.

It seems to me that if I were in your combat jackets, it would have been psychologically easier to have been sent to my death in say one of my first missions than to have had to go through the death defying ordeal over and over and over again. Hence, I truly consider that what each of you did was as significant, or even more so, than what most of your fallen comrades did! I rise to salute each of you for doing something that I sincerely doubt I could ever have done!

The Seymour Isaacs' Crew

J. Mason-WG, W. Muntzer-RO,
F. Perevia-BTG, E. Rabun-N,
S. Isaacs-P, K. Hood-B,
E .Jones-TG, R. Platz-CP,
B. Oliver-TT/E

Thought for today:
"Exercise is bunk.
If you are healthy,
you don't need it;
if you are sick,
you shouldn't take it."
Henry Ford
American auto manufacturer. (1863-1947)

I also wish to consider for a moment the sacrifice I imagine most of you made even after the cessation of hostilities. I personally never have been faced with the necessity of taking another man's life. I can only imagine what toll it must have taken on many of you. Yes, I understand that is was your duty, that in many cases it was either you or the other guy - that both you and the enemy could not live. I understand also that there was room to take great and well-deserved pride in your collective accomplishments related to destroying the enemy's ability to keep making war on us. However, I like to think that at least for many of you, regardless of the reasons for doing it, every time you took the life of the enemy, a little part of you went with him. After all, many of the men found in the enemy's ranks had similar fears, hopes, and aspirations for their futures as you did. Again I cannot imagine the personal price each of you has paid throughout your lives as you have lived with this unavoidable consequence of war. The fact that you and your generation went on to rear me and my generation with love, kindness, and decency is just all the more reason to solute you this day!

In closing, I hope that this letter in some small way helps many of you to know deep inside that your efforts were and still are today appreciated by those of us who follow. I also want you to know that in many ways if I or any of my peers ever accomplish anything great or noteworthy it will only be because we are standing on the shoulders of giants like you! It is because of you and giants like you that I take more time this day to rededicate my life and my efforts to being the best I can be, and to doing all I can to ensure that the freedoms you fought so hard to protect are used for the highest possible purposes throughout my lifetime, and the lifetime of my children. So, please accept this simple expression of my gratitude and admiration to a group of "kids" who were forced to become men way before their time! With warmth, admiration, respect, and gratitude!

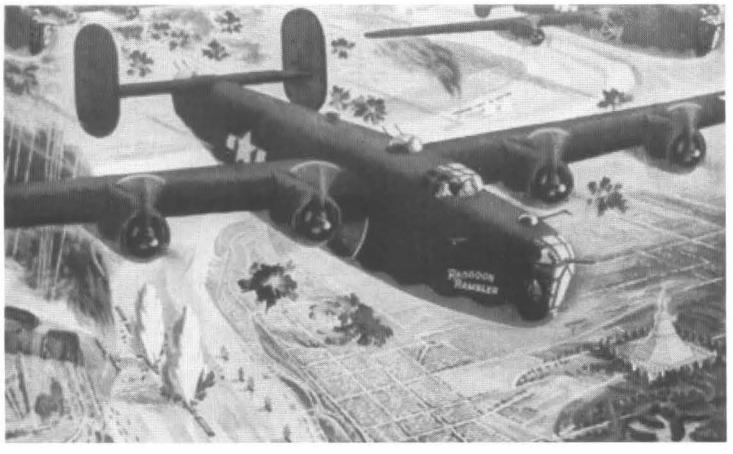
Jon Baker

Second Generation Viewpoint

By David Fieber

Are our lives important? This is a question that we all ask from time to time. But exactly what is important in today's world, is it material goods and possessions, is it love or kindness? Do our actions define our importance, does being famous make us important? Most people would probably say that importance is something that is determined individually and independently, but I think that culture and environment ultimately shape our beliefs and determinations. I think those of us want to be important, we want our lives to matter and to stand for something positive. Today's culture is obsessed with being famous and recognized. But look at what constitutes being a celebrity these days. It seems celebrity has been reduced to being on TV, about being the last person voted off an island or being the type of idiot that is willing to eat live worms or be covered in rats in front of a national television audience. Today, celebrity seems to be synonymous with self-promotion, self absorbed people throwing themselves into the public eye in order to be famous, to be envied by their fellow man. What bothers me is that celebrity is too often confused with importance, but just because someone is famous doesn't make them important or what they've done important or worthwhile. In fact, I'm not too sure that we meet that many truly important people in our lives.

But being involved with the 34th Bomb Group is all about being immersed with genuinely important people. When you attend a reunion you are surrounded by real heroes and people whose lives and actions have changed the world. You meet men who fought for this country, who lost friends and comrades, lost limbs and precious time from their lives. The members of the 34th Bomb Group sacrificed flesh and blood and they wear their scars, both physical and emotional, as badges of honor and reminders of what a great generation endured for all future generations. You meet men and women who were driven not by self-promotion and absorption, but by a common desire and belief to do what was right and necessary and to truly make the world a better place to live.



I certainly don't want to knock anyone, but today's generation seems to be less about hard work and patience and more about the quick and easy result. Everything in our lives seems to come so easy that we begin to look at our spoiled lives as some sort of birthright. The comforts of today's world are taken for granted because we haven't sacrificed, we haven't earned them. History, even something that happened only 60 years ago, is something that is not foremost on young people's minds. The events of World War II shaped the world, but most young people today don't even know what nations were at war. The events of December 7, 1944 were brought to the forefront after the terrorist attacks on September 11, 2001. Over and over I've heard people comparing September 11th to December 7th, but I don't see the comparison at all. The attack on Pearl Harbor changed this country forever. It plunged a whole nation into war. Thousands and thousands of young men enlisted in the armed forces. At home, fuel and products were rationed and thousands went to work manufacturing airplanes, tanks, and other supplies for the war effort. Today, other than the people who lost their lives or loved ones in the terrorist attacks, or the families with sons and daughters serving in the military, have our lives really changed since 9/11? I don't personally know anyone whose daily routine has been altered by the events of September 11th. Look at our lives fifteen months after the terrorist attacks; we shop the same, travel the same, are entertained by the same sports and television. Sure we all were saddened and we grieved for the terrible loss of life, and maybe we even postponed a trip or two out of fear of flying, but is that really a sacrifice? It certainly isn't the sacrifice that my father made. It's not the sacrifice that Jack Share made or the sacrifice that Jack Steffen's uncle made. Every time I hear someone say "Now I know what you've gone through" to a World War II veteran I feel a little insulted. September 11th is used like a key to get into a secret club, a way of reaping the sympathies and benefits without putting in the effort.

I am thankful that I've never had to fight a war, but there is a value about working for something that makes it so much more worthwhile. I think that is a lesson that can be learned by young people today and that type of ethic is something that can be instilled into them by the members of the 34th Bomb Group. There is a valuable lesson to be learned by listening to the members of the 34th. Our cushy lives today are not a birthright, they are something that was fought for and that young men died for. 295,000 American soldiers died in World War II and never asked to be famous or important. They humbly did their duty and paid the ultimate price so that future generations could live the kind of lives that today we all take for granted. I

have only been to the last two reunions, I regret that I didn't start attending years earlier because I have missed knowing so many fine people, but all it took was one reunion for me to realize the importance of every single person in the 34th Bomb Group. Listening to the stories being told I finally began to understand the sacrifices that these fine young men and women have made and the importance of their lives. Now that's not to say that my life or anyone's life is not important. We raise families and become decent and productive members of society, but what makes us different is that we are all benefitting from our fathers and grandfathers actions. The generation of World War II has been referred to as the "greatest generation" and that is something I would never argue.

And that is precisely what is so important about groups like the 34th Bomb Group and the reunions that are held every year. Like most next generation sons and daughters, I've seen hundreds of movies and documentaries, read interviews and articles about what war is like, but none of that compares as to when you're talking face to face with someone who has actually lived through it. Nothing is as effective as hearing a first person account of the events of the war. As the vets talk, you can see every detail and emotion in their faces and hear it in their voices. Interviews and documentaries are important because they are recordings of history, but nothing teaches better than actual experience, and listening to the member's stories is as close to actual experience that most of us will ever have. Historical events have a way of fading away in time, but groups like the 34th are living records and reminders of the sacrifices that were made so today's and future generations can continue to live the lives to which we are accustom to.

And that is why it is important to become an active member and support the 34th Bomb Group. None of us will live forever, but each successive generation must teach the next and I want to do my part of carrying on the proud tradition of the 34th and all the other veterans that participated in World War II. My generation owes everything we have to all of the soldiers who participated in World War II. My generation owes everything we have to all of the soldiers who participated in the war and it's our duty to pass on their experiences to future generations so they understand exactly what our fathers and grandfathers went through to guarantee our comfortable lives. Being a part of the 34th Bomb Group has changed my perception of life dramatically. My eyes have been opened to what is truly important in this world. I will never again look at a celebrity or famous person with envious eyes again. When I go to the reunions and see the type of people who attend, and the decency, humility, and quality of character in evidence, that is who I want to look up to. This is the greatest generation and these are the finest people I have ever known. Are our lives important? That is a determination that each of us has to make, but being involved with the 34th Bomb Group makes that an easy question for me to answer.

David is the son of Herman Fieber. He can be reached at Teemumicah@msn.com

Think About This:

Blessed are they who can laugh at themselves, for they shall never cease to be amused.

Experience is a wonderful thing. It enables you to recognize a mistake when you make it again.

If you look like your passport picture, you probably need the trip.

A clear conscience is usually the sign of a bad memory.

I started with nothing. I still have most of it.

Funny, I don't remember being absent minded.

A TRIBUTE

We need to pay our tribute of respect and admiration to the officers and men who fought and died in the fearful battle of the air, the like of which had never before been known, or even with any precision, imagined. The moral test to which the crew of a bomber were subjected reached the limits of human valour and sacrifice. Here chance was carried to its most extreme and violent degree above all else. There was a rule that no one should go on more that 30 raids without a break. But many who entered on their last dozen wild adventures felt that the odds against them were increasing. How can one be lucky thirty times running in a world of averages and machinery? Detective-Constable McSweeney, one of the Scotland Yard officers who looked after me during the early days of the war, was determined to fight in a bomber. I saw him several times during his training and his fighting. One day, gay and jaunty as ever but with a thoughtful look, he said, "My next will be my twenty-ninth." It was his last.

Not only our hearts and admiration, but our minds in strong comprehension of those ordeals must go out to these heroic men whose duty to their country and cause sustained them in superhuman trials.

I have mentioned facts like, "the Americans had 60 of the large fortress aircraft destroyed out of 291," and on another occasion, " out of 795 aircraft dispatched by British Bomber Command against Nuremberg, 94 did not return."

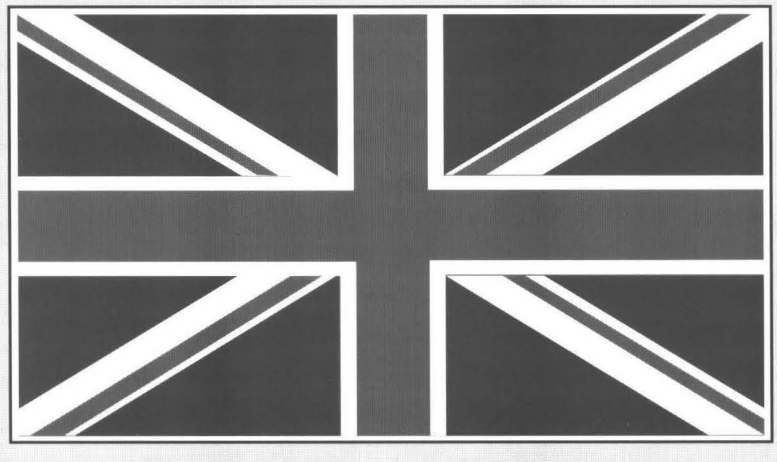
The American Fortresses carried a crew of ten men, and the British night bombers seven. Here we have each time six or seven hundred of these skilled highly trained warriors lost in an hour. This was indeed ordeal by fire.

In the British and American bombing of Germany and Italy during the war, the casualties were over a hundred and forty thousand, and in the period with which this chapter deals there were more British and American aircrew casualties than there were killed and wounded in the great operation of crossing the Channel. These heroes never flinched or failed. It is to their devotion that in not small measure we owe our victory.

Let us give them our salute.

Winston Churchill

Ed: This excerpt from Winston Churchill's book was taken from the 486th Bomb Group Newsletter. It is a fine tribute to the 8th Air Force.



The Saga of Jerks Berserk

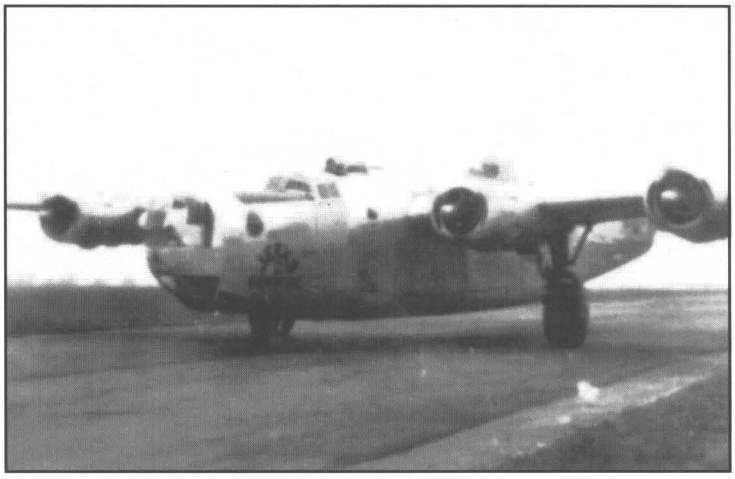
The port city of Kiel, located in the northwest corner of Germany, was a favorite, and dangerous, target for the 34th Bomb Group but little did the 39 B-24's, that left from Mendlesham airbase on that morning of August 24th, 1944 realize what was in store for them at their destination. Arguably, this was to become the toughest mission for the group in World War II. Nearly every plane of the 36 that returned suffered some kind of battle damage, fifteen of them characterized as major damage with 5 wounded crewmen aboard.

Lt. William K. Mackey

Leading the group that day was the B-24 "Jerks Berserk", piloted by Lt. William Mackey with Major Joseph Garrett in command. Flying at only 17,500 feet, the group encountered extremely devastating flak over the target. Of the three planes that failed to return, one, "Near Sighted Robin", of the 7th squadron, with the Giles Avriett crew, encountered severe battle damage. Leaving the formation with #4 engine feathered and smoking, they landed in Sweden where plane and crew were interned for the remainder of the war.

"Smitty", of the 7th squadron, with Lt.Gerald Howard at the controls, was hit in the #1 engine which burst into flame, seeming to engulf the entire aircraft. As it spiraled down out of control the left wing disintegrated and the plane exploded before crashing into the ground. No chutes were seen coming from the crippled plane but, miraculously, Lt. Howard survived and was taken prisoner of war by the Germans. The remaining crewmembers did not survive.

The lead plane, "Jerks Berserk" was the third aircraft that failed to return to base. The only survivor was the command pilot, Major Joseph Garrett. The families of the crew never were told what happened on the flight except that the crew was missing in action. Major Garrett did write to each family offering condolences but probably told them little of the details. It was not until later that relatives of some of the crew became intensely interested in how their loved ones died and started looking for details. Since Joseph Garrett lived for several years after the war he has been asked by several people to provide more information on what actually happened on that fateful day. A British author, Ian McLachlan, has also researched the



B24 Jerks Berserk taxiing for take off

incident and has written a paper on it. Some of this article has been taken from his writings.

Since Garrett was the only survivor, his account of the mission has to be accepted, even though parts of it might not be seem plausible and certainly his judgment is questionable. However, it must be remembered, in time of crisis, one does not always make rational decisions and hindsight is always better than foresight.

Scott Mackey, nephew of pilot Bill Mackey and a member of our organization, has extensively researched the mission and has contributed all of the material for this article.

This is Joseph Garrett's account of what happened on that August 24th, 1944 mission to Kiel, Germany as he reported in his interrogation statement and from letters to inquiring relatives of the crew in later years:

" I was squadron commander of the 4th bomb squadron and pilot-in-command of the 34th Bomb Group on August 24th, 1944 flying with Lt. William Mackey and his crew in the aircraft "Jerks Berserk".

We were assigned a military target at Kiel, Germany that day and given an assigned altitude of 17000 feet, which was too low for the accuracy of flak guns at Kiel. We hit our initial point southwest of the city and started our bomb run. Just before dropping the bombs, there was a tremendous thump as the aircraft leaped to the left. We had taken a direct hit on the #4 engine and started losing altitude as gasoline poured from the right wing. A quick look showed the engine hanging out of the wing at about 45 degrees. The gear showed to be out of the uplocks and the bomb bay doors were open about three-quarters of the way. We tried to close the bomb bay doors but they would not move so we assumed we had no hydraulic pressure.

We thought about going to Denmark, but since we were still flying, we hoped we could get back to England. By the time we cleared the coast of Germany, or the islands west of Kiel, we were down to about 10.000 feet and still losing altitude. I asked the crew to throw out everything they could find to get the weight down. That helped some, but not enough. I might mention here, it took both feet on the left rudder and full left aileron to hold the airplane in the air.

When we reached 3,000 feet, we still could not hold altitude, and to make matters worse, the flight engineer told us that we had about 3 minutes of gas left. We were pulling metro power from the other three engines.

We thought about ditching the airplane, but we had previously let the airspeed get to around 145 MPH and at that speed we started into a stall. Our chances of survival were small hitting the water in a B-24 at that speed.

I instructed the crew to line up on the catwalk in the bomb bay and told them to jump when I lowered my arm and that I would be right behind them. Since they all had individual dinghys (Mae Wests?) attached to their parachute harnesses I knew they would be together in the water. I looked back once and they had started jumping, when I looked again they were all gone.

I then set the ship on a level course and started to get out of the co-pilot's seat. My dinghy got hung between the seat and control column and when I looked up the ship was in a dive headed towards the water and slipping violently. I got back into the seat and finally leveled off at 1,200 feet. Thinking that I was too low to try the same thing again, I decided to wait until the aircraft ran out of fuel and try ditching it.

Percer's Farm, Holt - The site of the crashed *aircraft*

After flying for about an hour and forty five minutes longer, I reached the English coast, made a 180 degree turn to put the ship out over the North Sea and jumped out. However, the ship did a sharp 180 degree turn and came back to crash into a house."

The plane crashed into the house in Holt, England and even though the house was virtually demolished, the fuselage remained pretty much intact. One the first civilians to come on the scene recalled seeing two briefcases on the flight deck, one of which was reported to have contained foreign currency. The Air Force never commented on the briefcases and consequently many scenarios developed as to their purpose. One of these was that this was a possible secret OSS mission – not likely. Even though this seemed to be an unusual situation, Major Garrett said that this was a normal mission and there was only one briefcase which contained their mission instructions. He said it was normal for pilots to carry quite a bit of money in their flight suits, for escape purposes, in case they were shot down. Ian McLachlan, in his paper, states that the Allies were not above dropping counterfeit currency and forged ration stamps to undermine the Germany economy but more than likely, in the manner of legends, the sum has grown into a briefcase full. He goes on to say that Major Garrett landed safely while air-sea rescue services hunted for his crew.

Reportedly, a P-51 spotted the crew floating in the water and radioed in a report but since they were so far from land, apparently not much could have been done to reach them.

A family member of one of the crewmen hired a private investigator after the war to learn about the crews' disappearance. It was reported that another P-51 reported sighting a German U-boat in the area and fired a few rounds at it as it slipped below the surface. The investigator speculated that the submarine crew could have spotted the men and machine gunned them while in the water. However, this was never substantiated.

The day following the mission, a RAF Walrus amphibian spotted the men but sea conditions were too hazardous to land and they were never seen again.

Aubrey Meadowcroft, member of the 34th BGA and a WWII cox'n on a RAF Air Sea Rescue high speed launch, investigated this case and could not pinpoint an Air Sea Rescue fix from that time. However, being familiar with that area, assumes that any fix obtained from the P-51 was in all probability too vague or too far away for a launch to be scrambled and, in all likelihood, impossible to reach the search area in time to affect a rescue since those launches were not designed nor equipped for long distances.

He speculates that the Walrus amphibian was probably sent from a nearby RAF airfield only to give a message of hope to the downed crew. He describes the Walrus as a very small flying boat designed long before WWII to be catapulted from a battleship as a gunnery observer. It was propelled by a small

four blade pusher type engine with a crew of only two, pilot and radio/gunner, hence incapable of providing any help for the nine crewmen, regardless of the conditions.

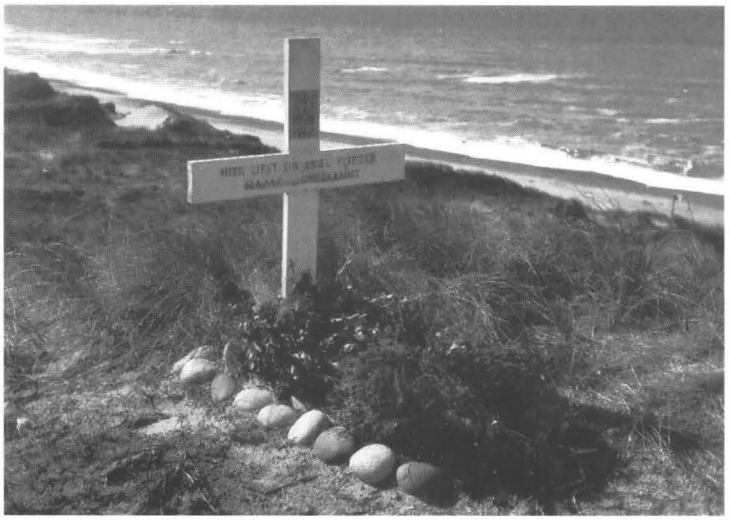
Being familiar with the harsh conditions of the North Sea, Aubrey makes a final assessment that those poor crewmen, being totally ill-equipped to survive the very cold and rough waters, fairly soon succumbed to hypothermia and/or drowning.

A month later, the body of top turret gunner, Staff Sergeant Bernard Sabbath was washed ashore on the Danish coast some 365 miles from the English coast where the launches were stationed, thus substantiating his theory that the range was too far from England for an effective scramble for a search and rescue operation to be put in hand – sad though it may seem.

The names of those whose bodies were never found adorn the Walls Of The Missing in the American Cemetery at Cambridge, honoring them and more than 5000 of their comrades who have no known grave.

Major Garrett was returned to active duty and, after an unsuccessful transition to the B-17, never flew another mission. Soon after, he was relieved of his command and returned to stateside, reportedly, forever haunted by the loss of his comrades.

Lt. Mackey's regular co-pilot, Arthur Bortz was not needed, in the lead bomber, for this mission since his place was filled



S/Sgt. Sabbath's grave

by Command Pilot Garrett. However, he did fly that day with another B-24 crew.

The regular flight engineer, Louis Longinette, became ill the night before and was grounded for this mission.

S/Sgt. Sabbath's body drifted ashore on the Danish West Coast on September 25th 1944 and was buried on the sand dunes by the Germans two days later.

The local people were afraid the sea would take Sabbath back and after complaining to the German commander of the Hanstholm fortress, were given permission to move the body to the churchyard at Stenbjerg on January 2, 1945. On May 4, 1948 the body was transferred to the United States by the United States authorities.

Lt. Mackey and the crew of "Jerks Berserk"

The Crew of "Jerks Berserk" on board for the Kiel mission:

Maj.	Garrett, Joseph O.	Command Pilot
1st Lt.	Mackey, William, K.	Pilot
1st Lt.	Gallagher, John C.	Navigator
1st Lt.	Hogan, Thomas J.	Navigator 2
1st Lt.	Matson, Gordon T.	Bombardier
T/Sgt.	Corrales, Serrafine	Radio Operator
S/Sgt.	Sabbath, Bernard	Top Turret
S/Sgt.	Smith, Clifford H.	Waist Gun
S/Sgt.	Spivak, Saul	Ball Turret
S/Sgt.	Holtzman, Burton, C.	Nose Gun

MENDLESHAM AIRFORCE BASE, MENDLESHAM ENGLAND
34TH BOMBARDMENT GROUP (H)
1944-45
(Excerpts from Headquarter releases)

From the files of Walter Sturdivan

Survey for March 1945

4th Bombardment Squadron (H)

"The month of March has brought us much nicer weather than we have experienced at any time since our arrival in the United Kingdom. This has been evidenced by most of the officers and enlisted men getting athletic minded in their off duty hours instead of lounging around in their quarters. The officers built themselves a volleyball court and play nearly every afternoon and evening. Also playing catch with a baseball and playing touch football. There is not enough space in our area for a softball diamond, but our squadron team, last years station champs, have been practicing on the baseball diamond. The team is again being organized by S/Sgt. William Hutchison to whom a great deal of credit is due for having organized every athletic team to represent all around athletes on the station."

"Two enlisted men were assigned to this squadron from the infantry. They were wounded in action and not considered physically fit for further combat. They have fit nicely in the need of this squadron by working in the officers club, earning a little extra money, and doing light carpentry work in the squadron area."

"Aircraft and crew of this squadron led heavy bombardment missions over Germany during the month. Aircraft flown by Captain Richardson on the Dresden raid (2 March 1945) was attacked by enemy fighters. S/Sgt. John H. Frey was killed and T/Sgt. Kenneth Potter was slightly wounded as a result of the action. An application for AGF Officers Candidates School from S/Sgt. Frey had been approved by the Squadron Commander the week before he was killed."

"First Lieutenant Irvin G. Watkins, mickey operator, on Captain Delmar Dunham's crew, was seriously wounded in action on the 20 March 1945. Hamburg mission. (*don't know if this was jets – W. Sturdivan).*

"S/Sgt. James A. Butz, waist gunner on Lieut. Moore's crew, was seriously wounded on the Hamburg raid of 30 March 1945, when a German jet propelled plane fired on them."

"Airplane transportation has been made available during this month to a limited number of officers and enlisted men for pass and furlough travel to Belfast, Ireland."

JOHN D. DULANY,
Captain, Air Corps,
Historian.

Commentary for the month of March

"Very favorable weather conditions prevailed during March 1945. This organization flew a total of twenty three (23) operational missions during the month – the greatest number of missions yet flown in a single month."

"T/Sgt. Arthur D. Williams, Chief Clerk, Stat Control, a member of this organization for approximately two years, received a direct appointment as a Second Lieutenant in March. "

"A contest was conducted among the personnel of the base for the purpose of securing slogans to be used in connection with the Ground Safety Program. Winning slogans were:

"SAFETY PRACTICED EVERY DAY, GETS YOU HOME THE QUICKEST WAY"
"REGULATIONS ARE SOMETIMES DENSE, YOUR OWN SAFETY IS COMMON SENSE"
" TARGET FOR TODAY IS – SAFETY FIRST AND ACCIDENTS AWAY"

ROBERT S. GAY
Major, Air Corps,
Adjutant.

RELEASE FROM HEADQUARTERS:
(Date not given but I expect it was about March of 1945 – Walt)

AN EIGHTH AIR FORCE BOMBER STATION , England:

Second Lieutenant Carl L. Washburn, Jr., 21, of Wichita Fall, Texas flew his B-17 Flying Fortress safely back to its base after Nazi jet-propelled fighters attacked his Group, one hitting the bomber's left wing. 20mm canon fire from the enemy fighter gnawed away a large part of the wing and the Fortress came home with three engines.

"My gunners saw him approaching from the rear," Lt. Washburn said, but he was traveling so fast he was one almost gone before his bullets struck. He must have been going 500 miles an hour. The cannon shells fired by the Messerschmitt 262 explode as soon as they hit and the left side of the radio compartment was peppered with hundreds of tiny holes made by shell fragments. If he had demolished just three more inches of forward wing the fuel cell would probably have caught fire or exploded."

Fighter escort had engaged other numbers of the enemy. Although minor damage was sustained by other ships in the formation, when the attack by the six jets was made, all of the Fortresses returned.

An engine on Lt. Washburn's plane developed trouble from freezing conditions at high altitude and he was unable to maintain sufficient speed to remain with his squadron, He dropped back into successive squadron formations and was able to bomb the oil refinery at Hamburg, Germany with his group. Ten minutes after leaving the target found him at the rear of the formation where Messerschmitts closed in to attack.

"Controls were very sloppy because the left aileron hung by one bolt and we were not sure we could get home, It was a problem whether we should try to land in Sweden or bail out in the North Sea," he added, " but we stuck with it and were able to land safely without further damage or injury to any of the crew."

Lieutenant Washburn is a member of the 34th Bomb Group, a unit of the Third Air Division, the division cited by the President for its historic England-Africa shuttle bombing of Messerschmitt aircraft plants in Regensburg, Germany.

Friends Write

JAMES FILLMAN – CONYERS, GA

Dad rarely, if ever, spoke of his military experience while growing up. As with most heroes, he kept it inside, mainly. I suppose it was too painful to think of, let alone talk about – hoping it would disappear. As you know, it doesn't - and who would understand if he did talk about it. Certainly not a small boy.

The real healing began when he started attending the reunions with those who did understand. He was able to share with others the deep emotion he felt. As a son, I want to thank you and the other men who maintain this healing support.

Dad passed away in Cameron, MO of congenital heart disease and was buried in Des Moines, IA, where he spent the major portion of his life. Dad lived the last days of his life with the same courage and valor that he displayed in his service to his country and will join many of his "Fellow Fly Boys" when Jesus arrives.

****

DAVID FEIBER – BAKERSFIELD, CA

Just wanted to let you know that we had a great time at the reunion and that we want you to know that we appreciate all the hard work that you put into the Mendlesham Memories. We've made lots of new friends in the past two reunions and we look forward to seeing you all next year in Texas.

****

PAUL SHULL – MESA, AZ

The reunion was great and the downtown location was very handy and convenient.

Thanks for all your hard work on the newsletter. We always look forward to it.

****

CHARLES KOHR – FRANKLIN, OH

Unable to attend the reunions, MM is my only contact with the 34th. Enjoy all that in print and keep every copy. Congratulations on such a fine job. It must be a monumental task. Thank you and God bless.

****

JEFFERY LINE – BOULDER, CO

My dad, Jack E. Line was immensely proud of his service with the 34th. We were fortunate to have dad alert and speaking with us until very shortly before his death. He asked me to maintain an associate membership with your association, which I have long intended to do, and am happy to establish, with this letter. My father's life extended for eighty years, one month, and one day. I was fortunate to share slightly more than forty-nine years of my life with him. Like so many of his generation, he exhibited the qualities of selflessness, and self-sacrifice that I can only hope to emulate in my own life.

Enclosed please find check in the amount of $10.00 for dues for which I respectfully request admission as a new associate member of 34th Bomb Group (H) Association.

****

RITA HILTNER – FREEPORT, MN

This is to inform you that my husband, Edwin B. Hiltner passed away on September 30, 2002. He was in and out of the hospital for almost four month with multiple myeloma and other complications. He was with the crew of the "Near Sighted Robin". He went to a few of the reunions. He always looked forward to getting the Mendlesham Memories and I did also. I would like to stay in as a member to keep in touch. Thanks.

****

FRED BERGLUND – TITUSVILLE, FL

Stopped by 8th Museum in Savannah. It was a remarkable display. Spent the whole day reading all the memorabilia. Intriguing was the piggy back B-17's who locked together and flew to emergency field – and landed! The 34th was very well represented and very proud of all the "boys".

Just finished reading Chuck Yeager's book – what a guy! Read "Wild Blue", a gift from my son. Sure happy we were in England and not Italy!

Meeting some pilots here on Florida's East Coast. A lot of Black Tuskegee P-51 pilots.

Keep up the good work and thank you.

****

Charles & Roberta Barclay - SLC Reunion, September, 2002

CALVIN BALLARD – WOODS CROSS, UT

The George Smith Crew

We arrived in Mendlesham in December, 1944 and started our missions in the B-17 "Little King" on January 2, 1945. We flew 35 missions ending March 22, 1945 and then returned to the States. I was able to write to my pilot, George Smith until 1997 when he passed away with cancer. I lost track of the rest of the crew. Harold Province did give me the address of Alfred Mantenfel whom I wrote to but got no reply.

I appreciated the reunion in Salt Lake City. You were all so friendly and opened your arms to a lost buddy. Thanks for everything.

****

PATRICIA GOODROE – PAWTUCKET, RI

Our lives are changed forever with the death of our beloved father, Arcade Joubert. He passed away on July 12 after a very rough year. The whole family was present and there were 400 friends and relatives at the wake. I stood in a receiving line for 4 1/2 straight hours. He was more than loved, he was our hero. He was 80 years old.

He was in the 8th Air Force and was a top turret gunner on the B-17 "Evadin Maiden". He completed 34 missions, a toll of 285 combat hours.

****

JOHN BOYSON – GREAT FALLS, MT

Enclosed is an article that was in the 8th AF Historical Society magazine. It may be a good one for MM. I'm sure a lot of people remember the day well (German intruders over Mendlesham), as I do. I was on crew #7, 4th squadron. We flew 2 missions the day before – D-Day so we were on the ground that night. But I remember the day real well.

Sorry I didn't make the Salt Lake reunion but my wife was ill all summer.

I enjoy Mendlesham Memories, keep up the good work.

Ed. The article John refers to "Intruders – Red Alert" was written by Walter Sturdivan. Well worth reading. Perhaps in some future issue we can carry the full story.

****

BENNETT RICHMOND – PASCO, WA

On our way to the reunion at Salt Lake City, we went to Sonoma, California and looked up the first navigator that went to England with our crew. Russell Barnett has had 3 strokes but is doing quite well. At the reunion I signed him with Hal Province up to receive the M.M. I haven't seen his name in the new member's list.

We're looking forward to seeing all the friends in San Antonio this coming September. Hope everyone has a happy and prosperous New Year. We enjoyed the "Look" of the last MM cover!

****

GARY FERRELL – TOBACCOVILLE, NC

My address and phone number have all changed since last July. I now serve two United Methodist churches near Winston-Salem, NC and have been very busy getting settled in here these last few months. My new address is:

Rev. Gary Ferrell
6460 Tobaccoville Rd.
Tobaccoville, NC 27050
Phone – 336-924-8060
e-mail – ferrellumm@netscape.net

I did very much miss the reunion. The reports I've heard and read make me believe it was another good one. Perhaps I'll be able to make it to San Antonio next September.

****

BOB FILIP – LA GRANGE PARK, IL

Apparently my dues have lapsed since I hadn't received my Sept. or Dec. issues of MM. Enclosed is a check for $20 to cover upcoming issues.

I don't know if you received a notice of Tony Ryerson's demise. I made contact with him a few months before and looked forward to seeing him. We shared our time with the 391st.

****

WENSEY MARSH – SPRINGFIELD, MO

I am proud of the 34th for initiating the associate membership and the scholarship programs. Those responsible for starting such actions are to be highly commended.

The scholarship program reminds me of the contest we had while we were in England. I entered with a lengthy dissertation titled "Education for Civilization". Nothing ever became of it on my behalf but I did use the G.I. Bill for six years of college to become a public school administrator and to retire from MO. State University where I taught secondary school administration. In my opinion, the G.I. Bill was one of the best actions of the U.S. Congress ever.

****

WALLY BRAUKS – ST LOUIS, MO

Sorry I couldn't be with you in Salt Lake City. I have had failing health but am doing better. Doris and I want to wish all of you a blessed Christmas and a healthy New Year.

****

ELIZABETH NOE – FLUSHING, MI

I have enclosed a check for John "Jack" Noe's 2003 dues, plus an added $2.50 for the postage for the Sept. and Dec. copies of MM you sent us. I don't know why we didn't receive his copies. We both look forward to reading them very much. We wish to thank you very much and also to the rest of the people that devote so much time and work to making the Bomb Group a success.

We are looking forward to San Antonio next –everything permitting.

****

GEORGE KLINE – BURNT HILLS, NY

Enclosed are dues for 2003. We sure do miss those reunions, but I'm not able to do much of anything. Thanks for chowhound material. I remember it well.

Also, look forward to every issue of MM. Everyone does a great job.

****

BASIL MAUK – DENISTON, TX

I would like to thank whomever is responsible for the cover of the last MM. I was never more thrilled about seeing my B-24 name on Norman Mayer's jacket. Everytime I look back over the past in Mendlesham I see "BAMBI"!!! I loved that airplane.

Norm Mayer was my first flight engineer. I have a picture of the whole crew, plus my ground crew. If you don't have them I'll send them.

By the way, I'd also like to note that the B-17's in our squadron (4th) didn't have names because they were "Pathfinders", the only planes equipped with radar. Our B-17's led other squadrons to their targets. I don't think this issue was ever explained, nor mentioned, in MM. We had a different crew every time our plane went out on a mission.

I would also like to thank Norman Mayer for posing for that cover picture.

I'd also like to notify the MM news that my wife, Ellen Moe, passed on 8-29-95. I just kept putting it off until now. I still miss her very, very, much. We had 49 years of "love and bliss".

Enclosed is my dues for the next 4 years.

****

STEPHEN WEGENER – NEW ORLEANS, LA

My dad, Martin A. Wegener, passed away on Feb. 11, 2002, due to complications from an automobile accident. He was 84 years old.

He served in a clerical function with the 34th BG at Mendlesham, so probably was not known to most of you in the bomber and ground crews. He was not a traveler in recent years, so had not attended the reunions, but he did maintain his membership in the Association and enjoyed reading the MM.

My mom and dad were blessed with each other, and with generally good health, throughout their lives together. They celebrated their 60th wedding anniversary in August, 2001. Dad retired from the U.S. Army Corps of Engineers in 1980 and enjoyed a nice, leisurely retirement. He especially enjoyed working in his garden.

I had the opportunity and privilege to take him to the grand opening ceremony of the National D-Day museum in our hometown of New Orleans on June 6, 2000 and also for a visit through the museum another time. He had an appreciation and respect for all the servicemen who put their lives on the line, and the museum exhibits helped bring that feeling home to me as well. God Bless you all.

****

RICHARD GIVEN – SILVER STAR, MT

Regarding two new members of the 34th BGA; I am proud have my daughter Ganel and my son Wade as associate members of the 34th Bomb Group Association.

****

Allen & Sue Barclay - SLC Reunion, September, 2002

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND IT TO: **HAL PROVINCE, 153 NORTH HILL DR., CARRIERE, MS 39426**

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Mailing labels are printed on Feb. 1, May 1, Aug.1 and Nov.1 for the March, June, September & December issues.

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BLACK	WILLIAM, H	7	421 SOUTH COURT	TIPTONVILLE	TN	38079
BROWN	SYNDEY, C	391LM	8 PINE CONE DR	WESTBROOK	CT	06498
EGGLESTON	A.C.	7	315 BUCKEYE	CLOVERDALE	CA	95425
FERRELL	GARY, L	ALM	6460 TOBACCOVILLE RD	TOBACCOVILLE	NC	27050
FOX	ROBERT, B	7LM	3292 N. TERRY RD	AUSTIN	IN	47102
HUNTER	JAMES, A	4	530 BUCKINGHAM RD APT 237	RICHARDSON	TX	75081
JOHANSON	ALF, H	4LM	11648 PINEDALE AVE	SEMINOLE	FL	33772
NELSON	JOHN, W JR	391	642 WILDFLOWER DR	WILKES BARRE	PA	18702
REILLY	GLENNIS	18A	524 68^{H} ST	HOLMES BEACH	FL	34217
ROWLEY	FRANCIS, O	4	2121 N CENTER ST #41	MESA	AZ	85201
WALTZ	FRED, F	391/4LM	111 MECHANIC ST	NORTH SMITHFIELD	RI	02896
ZUKAITIS	FRANK, J	391	4229 ROBBIN MEADOW LN	EAU CLAIRE	WI	54701

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
ALEXANDER	SHELBY, T	7	10-24-02	1006 DRAVA LN	HOUSTON	TX	77090
BELL	ROBERT, E	391LM	01-22-02	148 TURLOCK WAY	HAYWARD	CA	94544
COSTELLO	HUGO, D	18	?	182 MARLBORO ST	KEENE	NH	03431
DONZE	WILLIAM		06-25-02	AYTON THE GREEN	WICKHAM SKEILAND	1PE38LX	
ESLIN	HENRY	391	11-09-02	9538 W SHASTA DR	SUN CITY	AZ	85351
HOFFMAN	HERBERT, W	4	09-?-01	BOX111	SOUTH YARMOUTH	MA	02664
LINE	JACK, E	391	09-27-02	5628 SOUTH BEND DR	FORT WAYNE	IN	46804
McCLELLAN	VAL, J	391LM	11-27-02	1808 RIVER RD	NEW BERN	NC	28560
MYERS	RAYMOND, D	18	12-28-02	315 BELVEDERE DR	EUTAWVILLE	SC	29048
RYERSON	ANTHONY, M	18	03-10-02	602 P GREEN BAY RD	LAKE FOREST	IL	60045
WEGENER	MARTIN, A	HDQ	02-11-02	4862 CERISE AV	NEW ORLEANS	LA	70127
WILBURN	ROBERT D.	7	?	1301 SUMMIT ST #307	MARSHALLTOWN	IA	50158

NEW FOUND

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
HARTSOCK	CHARLES, M, JR	18 / 4	1514 VILLAGE GLEN DRIVE	RALEIGH	NC	27612
WRIGHT	JOHN	18	1700 OCEAN DRIVE #402	VERO BEACH	FL	32963

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
JOUBERT	DALE, M	7A	182 FAIRVIEW AVE	REHOBOTH	MA	02769
GIVENS GANEL	391A	416	LAVENDER	BILLINGS	MT	59106
GIVENS WADE	391A	3323	NORTH 47TH ST	PHOENIX	AZ	85018
MARSH	JOHN, W	18A	2783 S STATE HWY	REPUPUBLIC	MO	65738
SEATON	NEIL		7629 47TH NE	MARYSVILLE	WA	98270

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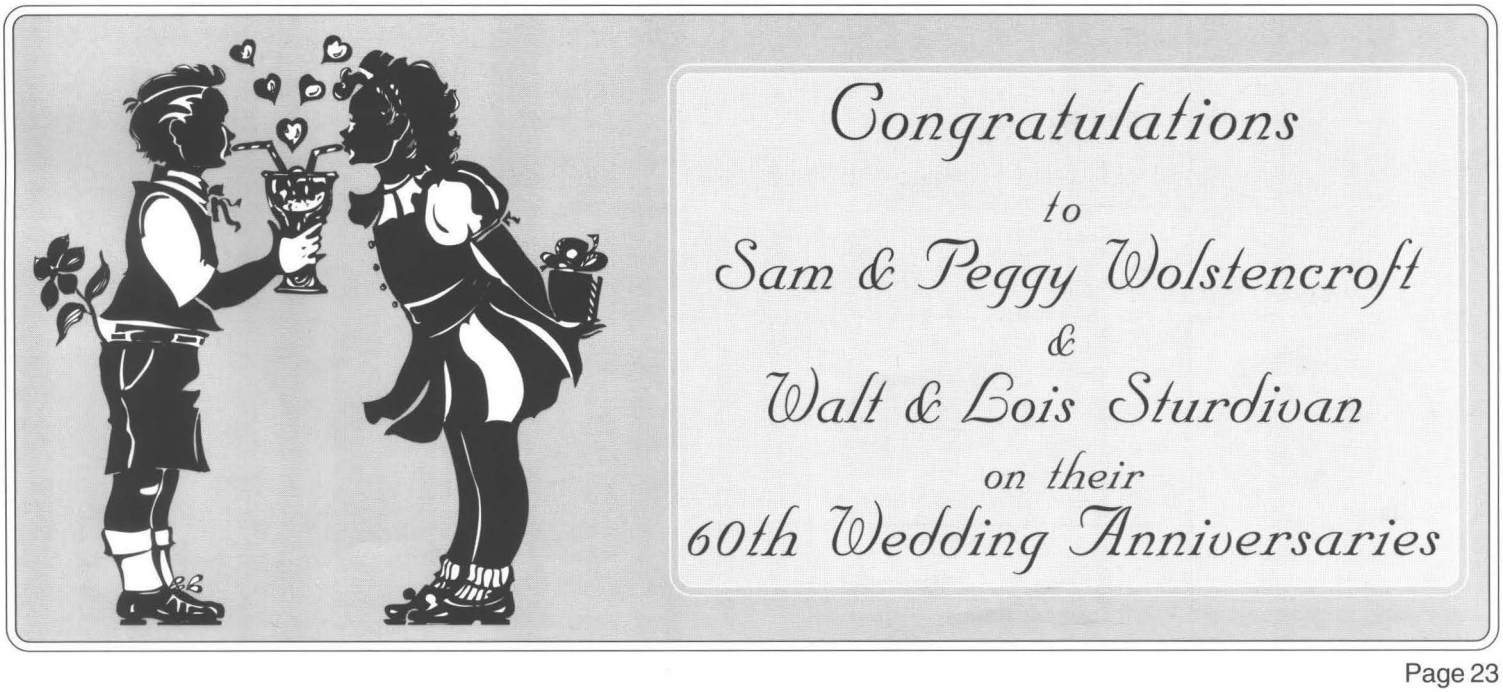

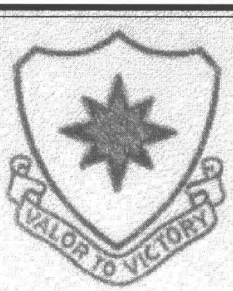

The Commanding Officer, Officers & Men

of U.S.A.A.F. Air Base, Mendlesham,

cordially invite you to attend their

100th Mission Celebration & Dance

on 23rd December, 1944

Music
Entertainment 2 p.m.

Dinner 5 p.m—7 p.m.
Dancing 8 p.m.

A Good Time Was Had By All!

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936) 273-3561

34th Bomb Group

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From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Volume XXVIII Number 2 June, 2003

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

MENDLESHAM MEMORIES

Newsletter of
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www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

Jack Share, editor
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The Woodlands, TX 77382-1067
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Wichita, KS 67206
(316) 683-2900
E-mail: kenpax1@aol.com

Deadline

All material and items for the September, 2003 issue of Mendlesham Memories should reach me on or before July 15th, 2003. All copy will be going to the publisher on that date..

Jack Share, *Editor*

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South Bend, IN 46617
(574) 232-4287

Bruce Sothern----------3354 Ulysses St. NE
Minneapolis, MN 55418
(612) 789-2225
E-mail: Bssothern@aol.com

Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb
http://old.jccc.net/~bgustaf/34th_Bomb/

2003 Membership Dues

Attention 34th Bomb Group Association Members!! Dues are due for the calendar year on January 1st. If you have not yet paid them for 2003 this edition of **"Mendlesham Memories"** *will be your last*. If you are in doubt as to whether or not you are paid up, ***please***, contact Harold Province at **153 North Hill Dr. Carrier, MS 39426. Or by phone (601) 798-2059.**

Dues for this year are still only $10.00, which partially offsets the cost of printing and postage for this newsletter. So, if you haven't yet paid your dues for 2003 make out your check today and send it to Harold at above address to assure you will not miss a single issue of "Mendlesham Memories".

share - a thought

The above notice, hopefully, will focus your attention to the problem we are having with members forgetting to pay their dues, which are due in January. If you do forget to pay your dues you will automatically receive the March and June issues of the newsletter, however, if you still haven't paid by September, the June issue will be your last - until your dues are paid, then the delivery of your newsletters will be resumed. Each year we have several members wondering why their Mendlesham Memories have stopped coming after the June issue - that is why. So, please, make sure you pay up after, or before, the first of the year and save us all the frustration, and cost, involved with catching you up on missed issues. We understand that it is very easy to forget these things and appreciate your future consideration in this matter.

This edition of Mendlesham Memories contains all the information you will need to prepare yourselves for the 34th Bomb Group Association reunion in San Antonio in September. Our reunion chairman, Harold Rutka, details, in his column, what you can expect to see and do during your stay in San Antonio.

The ***Hotel Registration Form*** can be found on page 8 and should be filled out and mailed in as soon as your plans are finalized - the sooner the better. After August 10th, there is no guarantee that you will get a room in the Radisson. If you don't want to cut the form out of the newsletter, a photocopy is acceptable.

Also, of equal importance to the reunion committee is that you fill in the ***Reunion Registration Form*** on page 9 as soon as possible and send it to Bob Wright. Bob and Esther have much work to do in making out the reunion packets as the registrations come in. Their work is made much easier if the forms are sent in sooner than later. Again, photocopies of the registration forms are acceptable.

And there are all the particulars you will need to register for the reunion. All that's left is for you to ***BE THERE!*** See you in San Antonio.

God Bless You All, God Bless America
Jack Share, Editor

Flag Day June 14th
Support our Troops
Show Your Colors

From the Treasurer's Computer

It's over! I just heard it on Fox News - no more organized confrontation by the Iraqi forces! Thank God, it was settled so quickly. But, even so, it still hurts to think about the 100+ lives lost during the time it took to bring the SH regime down! I know you'll mourn with all of us for the lives that were lost. My prayer now is that the men and women involved may quickly be returned to their homes in the US.

I received a CD that Al Steiner built which has about 558 photos taken from the past issues of Mendlesham Memories. And believe me, they will recall memories of the days that were spent in Blythe, California as well as those spent in Mendlesham and England. Al has rendered a great service to the 34th BGA by scanning and preparing this CD. With PC's so prevalent, most of our members will want to order one so they can sit and appreciate those days. Members who have e-mail addresses have been made aware of the CD. Information on availability through the PX will be forthcoming.

Although I hate to mention this, I believe it is time to consider raising our annual dues from $10 to $15 or, possibly, even $20 per year. The cost of printing and mailing Mendlesham Memories has risen over the past few years and I believe an increase in annual dues is justified. I'll have more particular data at the reunion regarding current cost. Very simply, the cost to mail each copy of MM is now over $3.00 which means that $2.00 per year is being absorbed by the treasury. Add this the cost of replacement copies for those who didn't notify us of a change of address or for copies, which were lost in the Postal Service. Your input will be considered at the general meeting at the reunion.

I hope you have made your plans to attend the reunion. It promises to be another great one. Come yourself, and if possible bring a second-generation guest or associate member. If you are flying into San Antonio, don't forget to ask about SENIOR BOOKS of tickets from the airline. A few years ago a book of four tickets cost less that $500.00 and enable a man and wife to make the entire trip for that amount - four tickets, two to reunion and two to home. Sure hope to see you all in San Antonio!

Cheers and May God Abundantly Bless!

Hal

REUNION COMMITTEE REPORT

San Antonio, Texas bids welcome to the members of the 34th Bomb Group (H) who will be holding their 19th annual reunion at the Radisson Hotel, Downtown Market Square, 502 West Durango Boulevard on 10 September to 14 September 2003. The hotel provides free shuttle service to the shopping area and the River Walk. The trolley stops at the hotel and provides service to the Downtown area for fifty cents. And, if you remember to ask for a transfer you can use it for the return trip. Parking at the hotel is free.

Thursday - 11 September: The hotel will provide a "Welcome Package" that will contain information that you may need to know regarding the city of San Antonio. Registration will be on the Main Floor of the hotel lobby. There will be a "Welcome and Social Hour" on Thursday from 6 to 7 P.M with music and snacks. A cash bar is not too far away.

Friday - 12 September: The bus tour will depart the Radisson Hotel at 09:00 A.M. Each bus will have a professional tour guide. The first stop will be at the SAS Shoe Factory followed by a look at a 1910 General Store and an Antique Auto Collection. The second stop will be at "The Spanish Mission Conception". Lunch will be on your own at the Alamo Plaza. The historical Menger Hotel where Teddy Roosevelt organized his "Rough Riders" is nearby. The food is great, however pricey. There are several other eating places in the Plaza. After lunch we will tour the Alamo Chapel, Long Barracks and Gardens. Then on to the Mexican Market for shopping followed by our return to the Radisson at 3:45 P.M. A social and cash bar from 6:00 to 7:00 P.M. followed by a buffet dinner.

Saturday - 13 September: The General Business Meeting will be held at 9:00 A.M. until approximately 10:30 A.M. after which you may want to visit or tour the area and the River Walk. Our Gala Banquet and the passing of the gavel will follow the social hour and cash bar from 6:00 to 7:00 P.M.

Remember, 10 August 2003 is the "cut off date" for registering at the hotel. Our rooms are guaranteed until that date after which you will have to contact the hotel. Telephone 210-224-7155 .

We hope that all of you, please, join us at the reunion in San Antonio.

The Reunion Committee:
Harold Rutka
Bob Wright
Bruce Sothern

REUNION HISTORY

The first reunion of the 34th Bomb Group was at Nashville, Tennessee in 1984. The original idea was to meet every other year with the 8th Air Force but at Wichita, Kansas the following year we officially broke with the 8th and decided to go on our own each year. The last three presidents of the 34th, Gerry Pike, Harold Rutka and Bob Wright, volunteered to take on the arduous task of organizing the reunions. When Gerry passed away a few years ago, Bruce Sothern vounteered to take his place Harold and Bob are still doing this for these many years. Applause, Applause! You are to be commended.

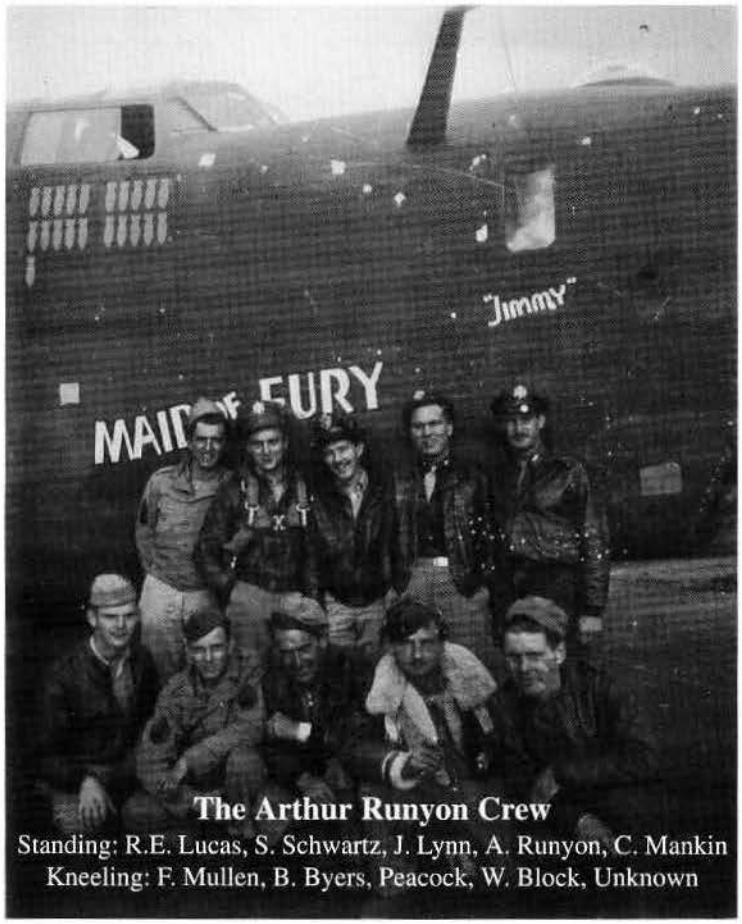
PAST REUNIONS

8th Air Force		
Year	**Location**	
1975	Miami Beach, FL	
1976	Dayton, Oh	
1977	St. Louis, MO	
1978	Washington, DC	
1979	Phoenix, AZ	
1980	Orlando Beach, FL	
1981	St Paul, MN	
1982	Cincinnati, OH	
1983	Houston, TX	**34th Bomb Group**
1984	Los Angeles, CA	Nashville, TN
1985	Wichita, KA	Wichita, KA
1986	Hollywood, FL	Colorado Springs, CO
1987	Pittsburgh, PA	King of Prussia, PA
1988	Des Moines, IA	Virginia Beach, VA
1989	Denver, CO	Shreveport, LA
1990	Las Vegas, NV	Seattle, WA
1991	New Orleans, LA	Louisville, KY
1992	Louisville, KY	Las Vegas, NV
1993	Chicago, IL	Little Rock, AR
1994	San Diego, CA	St. Paul, MN
1995	St. Louis, MO	Huntsville, AL
1996	Orlando, FL	Raleigh, NC
1997	Bloomington MN	Omaha, NE
1998	Cherry Hill, NJ	Boise, ID
1999	Savannah, GA	Des Moines, IA
2000	Salt Lake City, UT	Buffalo, NY
2001	Irving, TX	Savannah, GA
2002	Norfolk, VA	Salt Lake City, UT
2003	Colorado Springs, CO	San Antonio, TX

A Note from Member, Bob Gross to the members of the 34th Bomb Group who live in the area of Bradley Field, Windsor, Conn. and are planning to attend our reunion to be held this coming September at San Antonio, Texas. With a group travel of at a minimum of ten ticketed passengers, we can obtain a group travel price that could be a saving to each of us. If interested in joining this plan, with a departure on Wednesday the 10th of September around noon and returning on Sunday the 14th around noon, please contact Bob by any of the following ways.

Mail - 34 Ironwood Road
W. Hartford, CT 06117

Phone -860-233-0616
E-mail - rhgross17@aol.com



The Arthur Runyon Crew
Standing: R.E. Lucas, S. Schwartz, J. Lynn, A. Runyon, C. Mankin
Kneeling: F. Mullen, B. Byers, Peacock, W. Block, Unknown

Humor is to life
what shock absorbers
are to automobiles.

DON'T SWEAT The small stuff:
Surrender to the fact that life isn't fair.

News Release - March 1945

from "somewhere in England"

The 34th Bomb Group had the enviable record of not loosing a bomber to enemy fighters over enemy territory. This does not mean that the bombers were never attacked. On March 2, 1945, the enemy fighters seemed bent on vengeance when about 35 enemy Me 262 jets hit the bomber stream from every direction. The 34th Group gunners claimed 8 fighters destroyed, 7 probably destroyed and 5 damaged. Not a bad day for the gunners. On March 11, 1945, the Group hit Hamburg, Germany.

From the Narrative History of the 34th Bomb Group. Submitted by Walter Sturdivan.

Not All Casualties In The Air Were Due To Flak, Fighters, Or Mid Air Collisions

(Remember the Oxygen Checks)?
Bobb Pacholski – Navigator

Bombardier to crew – oxygen check. Every 5 minutes or so Fred Muente, our bombardier, would ask us to report in and give the OK. Many a time, didn't we think that it was just a waste of time? That thought used to cross my mind as I might be busy with the flight log or making a visual check – UNTIL ONE TIME...

The "Near Sighted Robin" and crew had just crossed the English Channel and over the coast of France, heading for our target. At that time, we must have been at about 24,000 feet when Fred called for the usual oxygen check and everyone reported OK but me. Fred called to Ben Workman, our radio operator to check on me and there I was slumped over the navigator's table – out cold.

Ben quickly assessed the situation and found that my mask and oxygen tube became disconnected. It couldn't have been more than a few seconds because Fred was prompt and on the money with his report calls. Ben reconnected my hose and put it on FULL OXYGEN. I was out cold. Smitty, our pilot, reported to the squadron leader what had happened and got the OK to abort and down we went to a much lower altitude around 8000 feet, I was later told.

And me, I was oblivious to all of this. If one were to have a choice to pass on, this would be one of the most painless ways to go. After a few minutes, I came around but what a headache! I thank the Almighty that Fred, a disciplined bombardier and Ben Workman, our quick thinking radio operator for saving my life. Incidentally guys, I just turned 80 in May - you gave me many happy years of living. Thank you, Lord and thank you Fred, Ben and all of the crew of the "Near Sighted Robin". AMEN

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND IT TO: **HAL PROVINCE, 153 NORTH HILL DR., CARRIERE, MS 39426**

Name_____

Address_____

_____

City, State & Zip_____

Mailing labels are printed on Feb. 1, May 1, Aug.1 and Nov.1 for the March, June, September & December issues.

LASTING MEMORIES

By Carroll E. Forister, 4th squadron
Radio Operator/Gunner on B-24 #9491

Here is a bit of memory about Andrew (Andy) Kerr, farmer by trade but certainly no ordinary farmer. Born in Scotland, Andy, as a young man, moved with his parents to the farm named Wetherington Hall in the charming village of Wetherington, later taking over the management of the farm. Upon the death of his father, Andy and his employees tilled the several hundred acres. He was a true gentleman farmer, a stalwart figure in the County of Suffolk. His mother lived with him until her death shortly after WWII.

During the war years, Andy's place was on the farm raising food for Britain and her Allies but he was also a proud member of the British Home Guard. After farming all day, he spent many nights on guard duty searching the dark English skies for German aircraft and paratroopers. It was on such a night as this that I first met Andy, very unexpectedly, having fallen from the sky onto his farm.

On the 7th June 1944, about 10PM, just north of Mendlesham airdrome, Andy was on duty with the Home Guard, talking with friends while observing American B-24's returning from bombing sorties behind the newly established Allied beach head on the French coast. Suddenly, the sky exploded with air to air combat between the American B-24's and German night fighters that had followed the bombers back from France. One bomber that was on fire, hit and exploded on the air base, killing all on board. Moments later, a second B-24 burst into flame - my aircraft. From Andy's vantage point, he clearly saw airmen, myself included, jumping from the crippled plane, their chutes mercifully opening.

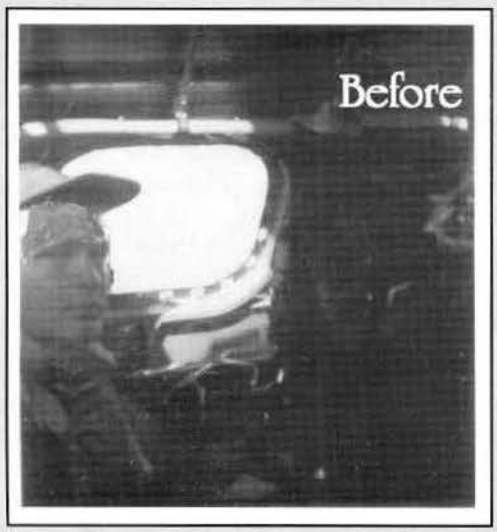
As the second bomber veered out of control and crashed, it appeared to be in the general direction of Andy's home. Being concerned about his mother, he jumped on his bicycle and peddled for home. Grateful to find the crash was a mile or so beyond Wetherington Hall and that his mother was quite safe, Andy went outside to observe further action. That was when we met for the first time. I was the radio/gunner on the flaming aircraft. I had parachuted onto a beet field belonging to Wetherington Hall. Gathering my chute in my arms, I walked about a half-mile to a farmhouse. Standing in the barnyard a voice from the darkness challenged me, "I say there, are you one of the chaps who just parachuted from that burning aircraft?"

Andy took me in and his mother soothed my ragged nerves with kind words and a stiff shot of good Scotch whiskey. She said she had been saving it to be opened for a special occasion and in her mind, this was a most special one. Andy drove me back to my base (lights out) only three miles away.

Over the years, I have been increasingly grateful to the Suffolk farmer and his dear mom. To my regret, she did not live long enough to know that I had survived the war. Over the following years, Andy and his dear wife, Margaret, have made my whole family most welcome in their lovely home on several occasions and our Anglo-American friendship has deepened with time.

After valiantly suffering a long bout of cancer of the pancreas, Andy passed away in 1982. The eulogy, written at the time of his death, was absolutely beautiful and rightly so. A more kind, genteel and proud man is hard to find. I shall miss his annual Christmas letter, which he never failed to write. It meant so much to me and he always signed off with, "Your Pro-American Friend, Andy."

His lovely wife, Margaret, still writes to us and we have visited each other in our homes on several occasions.



&

Walter Sturdivan, Radio Gunner 18th Sqd.
In a Familiar Setting - the Radio Room

PX ORDER FORM

NEW: AUTO WINDOW STICKER – 2"X41/4" BLACK AND SILVER
VET: WWII U.S AIR FORCE OR VET: WWII US ARMY AIR CORPS.....$4.00 EACH OR 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH	$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition	$49.95ea.
"BAIL OUT OVER MUNSTER" by WALTER STURDIVAN	$ 5.00ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No)	$ 9.50ea.
LICENSE PLATE HOLDER (2 for $5.00)	$ 3.00ea.
PATCHES – 8TH AIR FORCE OR 34TH BOMB GROUP	$ 5.00ea.
PATCHES – 8TH AIR FORCE (Gold & Silver Bullion Tread)	$ 9.95ea.
PATCHES – SQUADRON – 4th – 7th – 18th –	$ 5.00ea.
DECAL – VALOR TO VICTORY – 5" X 5"	$ 1.50ea.
BUMPER STICKER – 34TH B.G. – 3" X 12"	$ 1.50ea.
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KEY RINGS – 8TH AIR FORCE – B-17 – B-24	$ 4.00ea.
HAT PINS (FOR DECOR) B-24 – B-17 or POW	$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN or CAP DECOR	$ 4.50ea.
WINGS – 2 ¾" – PILOT – BOMBARDIER – NAVIGATOR – GUNNER	$ 4.00ea.
WINGS – 2" CREW	$ 4.00ea.
WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER for (CAP OR LAPEL)	$ 3.50ea.
TIE TACK – 8TH A.F. – 4TH – 7TH – 18TH – 391ST SQDNS	$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM	$ 2.00ea.
V.C.R. TAPE 58 mins. ("Start Your Engines + 50 Years")	$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green – beautiful) MED. LRG. XLRG. XXLRG	$25.95ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO – (no pocket). MED. LRG. XLRG. XXLRG	$25.95ea.
MEN'S POLO SHIRT (White W/ Emblem – no pocket) X Large	$25.95ea.
CAP (w/patriotic bill) on NAVY BLUE w/ LOGO	$9.50ea.
CAP - ROYAL BLUE w/ 34th BOMB GROUP LOGO	$7.50ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

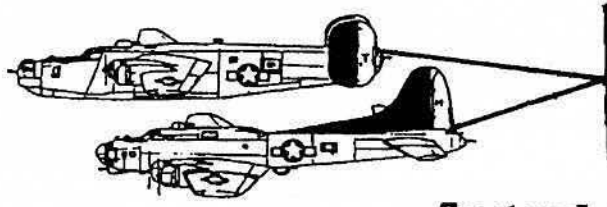
Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over.
Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpax1@aol.com

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

210 - 212 - 5700 Woodfield suites

Radisson



34TH BOMB GROUP
19TH REUNION

September 10 thru 14, 2003

Radisson Hotel San Antonio Market Square
502 West Durango Boulevard
San Antonio, Texas 78207
Phone 210-224-7155
Fax 210-224-9130

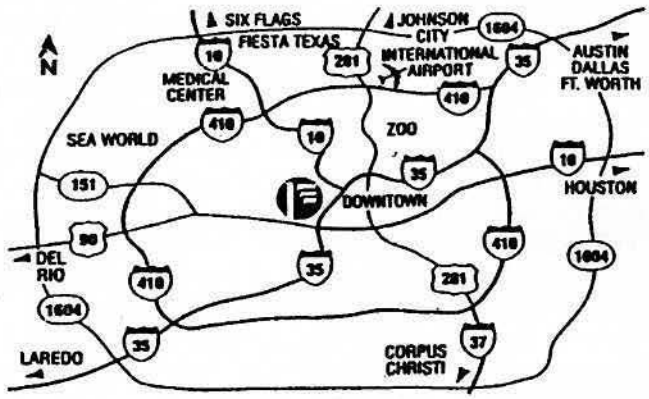
in house reservations

Transportation to Hotel:
Shuttle @ $9.00 one way - $16.00 round trip / person
Taxi - $18.00 each way – one or more persons

The Radisson Hotel San Antonio Market Square is pleased to host the 34th Bomb Group Association reunion 9/10 – 9/14.

To ensure accurate reservations, please complete this reservation request and return it before **August 9th, 2003.**

Reservation requests must be accompanied by a deposit equal to one night's room rate plus 16.75% occupancy tax or credit card number to guarantee a room. This deposit will be applied to the last night of the reservation.



Driving Directions:
Off I-35 at Durango, Exit #155

- **From Austin or Dallas:**
  Take I-35 South into downtown, exit Durango/Frio. hotel is on right.
- **From Houston:**
  Take I-10 West, exit South Alamo, turn left and South Alamo becomes Frio Street. Hotel is on corner of Frio and Durango.

All rooms $85.00 plus 16.75% tax ($14.24) = $99.24

Room type preference – Single____ Double____ Triple____ Quad____

# of rooms - _____ **# of people** - _____

Please list any special requirements: _____

Conf. 74997 - 10-14

Name _____ **Arrival Date** _____

Address _____ **Departure Date** 74998 12-14

City/State/Zip _____ **Additional Guests** _____

Telephone _____

_____ **I have enclosed a check in the amount of one night's room charge plus $14.24 tax = $99.24**

_____ **Please charge one night's room charge plus $14.24 ($99.24) to the following credit card:**

_____ **Master Card** _____ **American Express** _____ **Visa** _____ **Diners Club** _____ **Discover**

Card Number _____ **Expiration Date** _____

I understand that I will forfeit my deposit in the event that I do not arrive or cancel less than 72 hours prior to arrival

Name of Credit Card Holder _____ **Signature of Credit Card Holder** _____

- **Check in time after 3:PM. Check out time is 12:00 noon**
- **All hotel accounts are subject to credit arrangements at time of registration and payable on departure.**
- ***WELCOMING RECEPTION SOCIAL HOUR - THURS. SEPT 11TH - 6 TO 7 PM***

REUNION 2003

The 34th Bomb Group will hold it's Annual Reunion at the Radisson Hotel, 502 West Durango Blvd., San Antonio, Texas 78207 from 10 - 14 September 2003.

Hotel Reservation Forms are included in this issue. Send your check or credit card number directly to the Hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H. Wright
411 Parkovash Ave.
South Bend, IN 46617-1029
TX 574-232-4287

Make checks payable to 34th Bomb Group Association.

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLARSHIP FEE $15.00 EACH PERSON X____ = ____
NOTE: Both Member and Spouse or Guest must pay.

9/12 Friday	Historical Tour of San Antonio $33.00 per person (lunch on your own)	X____ = ____
9/12 Friday	Dinner buffet $25.00 per person	X____ = ____
9/13 Saturday	Gala Banquet $25.00 per person	X____ = ____

TOTAL ____

Name_____ Spouse/Guest_____

Address_____

City_____ State_____ Zip Code_____

NOTE: All prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags _____Yes _____No

REGISTRATION DEADLINE IS 10 AUGUST 2003

Full refund (less $5.00 for Scholarship Fund) if notice of cancellation received by 6 September 2003

PROPOSED AGENDA
34th BOMB GROUP REUNION

RADISSON HOTEL
SAN ANTONIO, TEXAS

CHECK THE HOTEL BULLETIN BOARD FOR ROOM LOCATIONS

WEDNESDAY 10 SEPTEMBER 2003

1300 - 1600 hours	EARLY BIRD REGISTRATION (lobby area)

THURSDAY 11 SEPTEMBER 2003

1000 - 1600 hours	REGISTRATION (lobby area)
1400 - 1600 hours	Board of Directors Meeting
1800 - 1900 hours	Welcome and Social Time (lobby area)

FRIDAY 12 SEPTEMBER 2003

0900 hours	Tour group departs for historical tour of San Antonio. Lunch will be on your own. Tour lasts until 1600 hours.
1800 hours	Cash Bar
1900 hours	Dinner

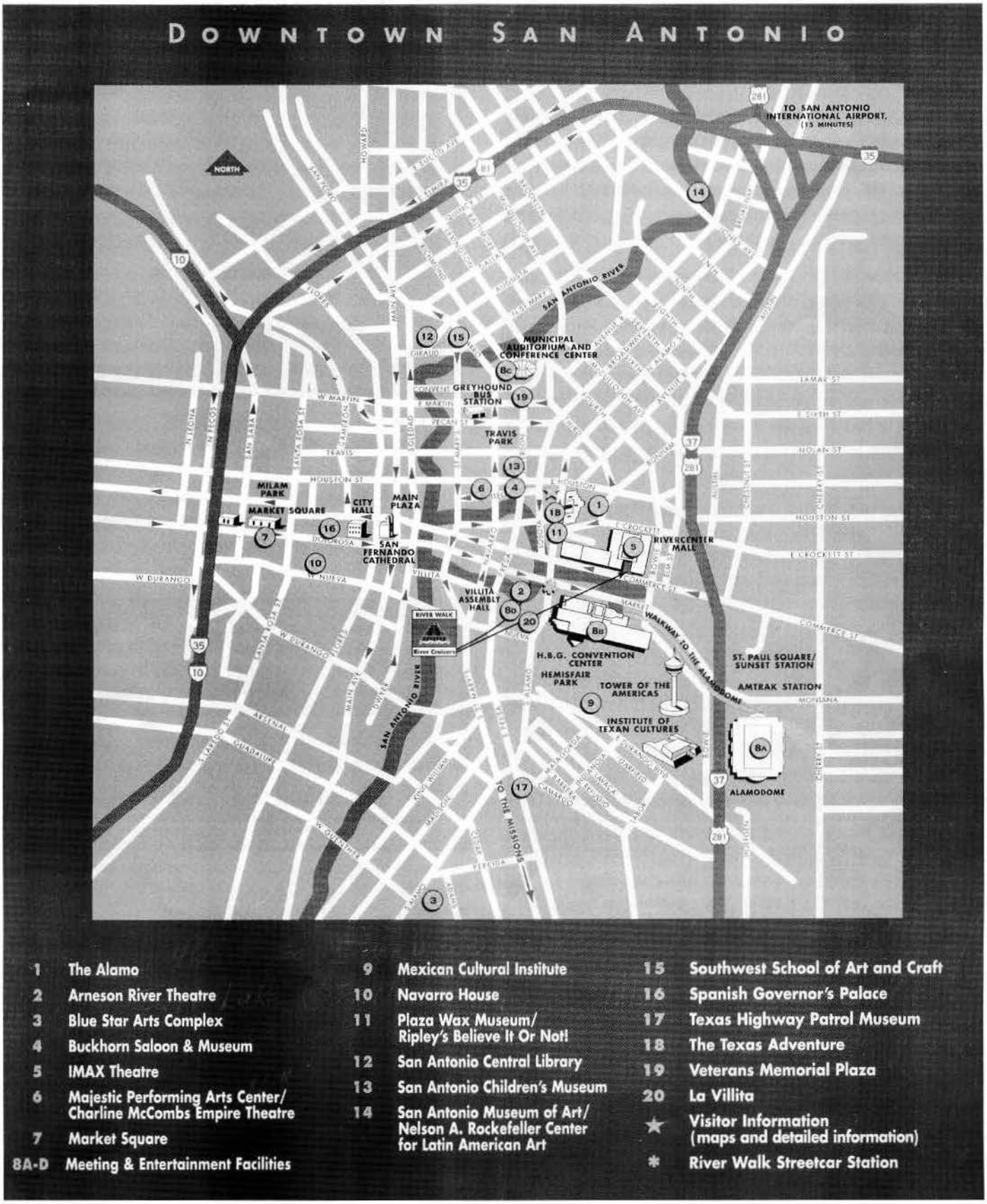
SATURDAY 13 SEPTEMBER 2003

0900 hours	General Membership Meeting Free time/lunch on your own following meeting
1800 - 1900 hours	Cash Bar
1900 hours	Gala Banquet

SUNDAY 14 SEPTEMBER 2003 Farewells until 2004

Post Exchange and Hospitality Suite to be open at hours yet to be determined.

Map of San Antonio



For More Information on visiting San Antonio, visit the following web site:

www.sanantonio.com

GERMANY'S DEATH MARCH

Sometime ago the VFW magazine ran a story by Gary Turbak about the 1945, 80-day march the American POW's were forced to make from Stalag Luft IV in eastern Prussia, part of what is now Poland. "Luft" means "air" in German, and it designated a camp holding an estimated 9,000 - 10,000 POWs, mostly all Allied airmen. The prisoners, almost exclusively NCOs were not made to work. Some medical care was available. Clothing was adequate and according to those interned "life in the camp was tolerable".

When we hear the phrase "Death March" we associate it with Bataan when in 1942 Japanese troops overran the Philippines and forced thousands of GIs and Filipino soldiers to march across 60 miles of the Bataan Peninsula in tropical heat with little or no food nor water. Many died on the five to ten day trek that came to be called the Bataan Death March, one of the greatest atrocities ever perpetrated against American fighting men.

This story is about another death march that American POWs suffered at the hands of the Germans during World War II – a journey that lasted nearly three months. In the heart of a terrible German winter these men suffered unimaginable sicknesses, cruelties and death.

In early 1945, the war was going badly for the Germans and in late January, the Stalag Luft IV airmen could see the distant flash of artillery fire, which meant an advancing front – and probably their liberation – were not far away. But that was not to be, as the evacuation order was given. The sick and wounded prisoners were put on trains and more went by rail later. Then, on February 6, the remaining POWs set out on foot. The exact number is not known but they probably numbered about 6,000.

Being told the march would last only a few days; the men started out carrying food, Red Cross packages and many other essentials, which they had stored. As the days rolled by the loads became too much and most items were soon discarded.

The days rolled by. Finding barns to sleep in or in the fields if none were found. Water (often contaminated) was provided but little food was available. Marching all day long with little rest, often through knee-deep snow and temperatures well below zero, began to take its toll. Pneumonia, diphtheria, typhus, trench foot, tuberculosis and other diseases ran rampant along with the most prevalent problem, dysentery, caused by contaminated water. Lice was a common problem among the men.

Day after day the nightmarish march continued as the men helped each other survive. The Germans sometimes provided a wagon for the sick, but there was never enough room. When a GI collapsed and could not go on, he was put on the wagon and the least sick rider had to get off. Stragglers were often taken into the woods and executed. The many atrocities the men encountered were unbelievable as they trudged day after tortuous day.

In late March they arrived at their supposed destination, two stalags in north central Germany. The problem was that these camps were already overcrowded setting up a bizarre situation: the POWs already there wanted to get out and the starving desperate men from Stalag Luft IV wanted to get in.

Some of the men did, however, manage to take their first shower in nearly two months, but quarters and food for them was not available since only the permanent residents were fed and housed. The weary GIs were forced to fend for themselves much as they had done on the road.

After a short week's reprieve from the road, and with Russian army approaching from the East, the Germans decided to move the men from Stalag Luft IV farther West and they were mustered out of the camp (which was liberated a few days later) and set to marching again. Incredibly, they doubled back on their earlier route and for several more weeks the great march continued as the weary GIs were herded first in one direction, then another, depending on the position of advancing Allied forces.

Eventually, however the nightmare ended, with most GIs simply marching into the hands of approaching U.S.or British troops while others had the relative misfortune to be "liberated" by the Russians.

As the hideous march came to an end in the Spring of 1945, it spanned, from beginning to end, 86 days and an estimated 600 miles. Many survivors suffered illnesses and injuries that would plague them for the rest of their lives. Worst of all, several hundred American soldiers (possibly as many as 1,300) died on this pointless pilgrimage to nowhere. The overall measure of misery remains incalculable.

Though often overlooked by history, the death march across Germany ranks as one of the most outrageous cruelties ever committed against American fighting men. Fittingly, a memorial to these soldiers now stands on the Polish ground where Stalag Luft IV once stood.

It is not known how many men from the 34th Bomb Group were a part of this march but since the article was published we have heard from Omer G. Mongeon from the 18th squadron and Clayton A. Mink from the 7th squadron. We hope this article will encourage more of our members who spent time in Stalag Luft IV to send us their names so we can recognize them in a future issue of MM.

Clayton Mink has written about his 22nd mission when his B-17 was shot down over Kassel, Germany on September 22, 1945. His account of the long seven month ordeal as a prisoner of war and the long march is well documented. His story will be retained in the archival files at the 8th Air Force Historical Society Museum at Savannah, Georgia. The September issue of Mendlesham Memories will have excerpts from the transcript.

AIR FORCE SONG

In 1938 there was a contest for an official song for the Army Air Corps. There were 757 entries. A group of Army Air Corps wives selected the entry from Robert Crawford, "Off We Go into the Wild Blue Yonder." After World War II the U.S. Air Force adopted "Off We Go" as their official song.

By Lt. R.L. Stenba

PROUD OL' 17

She's the darling of the Air Corps,
And the sweetheart of her crew,
She's the finest damned bomber,
That flies up in the blue.
She's sometimes temperamental,
And sometimes kinda slow,
But she's always sure to get you,
Just where you want to go.
When you've got two engines feathered,
And your wings are full of flak,
You know your needn't worry,
Your ship will get you back.
I want no golden chariot,
To ride the heaven's scene,
I'll go the way I know is safe,
In a proud old Ol' 17.

From the B-17 Flying Fortress Association newsletter.

SUICIDE!

A Texan looked up at the top of a tall building and discovered a man ready to jump!
"Stop," he yelled, "Remember you're someone who has value!"
The man yelled back, "I just lost everything of value in the stock market!"
"But remember you're important to your wife," yelled the Texan.
"She divorced me."
"Your children! Remember you're children," yelled the Texan.
"They never call," said the man.
Then you're parents. "Remember you're parents," yelled the Texan.
"Dead as doornails," replied the man.
"Then remember the Alamo," yelled the Texan.
"What's the Alamo?" inquired the man.
And the Texan replied, "Jump, you Yankee son of a gun!"

Thought for today:

"Where apathy is master,
all men are slaves."

- Anonymous

DUGAN WAGON CREW - 1944
Front Row: Gordon Breeding, Truman Wingo
Back Row: Harold Witham, Walter Sturdivan

Dugan Wagon Crew 1944

DUGAN WAGON CREW - 1944
L.R. Harold Witham, Ohio
Bennie Crawford, Texas (deceased)
Gordon Breeding, Michigan
Truman Wingo, New Mexico

FRIENDS WRITE

HERMAN FIEBER - BAKERSFIELD, CA

Here's $20.00 for my 2003-2004 dues. 58 years ago on this date, Jan. 17, 1945 the B-17 we were flying crashed. I'll always remember my fellow crew members who died that night. I'll say a special prayer on this day and cherish every day I'm here.

God bless all of us and hope you are in good health.

✈ ✈ ✈ ✈ ✈ ✈

WILLIAM ORTON - BOISE, ID

In the March issue of Mendlesham Memories, I learned of the passing of William Donze. Bill was a member of the 1446 Ordnance Supply and Maintenance Company attached to the 34th Bomb Group at Mendlesham. I knew him while we were stationed there in 1944 - 45. I visited him when on a return trip to England for the 50th anniversary of D-Day. I believe there are only three of us from the 1446th left that are members of the 34th Bomb Group Association.

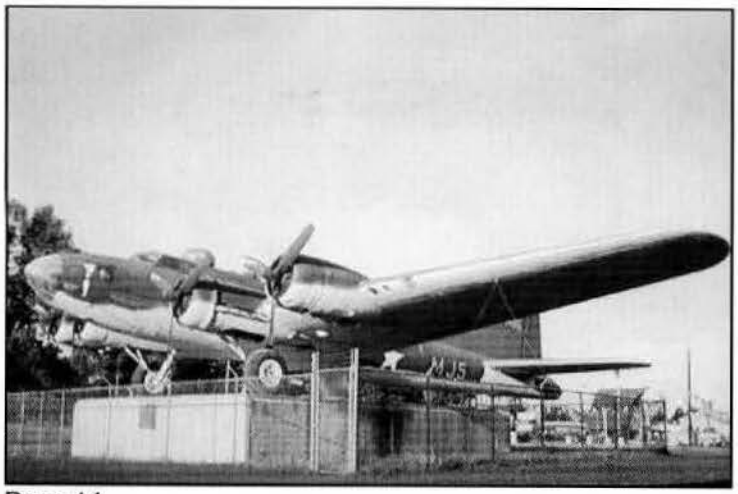
I have enjoyed attending many of the reunions and hope I can make the next one in San Antonio.

✈ ✈ ✈ ✈ ✈ ✈

JOHN DORONSKY - WILLOUGBY, OH

I'm sorry to have missed the last reunion in Salt Lake City but will try and make it in San Antonio.

✈ ✈ ✈ ✈ ✈ ✈



J. N. ROGERS - LUBBOCK, TX

Thanks for all the good work you do for the 34th Bomb Group, Hal. You really are a big part of keeping the Association going.

I am enclosing $10 for my membership dues. I am also sending a check for $10 for the scholarship fund. This is a great program!!

My memories of the 34th are really great ones. I was just a very young guy at the time I was in the group. I remember Pearl Harbor very definitely as I was on duty when it happened and we were on anti-sub patrol with a B-18!! Boy, was it tough getting our planes in the air at that time. We often lined up three B-18's for each mission and wound up taking the third plane no matter what.

Flying out of Westover Air Base in a fan shaped area over the ocean in a B-18 was not a lot of fun. We were really glad to get B-17's a little later as they were a stable airplane in comparison.

Looking forward to the reunion in San Antonio.

✈ ✈ ✈ ✈ ✈ ✈

CHARLIE SIRAGUSA - OAK RIDGE NORTH, TX

Enclosed in check for 03-04 dues. I enjoy being an associate member of your association. I'm retired Army, but I did fly in a plane at one time - does that count? I look forward to each issue of Mendlesham Memories. Since Jack Share and I go the same church, I can really discuss with him the contents of this fine publication.

Hope to meet you all in San Antonio, just a short hop of 225 miles from my door.

✈ ✈ ✈ ✈ ✈ ✈

JIM STUTHERS - NOKOMIS, FL

Bob Wright did not attend our annual "Butler's Bums" mini reunion and luncheon at Fisherman's Wharf this year, however, Joe Remy, Dick Scully and myself did meet and again shared some wonderful times. We reviewed my pictures and memories along with ones brought by Joe Remy. Also, he gave us a neat newspaper item which appeared in Haverford Township which is a nearby town newspaper in Philadelphia, Pa.

✈ ✈ ✈ ✈ ✈ ✈

EILEEN YOUNG - AUSTIN, TX

Enclosed are the dues for 2002 - 2003. I'm writing for my husband, Wooten L. Young. He had a very bad fall in September, 2001 resulting in a serious brain injury. I know he would want to continue his membership in the 34th Bomb Group Association.

✈ ✈ ✈ ✈ ✈ ✈

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
DORRANCE	JANET	391LM	APT 617 P0HAI NANI 45-090 NAMOKU ST.,	KANEOHE, HI		96744
FRANCO	GEORGE, A	18/4	179 PINEWOODS CRES	MIDDLE ISLAND	NY	11953
GALLOWAY	JOHN, H	4	206 52ND AVENUE PLZ W	BRADENTON	FL	34207
GRONKOWSKI	EDWARD, J	391	1530 S STATE ST APT 17R	CHICAGO	IN	60605
HACKLER	ROLAND, J	475LM	1435 BENT TRAIL CIR	SOUTHLAND	TX	76092
LEATH	JOHN, W	391LM	33505 WILL HILL RD	POMEROY	OH	45769
LEVI	MARJORIE	18	PO BOX 60186	SACRAMENTO	CA	95860
MAUNDRELL	FRED		10 PARK GREEN STATION ROAD	WETHERINGSET	SUFFOLK	P145QH
POULOS	ARTHUR	391LM	171 GOODE RD	MOORESBORO	NC	28114
WELCH	KEVIN		12A SKINNER RD	MT WELLINGYON	AUKLAND ,	NZ
WRIGHT	JOHN	18	14A2 PRESIDENT POINT DR.	ANNAPOLIS	MO	21403
ZESCH	EDWARD, E	7	1315 W 8TH ST APT J	CORONA	CA	92882

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
ARMSTRONG	WARREN, E	7	12-29-01	PO BOX 8301	ALBUQUERQUE	NM	87198
SCHNEIDER	CHARLES, R	4/18	01-15-03	3400 W PARK BLVD #1003,	PLANO	TX	75075

FLANDERS FIELDS

In Flanders fields the poppies blow
Between the crosses, row on row
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved, were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.

By John McCrae

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
GIVEN	GANEL	391A	416 LAVENDER	BILLINGS	MT	59106
GIVEN	WADE	391A	3323 NORTH 47TH ST	PHOENIX	AZ	85018
MACKEY	ERIC	4A	13061 STERLING WAY	FT MYERS	FL	33912

DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

IN MEMORY OF	DONOR
	JOHN M. RODGERS

Editor' s note: *In the March issue of this newsletter it was erroneously reported that* ***RICHARD L. LEVENICK*** *was deceased. Nothing could be further from the truth as Mr. Levenick is alive and well residing in Ann Arbor, Michigan. The message we intended to convey was that Mr. Levenick* ***donated*** *to the memorial fund. We sincerely apologize to him and his family for any inconvenience or embarrassment this error might have caused them.*

"Thanks for the Memories"

HAPPY 100th BIRTHDAY, BOB

FROM THE MEMBERS OF
THE 34th BOMB GROUP ASSOCIATION

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936) 273-3561

34th Bomb Group

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From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Volume XXVIII Number 3 September, 2003

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

391ST SQUADRON

18TH SQUADRON

7TH SQUADRON

RESPITE FROM BLYTHE - 1944
(Raymond & Rachel Lucas, top left in photo.)

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Deadline

All material and items for the December, 2003 issue of Mendlesham Memories should reach me on or before October 15th, 2003. All copy will be going to the publisher on that date..

Jack Share, *Editor*

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Other web sites of interest:

http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb
http://old.jccc.net/~bgustaf/34th_Bomb/

share -

a thought

Jack Share, Editor

If someone had told me six years ago that I would be the next editor of Mendlesham Memories I would have probably told them they had rocks in their head. Then, at the 1998 34th reunion in Boise, Idaho we learned, suddenly, that our editor of fourteen years, Ely Baldea, was relinquishing the reins due to health problems, after many unsuccessful attempts to find a replacement. The rest of the story is history. After considerable prodding from some of the members, I caved and accepted the responsibility - on an interim basis. After five years we are still looking for a permanent replacement. Any offers?

Do I regret my decision? I can't say that I do. There have been frustrating times, for sure, but on the positive side, the pluses have outweighed the negatives. I have been involved with many wonderful and appreciative people, both within the organization and out, who have contributed to the success of the newsletter while tolerating my many shortcomings. My reading, writing and computer skills have certainly been put to the test and I have learned much about the publishing/printing business. Frankly, at this point, I don't know what I would do with my time without the demands that the newsletter requires.

Going into my sixth year, I feel confident that we can continue as a viable organization for some years to come. Of course, no one knows what the future holds for us. At the age when most of us are slowing down, a bit, anything can happen. Until then, and with continuing cooperation and good health, we can only hope for the best and endeavor to keep the great 34th Bomb Group Association an active organization - for as long as possible.

It looks like we'll have this newsletter out before the end of the month. Hopefully, with a little cooperation from the USPS, they will be available prior to our leaving for the reunion.

To all that can make the reunion, we look forward to seeing you in San Antonio. For those who can't, for whatever reason, we will miss you greatly.

We learned, as we were about to go to press, that Hal Province was to undergo a very serious operation on July 22. From your many friends and comrades in the 34th bomb group, Hal, we wish you a speedy and complete recovery.

Jack

IN MEMORIAM

BOB HOPE

1903 - 2003

May you rest in peace

"Thanks for the Memories"

From the Treasurer's Computer

Hal Province, Treasurer

I don't know what caused it, but I have been receiving quite a number of 2003 dues since the June issue of MM was delivered. Obviously, the senders of those dues didn't pay attention to the announcements in December 2002 that dues were due. Perhaps it was Jack's remarks in his "SHARE- a thought" column pertaining to the dues situation or my column that we might want to raise dues and they were trying to pay before a raise went into effect. Whatever, dues have been arriving like it was the first of the year! Several hadn't paid for several years so we're glad they are back on the mailing list. Even had a first time dues payer even though he was "Found" several years ago. Keep them coming; I'll take all you send!

Several have commented that they miss the red circle I once put on their mailing label to indicate that dues were due. While I was printing the labels for both Ray and Eli it was easy for me to do that marking. Since we changed to a Texas publisher, who now addresses the copies via a computer program, this practice seems to have fallen by the wayside although the "dues date" is supplied with each list. For those who wish to note the year for which their dues are paid, I can only suggest they look at the returned check. I write the year for which the payment applies on the top of the check. In the past, I used A1, A2, A3 to indicate year 2001, 2002, and 2003 but have started to write the true year on the top. Perhaps we will once again be able to have the publisher include the date of dues year on the mail label.

Scholarship applications have been very slow in arriving this year but there are still 10 days, at this writing, for them to arrive. Results will be presented at the reunion.

The BIG battles for IRAQI FREEDOM are over but there are still skirmishes taking place that involve our service personnel. Please, don't forget them in your prayers.

I hope you have made your reservations for the reunion. We will be looking for you in San Antonio! Take care and MAY GOD ABUNDANTLY BLESS!

Hal

DUES

(for those who pay annually) are due on January 1st each year.
Please remit your $10.00 to:

HAROLD PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

If a membership card is desired, please send a self-addressed stamped envelope with your remittance.

REUNION COMMITTEE REPORT

Our 19th Annual Reunion is rapidly approaching and the reunion committee is looking forward to seeing all of you at the Radisson Hotel, Downtown Market Square, 502 West Durango Boulevard, San Antonio, Texas on 10 September to 14 September, 2003

This morning being Independence Day, we were out motoring around the outskirts of town when I switched the radio stations and came up with music of the "Battle Hymn of the Republic" by the Mormon Tabernacle Choir. We continued listening as the choir sang all the songs that we had heard at our last reunion in Salt Lake City. We can not guarantee that kind of inspirational music this year, but it will bring back many memories in future years to come - as all our get togethers do. The Tabernacle Choir rendered a series of songs and hymns that pertained to today - INDEPENDENCE DAY. We always list the names of the "Reunion Committee", but we neglect to mention Esther Wright and Gen Rutka who do a lot of work before, during and after the reunions. In the past, we had a "Special Couple" - Wanda and Gerry Pine. One person that we don't think about as a member of the Reunion Committee is our editor, Jack Share. Without Jack there would be no "Mendlesham Memories" and the word would not get out about when and where we would hold our reunions. Jack gives an excellent report to all the members who are not able to attend. Many thanks, again, Jack. He provides the information to all.

We wish you all good health and we hope to see all of you at the Radisson Hotel in San Antonio. Those that are not able to attend, we will miss you and hope to see you at a future reunion. Our thanks to all who help to make our reunions successful - especially the attendees. Take care and God Bless.

The Reunion Committee
Harold Rutka
Robert Wright
Bruce Sothern

A Request for Information

I joined the 34th Bomb Group in September, 1942 in Spokane, WA. and went with the group to Ephrata, WA. In December we moved to Blythe, CA. and in June, 1943 we moved to Salinas, CA.

It was while stationed at Salinas on June 13th that I was seriously injured in a plane crash somewhere between Salinas and Soledad. Five of the crew members were killed and three of us survived. I was hospitalized at Ft. Ord, CA. By the time I was released from the hospital the group had returned to Blythe.

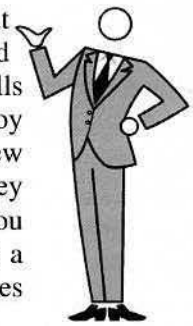
I, along with a group of personnel, were sent to McCook Field, Nebraska where we formed the 465th Bomb Group. We were sent overseas in February, 1944 by way of North Africa to Italy.

I am looking for anyone in the Armament Section of the 391st squadron of the 34th Bomb Group who might remember me and the crash at Salinas and can testify that I was injured in the crash.

Thanks for any information you can provide me.

LeRoy L. Klug
1011 1/2 West Street
Beaver Dam, Wisconsin 53916-1250
e-mail: lcklug@powerweb.net

TOP THIS



Three boys are in the school yard bragging about their fathers. The first boy says, "My Dad scribbles a few words on piece of paper, he calls it a poem, they give him $50". The second boy says, "That's nothing. My Dad scribbles a few words on a piece of paper, he calls it a song, they give him $100". The third boy says, "I got you both beat. My Dad scribbles a few words on a piece of paper, he calls it a sermon, and it takes eight people to collect all the money!"

Two Heros Meet *(Fifty Eight Years Later)*

In May 1945, with the war with Germany winding down, the 34th, along with other bomb groups in England, made several humanitarian food drops in Holland to save the starving Dutch people after one of the worst winters ever. Food was so scarce that 2,000 people were dying each week. A young man in Holland in those days by the name of Jaap Penraat came to America in 1958. Recently, with the help of a neighbor, he put his story in print in a book titled "Forging Freedom". In this true story of heroism and bravery, it tells how Penraat put his life on the line helping as many as 400 Jews escape the cruelty inflicted upon them by the Nazis in Amsterdam, The Netherlands. In a time when you could be killed for being a Jew, or aiding them, Penraat, who was not Jewish, devised a plan of forging papers to obtain travel permits to secure the way to freedom for many of these Jewish people. Those caught would be shot with the bodies left on public view as a warning not to help the Jews. Recently, Penraat and Hudson Talbot, the author of the book, paid a visit to the Bremen, Ohio Elementary school where the sixth grade students had read the story of Penraat's World War II heroics. Meeting the man face to face and listening to his story first hand was a very exciting experience for these young people. Also, in attendance for Penraat's presentation was Carl B. Stemen, B-17 pilot in the 34th bomb group who now lives in Bremen, Ohio. He also played a pivotal role in the war. He made three trips to Amsterdam to drop food. One of those drops, on May 1st, 1945, saw many people standing on the roof of a building watching the planes as they flew in to make the drops. One of those on the roof was Jaap Penraat. The two heroes met for the first time at the school. As Penraat described it, "It's remarkable that 60 years later I meet a man who did it. I was standing on that roof - we must've been 100 feet apart." It was also a thrill for Stemen to meet someone who benefited from his efforts. He says, "We got so interested in talking about our food missions I had to tell him that it was past time for him to be on stage to present his program. I was surprised with his reply when I said that we heard that they were so hungry they ate tulip bulbs". He responded that they could not eat them because they would make you sick.

Ed: This story appeared in the Lancaster, Ohio Eagle-Gazette newspaper and was provided by Carl Stemen.

THE ORDNANCE MAN

The Ordnance man, with muscles of steel,
Have probably the roughest deal
Of any G.I. in the Army Air Force,
Day in, day out, they work like horses.

In the middle of night they get jerked from the sack,
And it's usually noon before they get back,
Weary and worn from going the rounds,
With bombs weighing up to four thousand pounds.

And then when they're certain their work is through,
And they're wondering what the hell to do --
Sleep or drink or drink or sleep
Comes an order designed to make strong men weep.

Mission scrubbed...back to the line...
"Unload the bombs," yet not a whine
From these martyred sons of Total Strife
Who are sweating and straining away their life.

Yes, the Ordnance men are brawny and tough,
And always ready to strut their stuff
So they can't be blamed if they pray for rain,
Or the blessed words "released to train".

1446 ORDNANCE SUPPLY AND MAINTENANCE

ATTACHED TO THE 34TH BOMB GROUP (H) MENDLESHAM AIRBASE,
MENDLESHAM, ENGLAND 1944-45

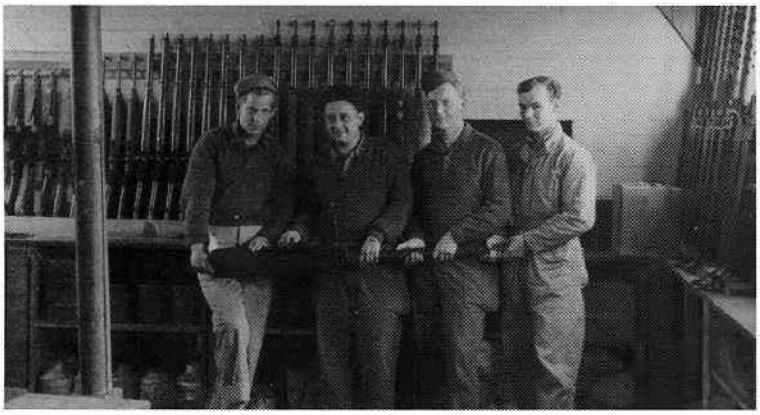
By William J. Orton, 1446 Ord. S. & M. Company

The 1446 Ordnance Supply and Maintenance Company at Mendlesham was made up of approximately 150 enlisted personnel and 4 officers. The operation and duties of the 1446th consisted of the following responsibilities:

- Bomb dump
- Motor Pool – repair and paint shop
- Bicycle shop
- Armament supply
- Skeet range
- Cooks and K.P.'s for the consolidated and crew mess halls.

Duties consisted of receiving, storage and issue of all the bombs to the Squadron personnel. Repair and issue of all vehicles issued and repair of bicycles to authorized personnel. Supply and load all flak suites on each plane scheduled for that day's mission. Operation of the skeet and pistol range.

Loading Flak Suits
L to R - Joe Tulino and Bill Orton



Armament Maintenance
L to R - Bergie, Benny Arcario, Peligrini, Jack Ivie

Armament Maintenance
L to R - "Pops" Hunter, Herman Allen, Lt. Gannet, Skytte, Dulan, Massaro, Malamed

The 1446th was at Mendlesham before the 34th Bomb Group's planes arrived, getting things ready and preparing the base for transfer from the RAF. Yes, I remember the "German Intruders over Mendlesham". I had worked two shifts that day issuing flak suits for each mission. I was routed out of bed and went up to the flight building and saw how close the plane, that crashed, came to hitting our arms shop.

I remember how hard it was to go out and pick up the armament after planes crashed on take off and landings. I remember having to help dig up the bombs that were on board or dropped at the end of the runway. I remember going out, at times, and shooting birds at the end of the runway before the planes could take off. I remember when Joe Tulino and I bought some War Bonds during a drive and we won a vacation to Edinburgh, Scotland. On the day we were to be picked up for return to base, the field was fogged in so badly that we ended up returning by train causing us to be three days AWOL. I remember taking part in Operation Chow Hound. I drove a truck to pick up supplies and volunteered to fly the missions, flying one to Amsterdam and one to LeHarve. I don't remember which crews I flew with but do remember helping push the food sacks out of the bomb bay, over the bombed out airfields, and looking back seeing some drop through the roofs of a few greenhouses.

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Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

JUST AN ORDINARY SOLDIER

He was getting old and paunchy and his hair was falling fast,
He sat around the Legion, telling stories of the past.
Of the war that he once fought in and the deeds that he had done,
In his exploits with his buddies: they were heroes, every one.
And 'tho sometimes to his neighbors, his tales became a joke,
All his buddies listened quietly for they knew where of he spoke.
But, we'll hear his tales no longer, for ol' Bob has passed away.
And the World's a little poorer for a soldier died today.
He won't be mourned by many, just his children and his wife,
For he lived an ordinary, very quiet sort of life.
He held a job and raised a family, going quietly on his way,
And the World won't note his passing,'tho a soldier died today.
When politicians leave this Earth, their bodies lie in state,
While thousands note their passing, and proclaim that they were great.
Papers tell of their life stories from the time that they were young,
But the passing of a soldier goes unnoticed and unsung.
The politician's stipend and the style in which he lives,
Are often disproportionate, to the service that he gives.
While the ordinary soldier, who offered up his all,
Is paid off with a medal and perhaps a pension small.
It's so easy to forget them, for it is so many times
That our Bobs and Jims and Johnnys went to battle, but we know.
It is not the politicians with their compromise and plays,
Who won for us the freedom that our country now enjoys,
Should you find yourself in danger with your enemies at hand,
Would you really want some cop-out, with his ever-waffling stand?
Or would you want a soldier - his home, his country, his kin
Just a common soldier, who would fight until the end.
He was just a common soldier and his ranks are growing thin,
But his presence should remind us we might need his like again.
For when countries are in conflict, we find the soldiers part
Is to clean up all the trouble that the politicians start.
If we cannot do him honor while he's here to hear the praise,
Then at least let's give him homage at the ending of his days.
Perhaps just a simple headline in the paper that might say:
"OUR COUNTRY IS IN MOURNING, A SOLDIER DIED TODAY."

Bought The Whole Farm - Almost

From Arnold Prillaman, 7th squadron

Fortunately, they didn't buy the farm but the Eugene James crew got a good look at the real estate. With their B-17 skimming dangerously close to the ground, the four Wright Cyclone engines straining at every one of their 1200 horsepower, to lift the aircraft, as they took off for another mission to Nazi Germany.

Getting a B-17 off the ground with a full crew, 6,000 pounds of bombs, full gas tanks and thousands of rounds of .50 caliber machine gun ammo on board in World War II was precarious to say the least. Arnold Prillaman, waist gunner on the Eugene James crew, 7th squadron of the 34th bomb group recalled such an incident recently in an article he wrote for his local newspaper, the Martinsville Bulletin, Martinsville, Virginia.

One snowy morning in February, 1945 the 34th took off for a mission into Germany. Due to a change in the wind direction they were forced to take off on the short 4,200-foot runway. With three inches of snow already on the ground and poor visibility, the James crew proceeded to take off.

Standard rotation, or lift-off, on a fully loaded B17, as they were, was 120 M.P.H. indicated air speed. Just short of the end of the runway they bounced off a little bump and were airborne with an indicated air speed of only 95 M.P.H., 25 M.P.H below climb speed. Fortunately, they were over flat farmland with no obstructions immediately ahead.

The Broad Oak farmhouse stood 1,200 feet from the end of the runway, slightly to the left of the runway heading. Standing at the left waist window Arnold remembers looking into the house windows instead of at the roof as they flew through the front yard, barely off the ground. Needless to say, since Arnold is here to tell the story, the plane finally did climb because of the masterful job that the pilot, Eugene James, did in keeping the plane airborne and out of a stall. James is a retired Eastern Airline captain now living in New Jersey.

Arnold recalls an old saying in aviation circles that goes, "When you bore a hole in the ground with an airplane, you have bought the farm. On that snowy morning, 58 years ago, we almost bought the farm and the farmhouse."

34th Bomb Group Anecdotes:

(From the Walter Strudivan files)

Second Lieutenant Carl L. Washburn, Jr. 21, of Wichita Falls, Texas flew his B-17 Flying Fortress safely back to its base at Mendlesham, England after Nazi jet propelled fighters attacked his group with 20 mm. cannon fire. One shell gnawed away a large part of the wing and the Fortress came home on three engines. "My gunners saw him approaching from the rear," Lt. Washburn said, "but he was traveling so fast he was gone almost before his bullets struck. He must have been going 500 miles an hour. The cannon shells fired by the Messerschmitt 262 exploded as soon as they hit and the left side of the radio compartment was peppered with hundreds of tiny holes made by shell fragments. If he had demolished just three more inches of the forward wing, the fuel cells would probably have caught fire or exploded." Fighter escort had engaged other numbers of the enemy. Although minor damage was sustained by other ships in the formation, when the attack by the six jets was made, all the fortresses returned to the base. An engine on Lt. Washburn's plane developed trouble from freezing conditions at high altitude and he was unable to maintain sufficient speed to remain with his squadron. He dropped back into successive squadron formations and was able to bomb oil refineries at Hamburg, Germany with his group. Ten minutes after leaving the target found him at the rear of the formation as the Messerschmitts closed for the attack "Controls were very sloppy because the left aileron hung by one bolt and we were not sure we could get home. We considered either landing in Sweden or bailing out into the North Sea," he added, "but we stuck with it and were able to land safely, without further problems or injury to any of the crew."

"Lucky Me"

A narrative by Clayton A. Mink, 7th Squadron, 34th Bomb Group

Anyone reading Clayton Mink's World War II account of his experiences while a member of the 34th Bomb Group of the 8th Air Force would have to agree that he was one "lucky" individual to have survived the war.

Luck seemed to be on Clayton's side after he had completed 21 missions as a ball turret gunner on the B-24 crew of "The Near Sighted Robin" after which the 34th Bomb Group transitioned to B-17's. His first mission on the B-17 "The Wrangler" was on September 22, 1944 to Kassel, Germany when his troubles started in earnest. After several hours in flight, a hydraulic leak developed in his turret obscuring his visibility. His pilot instructed him to vacate the turret, a decision that was soon to prove beneficial to his survival. As they approached the target, another B-17, from his squadron, came up from underneath "The Wrangler" severing the entire tail section. Clayton, who was now in the waist section, witnessed the calamity and now at 25,000 feet without oxygen, immediately made the decision to bail out. Grasping the ribs of the fuselage, he pulled himself to the opened rear of the crippled aircraft and tumbled out into space.

After free falling several thousand feet, he reached for the ripcord but his parachute was not on his chest. In his haste to exit the plane, he had apparently neglected to hold the parachute in the crook of his arm and the wind from the props' slipstream contacted the chute and broke the tacking that secures the chute harness to the body harness. For some unknown reason he extended his leg and rolled on his back. Then immediately noticed his parachute dangling by one side of the harness. Grasping the harness he pulled the chute closer to his body and pulled the ripcord.

He landed in an open field which at the time was being harvested by forced laborers. As he landed he was staring down the barrels of three rifles being aimed at him by three civilian guards – luckily, no shots were fired. After being searched by all three guards, one guard walked him to a mobile trailer. Early that evening he was taken to the city jail in Paderborn. During the night he was ordered to strip for a body search probably in hopes of finding something containing some military information.

The next morning he was joined by S/Sgt. Wallace Brauks and boarded a bus where they were amazed and shocked to see three officers who had successfully escaped from the out of control aircraft. The five very fortunate and thankful survivors of "The Wrangler". 1st Lt. Henry Lambert, 1stLt. Wayne Jorgenson, 1st Lt. Myron McDonald, S/Sgt. Wallace Brauks and Clayton proceeded to the railroad station where they awaited transportation to the Interrogation Center in Frankfort, Germany. After spending four days in solitary confinement, Clayton was summoned for interrogation after which he was returned to solitary for six more days.

After his release from solitary, he along with a large group of POW's were herded onto 40X8 box cars, standing room only, not unlike a drove of cattle, for distribution to prisoner of war camps. Clayton described the situation. "It was an overwhelmingly devastating experience to witness the sick, the wounded, the depressed and those who seemingly appeared to be oblivious to their surrounding."

After a long tiresome and uncomfortable trip, the train finally arrived at Grosstychow, Germany where they were welcomed by armed guards with fixed bayonets and several ugly police dogs. The POW camp, Stalag-Luft 4, was about one and a half miles from the train station but, because of all the physical problems, some of the prisoners could not keep pace and were continually being jabbed with bayonets and bitten by the dogs.

Stalag-Luft 4 was built to house some 10,000 airmen but at the time Clayton arrived it was thought to have contained between 4,500 and 6,000. The compound was divided into four sections or lagers as they were called. Manned guard towers at each corner and guards walking in opposite directions patrolling the inside and outside perimeters secured the compound. Twenty feet from the main fence was a wooden rail called the "Warning Wire"," *touch this and you will be shot!* "

The wooden barracks were divided into several 16' X 18' rooms. Each room housed seventeen POW's, in very close quarters, who slept on slumber pads on a straw strewn floor with one blanket. Twice a day roll calls were taken and at 4:00PM each day blackout blinds were put in place and the front and rear doors were barred. Life as a POW was lowly and dreary and their very existence depended wholly on Faith and Hope.

Red Cross parcels were the lifeline of the POW's and were a welcomed change from the regular camp rations of soup, likened to hog slop, black bread, tea and Ersatz coffee with an occasional soup treat consisting of several vegetables and horse meat.

Unannounced shake down inspections were common occurrences. Everything in the room was turned upside down looking for nothing in particular and nothing was ever found.

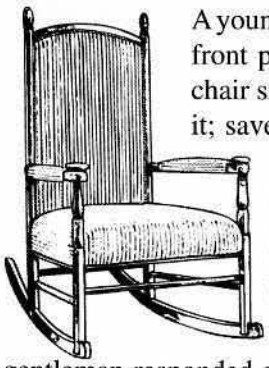
In February, 1945, with the Russian Army advancing rapidly, evacuation of Stalag-Luft 4 became inevitable and on February 6th, Clayton's group departed. Each man was issued a Red Cross parcel that would prove to be a blessing as German rations were few and far between. They never imagined that they were starting on a march that would ultimately last for 80 days. Coping with the severe winter weather and pangs of hunger it boggles the mind how so many of the POW's ever survived. At nightfall they were housed in a farmer's barn, if available. If not they slept on the ground. It would not have been difficult to follow the route taken by the POW's as the highways and byways were literally covered with vomit slime and human excrement. A few days before liberation, the march was taking its toll. Men were falling by the roadside physically unable to continue. Some were picked up by horse and wagon, others who fell, no longer needed attention. At the end of the march they were a slovenly group of physically exhausted human beings with gaunt facial features, long dirty hair, thin, unshaven,unbathed malodorous bodies covered with lice.

After an unbelievable, gruelling, excruciating, horrible, inhumane, depressing, degrading 80 days on the forced march they were finally liberated on April 26, 1945 at Bitterfeld, Germany where they were greeted by a unit of the 104th Division of the United States Army.

Hopefully, nothing of this magnitude will ever occur again.

Clayton's story ends with a comment. "It was one hell of a ride and I was very proud to have been a small part of the 34th Bomb Group."

Grandpa's Rocking Chair



A young boy walked out onto his grandparent's front porch and stopped to study the rocking chair sitting there. It had not a spot of paint on it; save for a few dried flakes of varnish still clinging to wood here and there. A homemade affair, it seemed that no two parts exactly matched. "Why don't you paint that old rocking chair, Grandpa?" The youth asked. "I'd sooner paint the American flag green!" The old gentleman responded as he settled into the chair with a smile that said it fit him just fine the way it was. The youth sat down in the porch swing and gave his grandfather a quizzical look. Grandpa lit his pipe and blew a cloud of smoke into the summer breeze. "Let me tell you about this chair son," he began. "When I was stationed in the Soloman Islands during the war an enemy cruiser came through the straits one night and began to shell our base. We had no defense against a ship like that so everyone just jumped into foxholes to wait out the barrage and hope for the best. Everyone that is, except the crew of a lone PT boat tied up in the inlet. They scrambled out, cranked her up and headed straight for that cruiser." 'Now they could have fired a shot from a safe distance and skeedaddled out of there, but that's not what they did. No, they pressed home their attack zigzagging through shell fire until they were really close. They fired two torpedoes just before the ship's guns hit the PT boat dead center. The small wooden torpedo boat exploded in a fiery blast, but seconds later so did that cruiser. We couldn't believe the bravery of that crew." "The next day a piece of the PT boat's bow washed up on the beach near the base. Many of us went over to look at it. No one said much, we thought about those sailors who had just stopped at our base for repairs a few hours before the attack. We didn't even know them. I saved a piece of the deck in my tent for a while and eventually sent it home to your grandma and asked her to save it for me. I really didn't know what I was going to do with it at the time, but after the war I decided to use it for the seat of this rocking chair so I'd remember the crew of that PT boat every time I sat in it." "Later I found a radio operator's desk from a B-17 that had been scrapped and used it for the arms. You can still see a piece of German flack embedded in the underside of the right arm. It reminds me of all the guys who fought in the sky to keep those of us on the ground safe." "The arm posts came off of an old Higgins landing barge I found rotting away in a boat yard. The helm station was pretty badly shot up. They remind me of the Coast Guardsmen who protect our shores in war and peace. I don't know if the officer piloting that barge met his fate at Normandy, North Africa, Iwo Jima or one of a dozen other landing beaches, but I know he was one brave man." "The back boards came from a rusty military ambulance that had carried wounded Marines from the front lines near Pusan, Korea to an aid station somewhere. The boards are stained with their blood, sanding them would be treason in my mind." "The rockers were made from a wooden rocket box I picked up in an Army surplus store after the Viet Nam war. They remind me of all the brave men and women who gave their lives in that war." "This front panel with two bullet holes in it here below the seat was given to me by a friend. He picked it up on the shore of Ford Island the day after Pearl Harbor was attacked. He didn't know for sure what ship it came from, but he said that he thought it was a bench off the Arizona. It reminds me of the price we paid for being complacent." "You see son, for over 200 years men have fought and died when they had to so this great land would remain free. They paid for our right to speak, write and worship as we please. It's because of them that we can sit here on this front porch on a Sunday afternoon and enjoy the peaceful view of this tree-shaded lane. This rocking chair reminds me of that." The youth walked over to the chair and ran a finger down the smooth arm. Without saying a word he inspected the bullet holes, the stained backboards and the jagged piece of flack still protruding from the bottom of the right arm board. "Wow, Grandpa, I never knew this chair was so important." He said reverently "I'll tell you what," the old man said. "You can have it when I'm through using it, if you want, but you gotta promise me one thing." "What's that grandpa?" The boy inquired. "Promise me that you'll never paint it." The old warrior replied. "I'd never do that Grandpa, that would be like painting the Statue of Liberty." A subtle smile crept up the corners of grandpa's face. "Now I think you understand son, I think you understand."

Submitted by Lance Anderson, son of Paul and Beryl Anderson.

Thought For today:

"Life is made up of desires that seem big and vital one minute, and little and absurd the next. I guess we get what's best for us in the end."

-Alice Caldwell Rice, American humorist, (1870-1942)

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Allison Hunter	Augusta, GA	Dorothy Clarkson	391st

★ Is military duty really a job? ★

Senator Metzenbaum posed the following question to Senator Glenn: "How can you run for the United States Senate when you've never held a real "job"?

Senator Glenn replied: "I served 23 years in the United States Marine Corps. I served through two wars. I flew 149 missions. My plane was hit by anti-aircraft fire on 12 different occasions. I was in the space program. It wasn't my checkbook; it was my life on the line. It was not a nine to five job where I took time off to take the daily cash receipts to the bank. I ask you to go with me...as I went the other day to a Veterans Hospital and look those men with their mangled bodies in the eye and tell them they didn't hold a job.

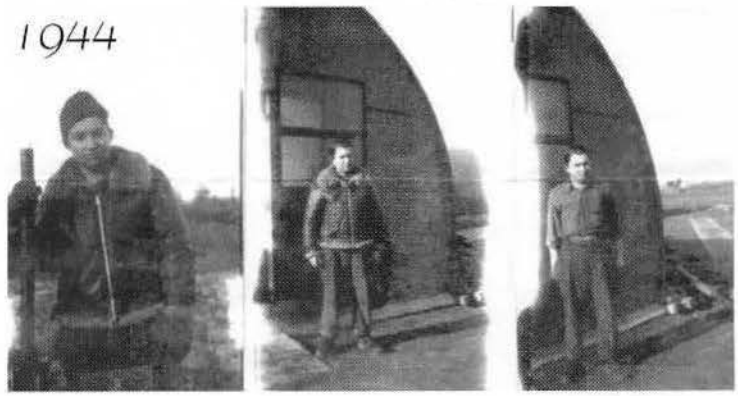
You go with me to the space program and go as I have gone to the widows and orphans of Ed White and Gus Grissom and Roger Chaffe and you look those kids in the eye and tell them that their dad didn't hold a job. You go with me on Memorial Day coming up and you stand in Arglington National Cemetery, where I have more friends than I'd like to remember and you watch those waving flags. You stand there, and you think about this nation, and you tell me that those people didn't have a job.

I'll tell you, Howard Metzenbaum, you should be on your knees every day of your life thanking God that there were some men - SOME MEN - who held a job. And they required a dedication to purpose and a love of country and a dedication to duty that was more important than life itself. And their self-sacrifice is what made this country possible. **I have held a job, Howard!**"

From the American Legion Forty and Eight newsletter
Submitted by John Doronsky, 7th squadron

★ ★ ★ ★ ★ ★ ★ ★

Then & Now



William J. Orton
1446 Ordnance S. & M. Co. 34th Bomb Group H

OUT RANKED Having just moved into his new office, a recently promoted Air Force colonel was sitting at his desk when an airman knocked on the door. Wanting to look busy, the colonel quickly picked up the phone, told the airman to enter, then spoke into the phone: "Yes, general, I'll be seeing him this afternoon, and I'll pass along your message. In the meantime, thank you for your good wishes, sir".

Then he looked up to the young enlistee and said, "What do you want?"

"Nothing important sir," the airman replied. "I'm just here to hook up your telephone."

'43 Incident in France

One of our members alerted me to an article in the July 7, 2003 edition of "The New York Times" newspaper. The article is about an incident that took place in France on July 4th, 1943 during World War II. On that day, B-17's from the 368th Bombardment Group left their base to bomb Nazi munitions plants in and around LeMans, France a city some two hours drive southwest of Paris.

One of the B-17's took a direct hit from ground fire and exploded, spiraling down and crashing in a ball of fire. Miraculously, the tail gunner, a Sergeant Butcher, was ejected, unconscious, from the wreckage as the tail section was severed from the fuselage. He came to several hundred feet from the ground when he pulled the ripcord and landed in the village of Poille-sur-Vegre.

Fortunately for Sgt. Butcher, the first villagers he saw after landing were members of the French Resistance who took him into hiding. The Germans searched the aircraft but since they only found nine bodies they knew there was another one since at that time they knew a B-17 carried 10 crewmen. However, they never found Sgt. Butcher who was hidden for eight months' clandestine stay in a dozen Resistance houses. They then made arrangements for him to hike across the Pyrenees to Spain and safety.

The villagers, many of whom were teen-age kids at the time, endured the Nazi occupation and celebrated the Allied victory in 1945. Two years after the war they erected a "Monument America", near the crash site, to commemorate the miracle of Sergeant Butcher's survival and the tragedy of other American lives ruined or lost in the War. This year, the road near where the monument stand, was renamed "Route De La FORTERESSE VOLANTE" or Route of the Flying Fortress.

Every year the village celebrates the Fourth of July. In 1984 the Resistance alumni, quite unexpectedly, reconnected with Mr. Butcher through a French exchange student whose airfare was paid by the Poille-sur-Vegre villagers. They have been in contact ever since.

Mr. Butcher who was too frail to attend the ceremony this year but spoke on telephone. The guest of honor this year was the sister of the plane's pilot. Also present was the son of the people who built the monument and were tortured and interned as a result of helping Sgt. Butcher.

As for the strained French-American relations resulting from the Iraq war, speakers seem to echo the sentiment expressed by Mr. Butcher when he said "I love those people."

The mayors assessment was perhaps the most elegantly put: "Despite our governments' divergent ideas, the French people remember with gratitude that it is to the American that we owe our freedom."

Freedom Isn't Free!!!!

I watched the flag pass by one day,
It fluttered in the breeze.
A young Marine saluted it,
And then he stood at ease.

I looked at him in uniform
So young, so tall, so proud,
With hair cut square and eyes alert
He'd stood out in any crowd.

I thought how many men like him
Had fallen through the years.
How many died on foreign soil
How many mothers' tears.

How many pilots' planes shot down?
How many died at sea
How many foxholes were soldiers' graves?
No, freedom isn't free.

I heard the sound of Taps one night,
When everything was still,
I listened to the bugler play
And felt a sudden chill.

I wondered just how many times
That Taps had meant "Amen,"
When a flag had draped a coffin,
Of a brother or a friend.

I thought of all the children,
Of the mothers and the wives,
Of fathers, sons and husbands
With interrupted lives.

I thought about a graveyard
At the bottom of the sea
Of unmarked graves in Arlington,
No, freedom isn't free.

Enjoy Your Freedom
and God Bless Our Troops.

FRIENDS WRITE

RICHARD MERKLEY - AMERICAN FORK, UT

I am sad to report that my father, Floyd Merkley, passed away on October 19, 2002. Dad was 89 years of age and would have been 90 on May 10 of this year.

Besides his wife and family, his college football days and his service during WWII were his most treasured and most talked about memories. Dad attended BYU on a football scholarship from 1931 to 1935, graduating with a degree in Business Management. It was not "cool" to keep newspaper clippings of one's accomplishments in those days so we have only his recollections of his football experiences. But, an Idaho journalist who was a student at BYU, at that time, wrote that he was the "Steve Young of the '30's for BYU."

It was his speed afoot that saved his life when a bomber crashed at Mendlesham Air Base as recorded in the book "Eighth Air Force Bomber Stories" by Ian McLachlan and Russell J. Zorn. His retelling of this story and of many other experiences he had while serving in the Army Air Corps created in me a fascination for aviation and I eventually served 7 years as a pilot in the U.S. Navy and am now flying commercially.

Please know that I hold my father and the men he served with in the highest regard for their service rendered in the Great WWII. I wish you all associated with the 34th Bomb Group Association fair wind and a following sea (it's the Navy tradition to do so). Your publication was always heartily received by Dad and read thoroughly several times.

****

OLGA M GRENDZINSKI - MIAMI, FL

Enclosed are the dues for 2002-2003. My husband is in poor health but he still likes to read and receive the Voice of the 34th Bomb Group.

Sorry I forgot to send them before.

****

DANIEL STALEY - PEORIA, AZ

Here is my check for the 2003 dues for the 34th Bomb Group Assn. Please, keep the Mendlesham Memories coming.

My crew (John Hopper, pilot) arrived in England and was assigned to the 34th after VE day. Consequently, we flew no missions, except one - a POW run to Linz, Austria.

****

BLAINE HANEK - MADISON, WI

Thank you for sending the 34th Bomb Group magazine. I enjoy it very much.

Sincerely, Blaine Hanek, Ken Clark's crew 98th Bomb Group, 415 Bomb Sqd. 15th Air Force.

****

BILLIE LOGAN - COLORADO SPRINGS, CO

Enclosed you will find a check in the amount of $20.00 to pay membership dues for the years 2003 and 2004. Please continue to send us copies of Mendlesham Memories.

****

BIRGIT LONERGAN - FORT MYERS, FL

Received the June issue of MM and always enjoy reading it, but sure hate to see the taps list grow. Appreciated the list of former reunions and fun to discover I had been to most of them while husband Ed was alive.

Will not be joining you in San Antonio, as I have been there many times, but hope to join you all again at a future date. I'm still angry at myself for not attending Savannah, but that is history.

Everyone is to be commended for the wonderful job they do. I have so many wonderful memories of the 34th, which took us to places we might never have visited. I miss you all.

****

MALCOLM "TED" BLOMQUIST - PALOS HILLS, IL

Great to get your e-mail and be brought up to date on what's what with the 34th and MM. Not quite sure what my status is in regards to "doos" but am enclosing a $20.00 check and hope that will bring me back into the fold.

Have been to San Antonio and it is a wonderful place for the reunion. Loved the River Walk. Sorry that I won't be able to attend due to problems on the home front, but my heart will be with you all. God Bless and take care. So far we are still on the topside of the divot.

****

ARTHUR BUSSE - ANAHEIM, CA

Enclosed is my check for 2003 34th BGA dues. I'm sure I haven't paid for this year. The June newsletter was the first for me in about a year. Thought the 34th Assn. went out of business. Glad that they haven't.

Hope to attend the reunion. Will see you there.

****

ALICE PAWLOSKI -DUNKIRK, NY

Enclosed are the dues for 2003. I am a widow of Al Pawloski for almost 12 years. I enjoy reading Mendlesham Memories. Keep up these little news items.

****

EILEEN ANDERSON -WADENA, MN

Here's our dues for '03 and '04. I know we were past due but our memory isn't what it used to be. We are both in really pretty good health after all Ken's problems of 5 years ago. He turned 80 in March and I'll be there in September. We'll have a 60th wedding anniversary in February. We married when Ken was at Blythe.

We both enjoy Mendlesham Memories.

Don't think we'll make the reunion but would love to visit San Antonio once more.

****

JUANITA SANTAS - DUNEDIN, FL

This is something that is very hard for me to talk about but Verne passed away night before last. The cancer had spread and spread very fast. He didn't have pain, thank God, but he was failing each day. I miss him so much and wish I could have gone with him!! In fact, I am with him, and he will always be in my heart - with me every minute.

****

BOB DAVIS - HUNTSVILLE, AL

We were young - once.

June 1945 - R&R at Miami Beach

Bob and Zoe Davis - Leslie Holt & wife

Leslie Holt in the above photo was a happy and interesting young man. He flew 25 missions prior to 1945. He volunteered and flew 25 more missions with us in 1945.

Thanks again for help with the Giardini article two years ago.

****

BILL YOTHMENT - CROWN POINT, IN

The last issue of Mendlesham Memories alerted me to the fact that I have not paid my '03 dues for which I deserve at least ten lashes! My-o-my where does the time go?

Hope this finds you in good health and good spirits and if all goes well between now and September, I may see you in San Antone.

Check for dues enclosed.

****

ROY FRAZIER - LAWRENCEBURG, TN

I have lost contact with this group. I was in the 34th Bomb Group, 7th squadron as an airborne radar counter measure to jam the enemy radar over Europe.

I am glad I was able to serve in some capacity, especially in this group.

I attended the first reunion in 1984 in Nashville, Tennessee. I plan to attend this reunion in San Antonio. Being 80 years old makes plans uncertain.

****

CYNTHIA K. KNOWLES - BALTIMORE, MD

"Honor My Father"

"Life of the party, scrappy fellow, an honorable man, these are but a few phrases used by Dad, (Bill) C. Huber's friends and family to describe him during his lifetime. He served 6 years in the armed forces. Starting out in the National Guard, moving on to join the Army Air Corps. His tour of duty during WWII consisted of 26 combat missions and 6 unofficial missions. Dad and his crew dropped food to the starving Dutch towards the end of war. According to his war diary, they were angered when "the Krauts just won't respect the truth" long enough for them to drop the load. He also reenlisted after WWII and spent some time overseas during the Korean War.

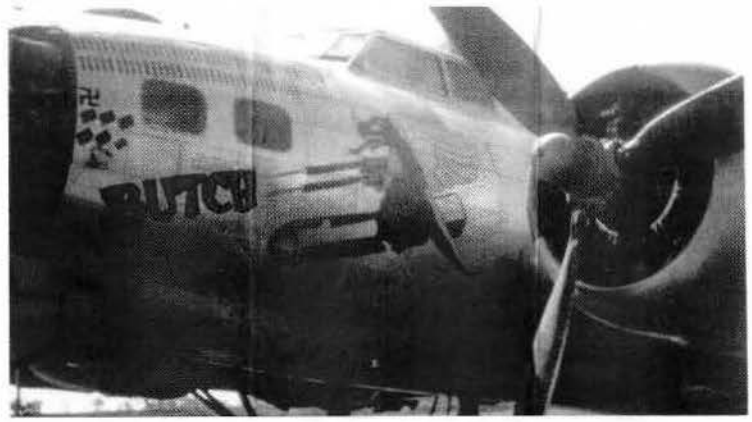
One of the best days of dad's life was when he retired after 32 years of service to the City of Baltimore, rising through the ranks to the proud status of Civil Engineer II. One of the worst days was when he witnessed " a fort gets its' wing shot off and it then crashed into another one and both went down. Nobody got out," it was awful."

Many days have transpired between the best and worst days of his life. These days, to his family and friends, were memorable days.

Like most WWII veterans, dad was very humble about what he did. "I was doing my duty for my country" was the quote heard most when asked about his time in the military. He didn't consider himself a hero and would bristle when the word was mentioned with his name. "I did what I was told to do," he would say - but I know better. He gave more mentally and physically than could ever be quantified.

Towards the end of my father's life, he would reminisce about his service days. My sister, Frances, and I learned more about dad during this time than at any other point in our lives. We cherish all that he cared to share with us. He told of the good times with his flight crew and not so good times fighting "the Krauts". The crew became like a family to him; he loved and respected each one. We also learned even more about dad from his brother, Cleaveland and sister Jane. It was a tragic time for all of us, but it was also a time that we will cherish for the rest of our lives. We discovered so much more about dad's life in addition to all the medals that hung proudly on the wall of his home.

His love for his family transcends death - we feel his spirit with us every day and honor his memory. To all of you from the 8th Air Force, 34th Bomb Group, please, take a moment and honor my father too.



"BATTLIN BUTCH"
Bill Huber's B-17

****

IRV LEVY - PHOENIX, AZ

Please accept the enclosed check to help with the cost of the Mendlesham Memories.

Altho I am a lifetime member I feel I could contribute more to keep the publication coming.

I also would like to commend you and all the officers and board of directors who are so active in keeping the 34th together.

I enjoy receiving the MM and wish you all good health and be blessed to continue the good work.

ED - Bless you brother!!

****

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ATKIN	WILLARD, S	391	646 W. NAOMI AVE #8	ARCADIA	CA	91007
BARRON	JACK, D	391	1103 CAROLINE AVE	JUNCTION CITY	KS	66441
ATKIN	WILLIARD, S	391	646 W NAOMI AVE	ARCADIA	CA	91007
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LEEDHAM	FRED,S	11 BGW	460 WASHINGTON RD APT 301	PITTSBURGH	PA	15228
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YOUNG	BLANCHE	18A	97 DERBY PL	STRATFORD	CT	06614

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BELL	DWIGHT,N	391	09-25-02	3005 50TH ST	DES MOINES	IA	50310
BELL	ROBERT E	391LM	O1-22-03	148 TURLOCK WAY	HAYWARD	CA	94544
BROSOVICH	JOSEPH	475 SD	10-29-00	1950 LOWRIE ST	PITTSBURGH	PA	15212
CLEMINS	JAMES, A	391LM	05-01-03	2820 NORWOOD DR	RACINE	WI	53403
HUBER	STEINER, C	391	06-09-03	6904 OLD HARFORD RD.	BALTIMORE	MD	21234
MERKLEY	FLOYD,R	4HDQ	10-19-02	421 E 400TH ST	AMERICAN FORK	UT	84003
ROSE	EVERETT, M	7LM	07-18-03	PO BOX 472	OCEAN PARK	WA	98604
SANTAS	VERNE, F	4	07-13-03	1415 MAIN ST #159	DUNEDIN	FL	34698
WANFRIED	HAROLD	18	08-30-01	9141 SPRING BRANCH CT.,	CHARLESTON	SC	29406

NEW MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
GIBSON	FRANCIS, W		11149 MANCHESTER AVE	SHILOH	GA	31826
LEED	FREDERICK,S		460 WASHINGTON AVE	PITTSBURGH	PA	15228

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IN MEMORY OF	DONOR
391ST BOMB GRP ARMORERS	JOHN W. HAJLO
EDWARD J. LONERGAN	FRANK FORDE
	C. EDWARD HAYES, JR
STIENER C. HUBER	AMBERS HANSEN

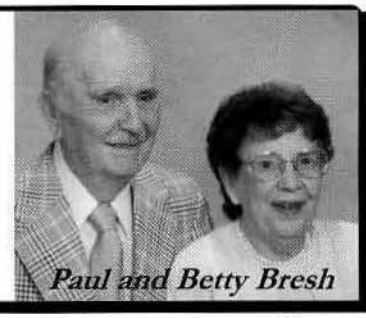
60TH Wedding Anniversary

Congratulations to Paul and Betty Bresh of Fort Myers, FL. Married in 1943 in

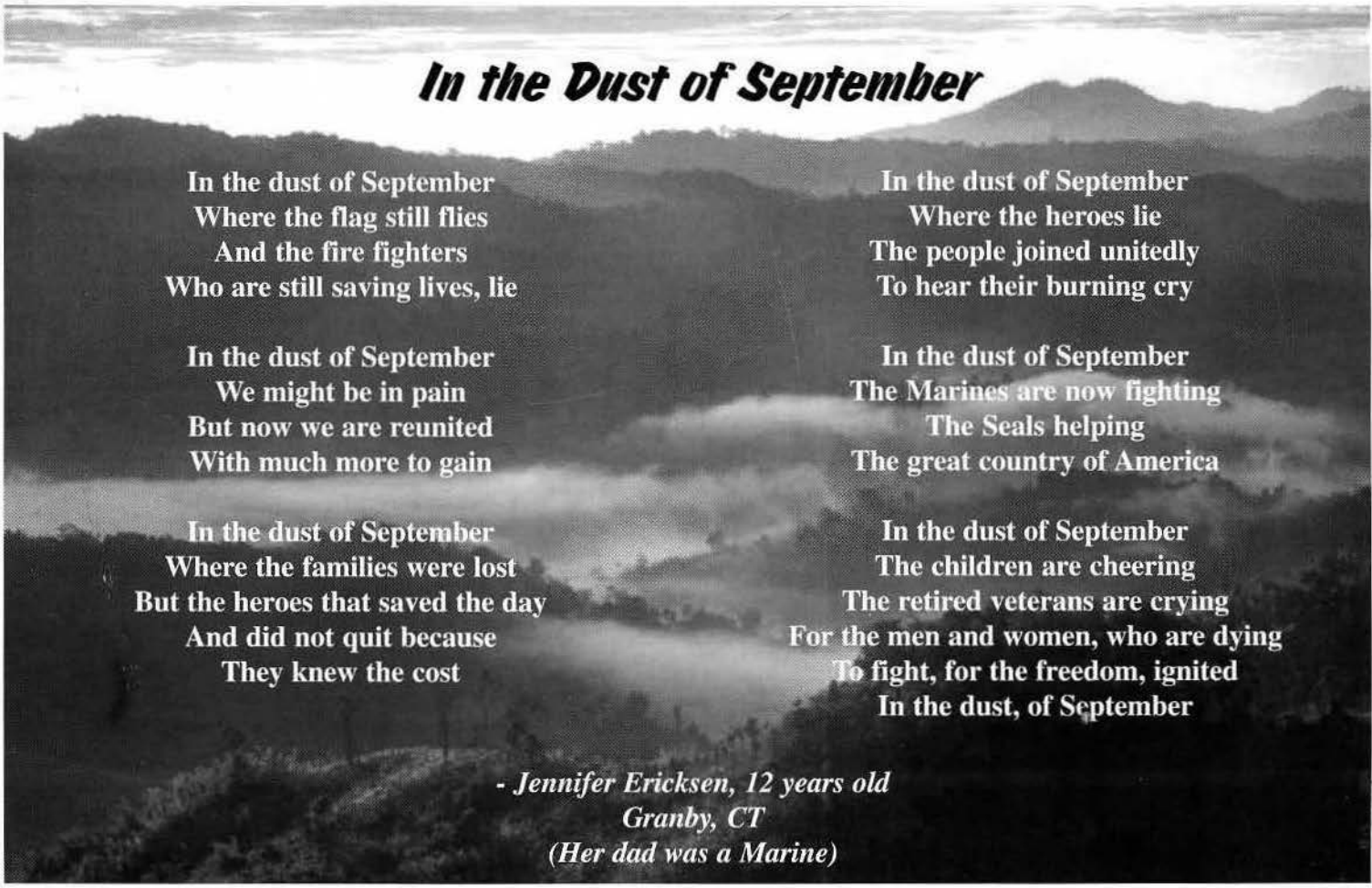
Taylorsville, Illinois, Paul and Betty celebrated their 60th wedding anniversary on

July 6th, 2003.

Congratulations, Paul and Betty, from the members of the 34th Bomb Group Association (H) on this memorable occasion.



Paul and Betty Bresh



In the Dust of September

In the dust of September
Where the flag still flies
And the fire fighters
Who are still saving lives, lie

In the dust of September
We might be in pain
But now we are reunited
With much more to gain

In the dust of September
Where the families were lost
But the heroes that saved the day
And did not quit because
They knew the cost

In the dust of September
Where the heroes lie
The people joined unitedly
To hear their burning cry

In the dust of September
The Marines are now fighting
The Seals helping
The great country of America

In the dust of September
The children are cheering
The retired veterans are crying
For the men and women, who are dying
To fight, for the freedom, ignited
In the dust, of September

- Jennifer Ericksen, 12 years old
Granby, CT
(Her dad was a Marine)

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34th Bomb Group

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Address Service Requested

Volume XXVIII Number 4 December, 2003

MENDLESHAM MEMORIES

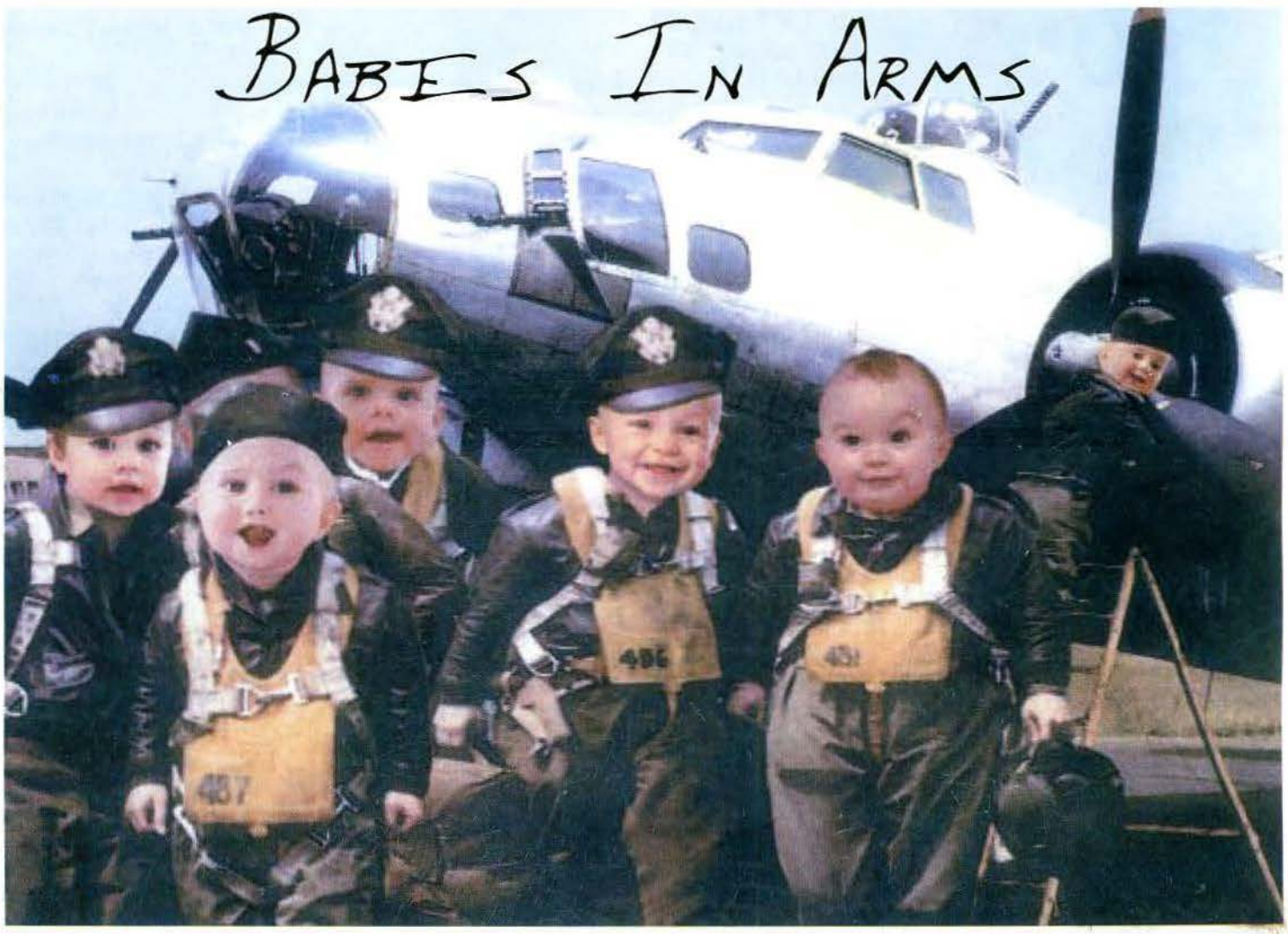
VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON



MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

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(March, June, September, December).
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DEADLINE

All material and items for the March, 2004 issue of Mendlesham Memories should reach me on or before January 15, 2004. All copy will be going to the publisher on that date.

Jack Share, editor

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http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb
http://old.jccc.net/~bgustaf/34th_Bomb/

Passing Of The Gavel

On September 13, 2003 the leadership of the 34th Bomb Group Association changed hands when the 2002-2003 president, Fred Waltz, handed the gavel over to the incoming president for the years 2003-2004, Jack Share. Jack's acceptance speech follows:

"This is a great honor for me to able to serve as president of this fine organization for the next year. I , truthfully, never thought of being in this position but when Bruce Sothern, our nominating committee chairman, asked me to take it I felt compelled to say yes because I have indeed gained much from being associated with the 34th Bomb Group Association for these many years. I have met more wonderful people than anyone could ever hope for - seen more of the country than most people will ever see and more importantly, have had the opportunity to once again be associated with those veterans with whom I shared many unforgettable experiences during the World War II years and also the opportunity to meet their families and friends.

With that said, and with Marian's blessing, I am proud and honored to serve the 34th Bomb Group Association as it's president for the 2003-2004 term and hereby, officially, accept the nomination. Thank you very much."

Share - a thought...

Another reunion has come and gone and, from the photos and reports coming in, it was one to remember. And speaking of photos, they have been coming in literally in droves. Because of the technology and interest in digital cameras, we are having the reunion covered from every angle. The only problem is that they do not have the names of the subjects and although I know quite of few of your names, I don't know everyone. That being the case, you'll see very few captions on the photos, my apologies. Also, there being so many, and I don't want to leave anyone out, we are going to have to make them smaller to save space. Other wise we would have a multi - multi page newsletter and I don't think our treasurer would appreciate getting that invoice. I thank you all for your super photography and special thanks to Bobb Pacholski for helping me out at the banquet. With all the shots you took I'm wondering when you had time to eat.

Once again, it was great to see you all again. I didn't get a chance to talk, as much as I would have like to, with all those that attended but I did meet many that were on their first reunion. We hope that all will return in 2004, wherever it may be. We know that the reunion committee is working very hard to find a suitable location.

If you liked the cover of this newsletter as much as I did, thank one of the many time contributors to the newsletter, Evan Rogers. I don't know the story behind the photo but I guess we could all put a name to the faces.

Since it will be very near Christmas by the time you receive this newsletter, I would like to take this opportunity to wish season's greeting to each of you, and your families, and a most happy, healthy and prosperous New Year to you all.

Jack

DUES DUES DUES

are Due!!!!

NOW

January 1, 2004

Send Your $10.00 To:
Harold Province
153 North Hill Dr
Carriere, MS 39426

From the President

Since I have the honor and privilege, to serve the organization as both, editor and now president, it becomes necessary for me to write two columns. As Hal Province reminded me, at least now it won't be necessary to bug the president for his quarterly report.

First, I was heartened by the turnout at the San Antonio reunion, especially by the many family members and friends in attendance. Also by the response I have been receiving from those who were in attendance for the first time. All approved of the fine time they enjoyed and we hope that they will encourage others to see what they've been missing all these years. It certainly provides us with an incentive to keep the reunions and organization alive for, at least, a few more years into the future.

I would like to extend my congratulations to our board of directors a very distinguished and capable group of individuals, I might add. Three of them, Jim Hinchee, Bobb Pacholski and Claude Conklin were elected this year. All of them have been members of the 34th BGA for many years and are in a position to capably administer to the requirements necessary to maintain the integrity and continuance of the organization. To that end, we are pledged to work together.

I feel very confident in taking on this responsibility because of the fine core of people that are, and have been, in responsible positions for many years. Hal Province, our corresponding secretary and treasurer, the reunion committee of Harold Rutka, Bob Wright and their wives, Gen and Esther, and Bruce Sothern. Our board secretary, John Feda. Jim Martin, chaplain and again Bruce Sothern who has held the unenviable position as chairman of the nominating committee for many years. Ken and Kathleen Paxton are an integral part of the organization in maintaining the PX so diligently. Acknowledgment must also be made to Gary Ferrell, our archivist, for all his computer work in bringing the history of the 34th bomb group up to date. I would be remiss if I did not thank all of you loyal members who come to the reunions year after year and also the many associate members who are signing up. Without you attending our reunions we would have no organization. With this kind of cooperation, we look forward to a few more years of comraderie.

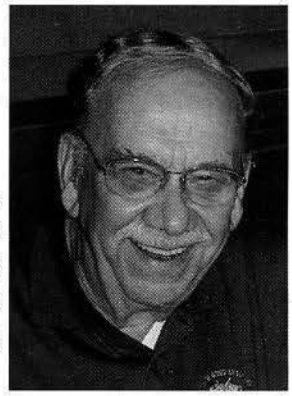
Again, I want to thank the membership for the trust and confidence they have put in me and I promise do my best to carry on the fine tradition of the 34th Bomb Group.

Jack

Too Busy to Get Old

My body may age, but my mind will stay young;
I've much left to do, many songs to be sung.
Many roads to be traveled, much love to express;
Many souls that need aid, who are now in distress.
I will do what I can, to help brighten your day;
I will spread cheer and love as I pass by your way.
The world is my oyster, to have, to hold;
Why, I'm really too busy to ever grow old!.

Treasurer's Column



HAPPY NEW YEAR! Would you believe that we are about to enter the fourth year of the 3rd MILLINNEUM? Hardly seems possible that just five years ago we were worrying about the Y2K Problem!

To start 2004, those of you who pay annual dues must now send in you dues for 2004! I don't dun for dues so let this be your notification.

Random thoughts on the reunion: Am I the only one for whom the period between reunions seems excessively long!-and then the days at reunion seem to be tied to a jet and are swiftly gone!

The San Antonio reunion adds another knot to the Reunion Committee's Belt of accomplishments! Excellent facilities, good town, good attendance, good fellowship-all added to make this an excellent reunion. It was especially gratifying to see so many of our second generation in attendance and enjoying talking with the old geezers! Personally it opened a door of telling my son and daughter-in-law about the days of yore that had not been opened! When I asked them if they enjoyed the reunion the response was "Yes, we most certainly did! Where is the next one?"

Several members paid for their children's dues for next year and I even had an Associate Life member purchased. I suggest that you enroll your child if you haven't all ready done so! Get them involved in the 34th BGA!

J. Lowery was making good use of his time and was able to record several interviews with members in preparation for the Documentary he is building on the 34th Bomb Group. I'm told his video graphing of the interview was with a good backdrop for an interview. Lowery will probably be back next year for he is a new associate member.

Many were pleased to meet the personable young lady, Michele Smith, who is the publisher and responsible for seeing that everything is printed OK in MM! She and her family were with us at the Saturday banquet.

We had several tables reserved for larger groups at the banquet. Jack Share and Norman Mayer debated on which had the largest group, they may have tied with 12 in each party!

We missed seeing some faces that were at previous reunions, I hope it wasn't a health problem that kept them away. I'm sorry if you weren't able to attend, perhaps arrangements can be made to attend the next on! Plan on it NOW!

Best wishes to all of you in the forthcoming year! May it bring Peace, good health, and prosperity to each of you!

May GOD abundantly bless!

Hal

Reunion Committee Report

The 19th annual reunion of the 34th Bombardment Group (H) is now part of our history. Our attendance was 182 with 191 at the banquet dinner. The number in attendance was higher than our Salt Lake City reunion when we had 177. We are not complaining and hope our next reunion will show another increase as more family members and guests attend our reunion.

The registration committee consisting of Esther Wright and Genevieve Rutka were busy as usual. They even had some people from a reunion of a flight training class attempting to register with our group. We were surprised to hear that this might be their last reunion as they had no one interested in doing the work and they had hired "Armed Forces Reunion" to make all the arrangements for them.

The Friday tour of the area left at the scheduled time. Our first stop was the SAS shoe factory. You may have heard the name - it stands for "San Antonio Shoes". The old cars were not on display as a fire had destroyed the building. Some of our members purchased shoes and handbags and one person on each of the three buses won a free pair of shoes. We toured the mission Concepcion, the Alamo Chapel, and the San Antonio Market. Then returned to the Radisson Hotel for our dinner.

Saturday at 9:00 A.M. was our annual membership meeting and it was fairly well attended. You can read about it in our recording secretary's report in this issue.

There was 191 in attendance for the banquet dinner that night. We were a bit crowded because we had a higher attendance than was estimated. The hotel personnel were very cooperative in accommodating the extra turnout.

The room selected for the PX was one of the best we have had. It was close to the elevators and was easy to find. The Paxtons did their usual good job for the group.

We are now working on our bomb group's 20th annual reunion. We expect to have more information on that in the next issue of Mendlesham Memories.

The reunion committee wishes everyone of you our very best wishes for a very Happy, Healthy and Prosperous New Year and hope to see all of you at our next year's reunion.

The Reunion Committee
Harold Rutka, Robert Wright, Bruce Sothern

Recipients of the 2003 Ray Summa 34th Bomb Group Scholarship Awards

The scholarship committee once again had the unenviable task of picking three winners from a list of several top of their class students. The following applicants were selected as the winners.

First Award - $1,000.00
Zackary Wisner-Gross of New Hyde Park, NY
Sponsored by - Bob Gross 7th Squadron

Second Award - $750.00
Daniel Crawford of Ticonderoga, NY
Sponsored by - Harry Crawford 4th Squadron

Third Award - $500.00
Courtney Dominique of Lafayette, LA
Sponsored by Henrietta Romero 7th Squadron

Respectfully submitted,
The Scholarship Committee:
John Feda, Ambers Hanson, Robert Vaughn, Hal Province

The members of the 34th Bomb Group Association are to be congratulated for their sponsorship of the important Scholarship Program. Also, the judges deserve the thanks of the 34th BGA for their diligent time and efforts in choosing the recipients from the 2003 list of qualified applicants.

Producers Search For WWIIHeroes

To the Editor: We are developing a television program series highlighting the romantic relationships between WWII personnel and their loved ones back at home. While numerous films and documentaries captured heroes, battles, and the brutality of war--few focused on the relationships that suffered, endured, even thrived after wartime. We are currently collecting stories of the "everyday" heroes during WWII--the many men and women who kept their love and commitment intact despite the hardships of war. We want to share reminiscences that teach us how they coped. How did their love and commitment survive? How did they keep hope alive? Where did they find their strength?

Our goal is to give a platform for these wartime heroes--both the veterans *and* their families--so that we may benefit from the wisdom of those who lived, loved, and hoped during the years of World War II. We know this generation of veterans and their spouses are passing from us, and we have missed opportunities to talk to some of them directly. Hopefully, however, those who have gone will have stories still alive in their children.

Mindi Mathews, Hero Productions *Mail: The Reunion Project c/o Hero Productions, PMB 286, 3807-GH South Peoria, Tulsa, OK 74105 Email: mindi@heroproductions.com*

Mission To Dresden

Bob Wright - 7th Squadron

On Friday March 2nd 1945, the briefing was at 0300 hours and we were told we would have a few fighters to attack us near the Russian border and 77 guns around the marshalling yard in the town. We took off at 0640 hours, climbed to 8,000 feet to get in formation position 32 in the low squadron. We flew through the Zelder Zee at 18,000 feet but didn't get any flak there. We got some flak at the I.P. and at this time we were warned of enemy fighters in the area. Our P-51's turned away from us and dropped their belly tanks. Up ahead, some fighters were identified as Me-109's. They knocked down several B-17's. We could also see some fighters shot down. They came in on us from all directions - tracers and 20MM shells were popping all around. My top turret gunner gave them a few bursts of .50 calibers and they turned away.

One came in at 5 o'clock high and my top gunner's shells started hitting his engine. He went into a flat spin and went down. The waist gunner verified it as a kill. At about the same time, three FW-190's came in at seven o'clock, a little high, with the center one doing slow rolls with his wingman. The waist gunner shot an FW-190 coming in at 2 o'clock and it was seen going down spinning. The navigator called out an FW-190 coming in at 12 o'clock just to get on a P-51. The Me-190's were dog fighting with the P-51's.

Our lead plane got some 20MM hits in his wing but stayed in formation. The few B-17's ahead of us got in our close formation. An FW-190 was coming in head on and the crew was firing at him but he shot out our oil cooler on the number one engine and oil was pouring out over the wing. I feathered the prop hoping we wouldn't catch on fire. We held formation by pouring on the coal to the other three engines until the attack was over. We got some holes in the nose and were hit again after bombs away. The German fighters were shooting at the stragglers. Some time later we dropped out of formation and flew home alone, getting a little flak at the battle ground lines. I made a good landing on the three remaining engines and we were the first from our 7th squadron to land.

When we told the ground crew our experience they just about beat us to death congratulating us on our good luck. We got our shot of whiskey and our chocolate then went on to interrogation to put in our claims for enemy aircraft destroyed. This was the 34th Bomb Groups 134th mission, and our 32nd, with only three to go to make our 35th mission.

REQUEST FOR INFORMATION

SUBJECT: 391st Bomb Squadron at Blythe, CA - 1943

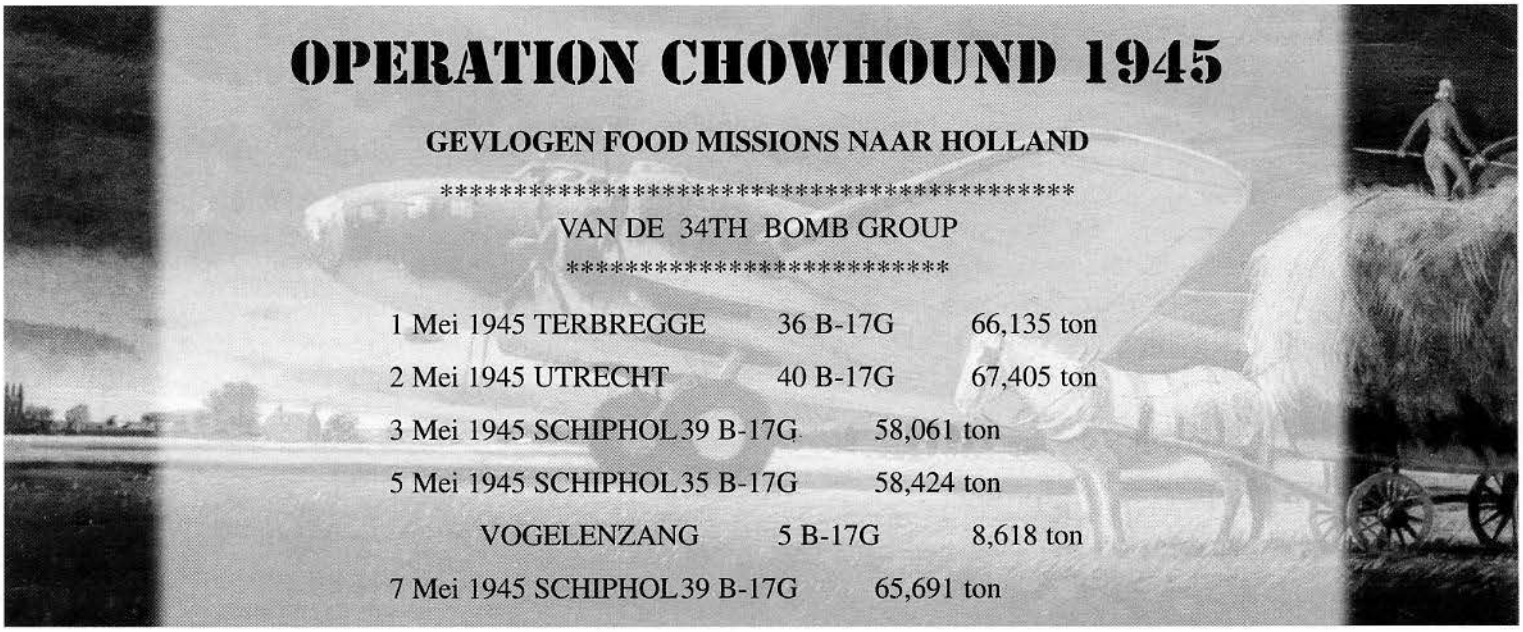
At 10:30 PM on September 22, 1943 a B24D No. 40356 of the 20th Bomber Command, 34th Bomb Group, 391st squadron, crashed into a hillside in southern Osborne County, Kansas, killing all the servicemen aboard. They had left the airfield at Blythe, California on a training flight to San Antonio, Texas, via Topeka, Kansas.

With the 60th anniversary of the crash on September 22nd approaching, the people of Osborne, County decided that the honoring of these men was long overdue. So, at 10 AM on Saturday October 10, 2003 there was an outdoor public memorial in the gazebo at the Osborne City park on West Main St. The American Legion chaplain for the state of Kansas lead the services. Also, in the works, is the designing of a permanent gray granite monument to be placed at the crash site. A dedication of the monument will be held sometime next spring to ensure that the memory and sacrifice of these servicemen will not be forgotten.

For the past few months I have been trying to contact the families of the 11 servicemen and let them know that their loved ones are being remembered and let them be aware of the monument dedication next spring in case they should wish to attend. Any help your organization can give in helping to find and contact these families would be greatly appreciated.

2nd Lt. Joseph H. Beves - Staten Island, NY
Sgt Marlin G Chamberlin - Williamsport, PA
2nd Lt. Cleatus Christopher - Paris, TN
Sgt. Howard R. Eicher - Piqua, OH
2nd Lt. Frank C. Fischer - Floral Park, NY
Instructor-pilot Flight Officer Donald L. Kidder, Milton Junction, WI
2nd Lt. Arthur H. Lamker - Littleferry, NJ
1st Lt. LaRue B. Lee - Sacramento, CA
Sgt. Bobby S. Sanford - Marks, MI
Flight Officer J. Singleton Waldrop - Atlanta, GA
Sgt. Chester J. Urbanowicz - Jersey City, NJ

Respectfully,
Von Rothenberger
Director, Osborne Area Chamber of Commerce
130 North First St.
Osborne, KS 67473
1-785-346-2881
ochamber@ruraltel.net



OPERATION CHOWHOUND 1945

GEVLOGEN FOOD MISSIONS NAAR HOLLAND

****

VAN DE 34TH BOMB GROUP

****

1 Mei 1945 TERBREGGE	36 B-17G	66,135 ton
2 Mei 1945 UTRECHT	40 B-17G	67,405 ton
3 Mei 1945 SCHIPHOL	39 B-17G	58,061 ton
5 Mei 1945 SCHIPHOL	35 B-17G	58,424 ton
VOGELENZANG	5 B-17G	8,618 ton
7 Mei 1945 SCHIPHOL	39 B-17G	65,691 ton

The above information was sent to us by Henry Kwik, a native of Holland who will never forget what the Americans did for his starving people back in the late days of WWII and never wants the World to ever forget it either. His letter follows:

May 11, 2003
Henny Kwik
Alexander Dubcekplaats 7
2332 HX Leiden, Holland

You can believe it or not, but I still organize every year an exposition with subjects about air war over Europe and 70% of it in the exposition goes about the food missions to Western Holland. And even after so many years the Dutch are still very(!) interested in these wonderful missions "from Heaven". As many of you know, I since June 1945 try to gather everything from these food missions and I am very glad to know through the years I made many friends with former "fooddroppers" in the States.

This year I had another food mission exposition, this time not in Leiden, but in a small town 4 miles of Leiden named Voorschoten. About three miles from Valkenburg Air Base where in April/May 1945 also food was dropped, in this case by Lancasters of the RAF.

The exposition in Voorschoten was opened only for officials on May 3 with 85 quests and on May 4 and May 5 (our Liberation Day) the exposition was open to the public from 11:00 - 16:00 hours. When the exposition was closed after these days more than 785 visitors passed to the front door of the building - so after 58 years the Dutch still remember and interested in the food missions!

And I am still interested in new contacts with former "foodroppers". We are getting - old, but for the coming generation it is important to know all about the food missions at the end of World War II.

All the best,
Henny Kwik

In a related article sent in by Earl Zesch, former S/Sgt. B-17 Armorer Gunner, 7th Sqd, 34th B.G.

In February, my wife, Delores, and I attended a dinner commemorating the birthday of President Abraham Lincoln. We were entertained by a very talented group of young singers ranging in age from 5 to 16 years. Their music consisted of songs about America's history with emphasis on our Constitution and the Bill of Rights. The performance was very inspirational. The young singers are part of an organization called "Celebration USA" founded by a former schoolteacher, Paula Burton. Ms. Burton created the organization when she discovered, when teaching, how little her students knew about American history. The goal of "Celebration USA" is to promote the study of American history in our schools.

At the end of the singers' performance, Paula Burton informed the audience that she was formerly of Holland during 1945. She recalled shouting, "the Americans are coming, the Americans are coming!" When she learned that we were about to drop food to the starving people of Holland. She said, when she related this story at other performances, several members in the audience came forth and indicated they were some of the former airmen in the B-17s that made the drops. Later in the evening I went up to Ms. Burton and told her I, too, was one of those airmen. She became very emotional and embraced me tearfully, thanking me over and over again for what we did. I was a bit choked up too.

I recall during the flight I was on (I was at the tail gunners position), that as we made our approach at low altitude to the designated drop zone, I saw a number of young ladies in the fields waving flags or cloth at us. Perhaps Paula Burton was one of those young girls!

Should anyone wish to learn more about Paula Burton's organization, check out the website:celebrationusa.org

Earl Zesch

An Officer (and Gentleman) in London

By Fred Berglund (Edited)

Piccadilly Circus, here we come. After flying bombing missions for 12 straight days, we felt we had "had it". Our Flight Engineer, Weber Butler and Radio Operator, Bob DeVoe, on our ship "Missbehavin Raven" were in the "flak shack" hospital at our Mendlesham base. The German suicide attack, on our 3rd mission, really gave us the "willies". We saw two German fighters suicide dive right into two American B-17's in the group ahead of the 34th bomb group. All that remained of the 18 men and the two planes was a huge orange flash followed by a giant cloud of black smoke. Not one speck of planes or men fell out of that cloud. Smithereens!!

"Picadilly Tilly" Back row L. to R., Carroll Forister, Ernie Woelfel, Jack Blackham, Len Bialas. Front row L. to R., Bob Bice, Ken Humphreys, Francis Rowley.

We were looking forward to some R and R and seeing some of the "Piccadilly Commandos" we had heard so much about. The girls paraded at the World famous Piccadilly Circus, not far from Buckingham Palace. Although the changing of the guard at the Palace was an interesting sight that many of us watched, most young men went right to Piccadilly Square. We, however, headed for a Black Market cafe, which served real steaks, which we had not tasted in months. After that delicious meal, we headed for the famous Covent Gardens where we heard were hundreds of England's prettiest young ladies holding court. A sight to behold and they loved to jitterbug and do a dance called the "hooky poky" where you put your right foot forward then your left foot forward etc. The Glen Miller type band was wonderful. We went back to the Black Market cafe for a real fine breakfast of bacon and eggs in the wee hours of the morning.

We took a tour of the Thames River and visited the infamous Tower of London where many famous people were axed to death in bygone years. We saw Big Ben, the famous clock that never lost a minute during the entire blitz of London. Saw mile after mile of bombed out brick buildings in London, which made the sight of the World Trade center wreckage pale by comparison.

Then back to the base for another run at 35 missions.

We had a B-24 in our 34th bomb group aptly called "Piccadilly Tilly. The B-24's were replace with B-17's soon after four B-24's were shot down by German fighters while landing at our base in Mendlelsham.

Restoration of B-17 Number 42-29782

Recently our archivist, Gary Ferrell came up with a list of B-17's that were at Blythe Air Field when the 34th Bomb Group was stationed there , as a training group, prior to being activated for combat. He stated that one of those planes was currently being restored for the Seattle Museum of Flight. Paul Anderson, a member of the 34th Bomb Group Association, who lives in that area, has been following the progress of the restoration. In a recent e-mail to Hal Province, he updates us on the restoration.

"I got hold of Herb Phelan who is in charge of the B-17 restoration for the Seattle Museum of Flight. History seems to agree with what Gary found on B-17 number 42-29782. The plane is not now at the museum but in a hanger at the Renton airport. Volunteers work on it on Saturdays and it is open to view on that day only. They are trying to make it air worthy but Herb was rather evasive as to why they are taking so long. I gather the FAA is giving them a lot of trouble. It did fly up to the restoration center at Paine Field, where I volunteer, a couple of years ago on a temporary permit. While there we changed a couple of jugs on one engine with low compression. Herb said he had a lot of photos of the plane and I will try to get some."

"If you are not familiar with the area, the Seattle Museum of Flight is located at the south end of Boeing Field (real name is King County Airport). It is a really nice museum and is in the process of getting bigger with the acquiring of many planes from the Fighter Aces Museum in Mesa, Arizona. I do my volunteering at the museum's restoration center at Paine Field (real name Snohomish County Airport) in Everett, which is about 40 miles north of the museum. All the wide body Boeing planes; 747, 767,777 are made in Everett. The narrow body planes; 737, 757 are made at Renton, which is about 35 miles south of Everett, a few miles east of Boeing Field. I get invited to lots of things at the museum but seldom go because driving in bumper to bumper traffic through the middle of Seattle, at five o'clock in the evening, is not my idea of fun. Guess I'm getting old!"

"Incidentally, the name of the B-17 42-29782 is "The Bee" and has the picture of a bee painted on its nose. This is probably because Boeing helped them so much with the restoration. Up here, Boeing is often referred to as the "Big B"."

PX ORDER FORM

AUTO WINDOW STICKER - 2"X41/4" BLACK AND SILVER	
VET: WWII US ARMY AIR CORPS	$4.00 EACH OR 3 FOR $10.00
	(NO SHIPPING CHARGES ON THIS ITEM)
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH	$37.50 ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition	$49.95 ea.
"BAIL OUT OVER MUNSTER" by WALTER STURDIVAN	$ 5.00 ea
PERMANENT NAME TAGS (First and last names & Sqdn. No)	$ 9.50 ea.
LICENSE PLATE HOLDER (2 for $5.00)	$ 3.00 ea.
PATCHES - 8TH AIR FORCE OR 34TH BOMB GROUP	$ 5.00 ea.
PATCHES - 8TH AIR FORCE (Gold & Silver Bullion Thread)	$ 9.95 ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st	$ 5.00 ea.
DECAL - VALOR TO VICTORY - 5" X 5"	$ 1.50 ea.
BUMPER STICKER - 34TH B.G. - 3" X 12"	$ 1.50 ea.
BOLO TIES - 8TH AIR FORCE - 34TH B. G. - B-17 - B24	$ 6.00 ea.
KEY RINGS - 8TH AIR FORCE - B-17 - B-24	$ 4.00 ea
HAT PINS (FOR DECOR) B-24 - B-17 or POW	$ 3.50 ea.
WINGS - PILOT - BOMBARDIER - NAVIGATOR - GUNNER	Large - $ 4.00 ea., Small - $3.00 ea.
WINGS - 2" CREW	$ 4.00 ea.
WINGS - 1" - PILOT - BOMBARDIER - NAVIGATOR - ENG - GUNNER for (CAP OR LAPEL)	$ 3.50 ea.
TIE TACK - 8TH A.F. - 4TH - 7TH - 18TH - 391ST SQDNS	$ 4.00 ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE	
DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM	$ 2.00 ea.
V.C.R. TAPE 58 mins. (" Start Your Engines + 50 Years")	$19.95 ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green - beautiful)	
MED. LRG. XLRG. XXLRG	$25.95 ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO - (no pocket).	
Also MED. LRG. XLRG. XXLRG - (w/pocket)	$25.95 ea.
MEN'S POLO SHIRT (White W/ Emblem - no pocket) X Large	$25.95 ea
CAP (w/patriotic bill) on NAVY BLUE w/LOGO	$ 8.50 ea.
CAP - ROYAL BLUE w/34TH BOMB GROUP LOGO.	$8.50 ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

Please add $.3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over
Send check or money order to: 34th B.G. PX

Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

MINUTES OF THE BOARD OF DIRECTORS MEETING OF SEPTEMBER 11, 2003

The annual meeting of the Board of Directors of the 34th Bomb Group Association was called to order by Pres. Fred Waltz at 1400 on September 11, 2003, in the Radisson Hotel in San Antonio, Texas. The Pledge of Allegiance was led by Ambers Hanson. The invocation was given by Chaplin James Martin.

Pres. Waltz asked for a roll call. Present were: Pres. Fred Waltz, 2nd VP Bennett Richmon, Rec. Sec. John Feda, Treas. and Cor. Sect. Harold Province, Chaplin James Martin, PX Mgr. Kenneth Paxton, Bd Mbrs Anthony Coutros and Jack Steffen, Reunion Com. Mbrs. Harold Rutka, Robert Wright and Bruce Sothern, and MENDLESHAM MEMORIES Editor Jack Share.Absent were: James Clemins (deceased), Rev. Gary Ferell, Ray Kubly, John Demko, Everett Rose (deceased) and Verbal Holcomb.

Motion by Rutka, second by Wright, to accept the minutes of the Sept. 26, 2002, board meeting as printed in the MENDLESHAM MEMORIES of Dec., 2002. Motion carried.

The treasurer's report was given by Harold Province.

TREASURER'S REPORT
September 2003
34th Bomb Group (H) inc.
September 11, 2003

The 2002 and 2003 finances of the 34th BG Association and its various funds are reported in the following tables. The amounts are current through September 5, 2003.

Active accounts	2002	2003
Checking Hancock c	$ 0.00 c	$ ----
Money Market Hancock chkg	1,300.83	1,383.43
Money Mkt Ed Jones chkg	1,249.21	3,937.77
CD ED Jones City Bank 4.9% 5/15/07	25,000.00	25,000.00
CD Ed Jones Far East NB 2.7% 5/15/03	5,000.00	------- b
Total	$32,550.04	$30,320.60

34th Bomb Group Funds		
Life Membership Fund	$12,863.24	$13,118.24
Scholarship Fund	13,559.87	14,995.87
Memorial Fund	1,055.89	1,055.87
Pete Gray Fund	890.00	770.00 c
General Fund	2,550.04	380.60
Total	$32,550.04	$30,320.60

Notes: a. Hancock Checking closed, monthly charges excessive
b. CD matured 5/15/03
c. Twelve widows sent MM with $120 from this fund to cover the cost
Outstanding bills: MM Editor-none, Treasurer's for $249.67 - expenses for 2003.

Respectfully submitted: Harold E. Province, Treasurer

Motion by Martin, second by Steffen, to approve the report as given. Motion carried.

The Memorial Fund has remained the same for a number of years after memorials were paid for in Mendlesham, England, Spokane, WA, Barksdale, LA, Dayton, OH,and Savannah, GA.Motion by Wright, second by Sothern, to transfer $1,055.89 from the Memorial Fund to the General Fund. Motion carried.

The MENLESHAM MEMORIES costs about $3 per copy from our dues.The Pete Gray Fund is used to send copies to 40 widows who have expressed a desire to continue receiving it. Six copies are sent to the Mendlesham ladies who maintain the 34th Memorial in Mendlesham. The June issue of the MEMORIES is sent to all 34th BG members who are living (whether they pay dues or not). This added cost is carried through the General Fund. The General Fund has received approximately $15,000 over the years from the Reunion Committee after all expenses are paid for each reunion. Contributions to the 8th AF Historical Society are no longer needed because the County in Georgia in which it is located has paid off all the Society's bonded debt and it is now self-supporting. It was suggested that the MM contain a "Thank You" to the Mendlesham ladies who so generously maintain our memorial.

The PX Report was given by Kenneth Paxton.

THE 34TH BOMB GROUP ASSOCIATION PX REPORT AS OF 8/31/03

Bank Balance as of 9/16/02		$491.36
Cash on hand		52.95
Cash sales for 11 months		3,134.59
Interest		.58
Total:		$3,135.17
Accounts receivable		16.50
Grand total:		$3,151.67
Checks issued and cleared		2,702.47
Bank balance as of 8/30/03		924.06
One check outstanding		121.81
Payable for caps and shirts		600.60
Ken Paxton for postage and supplies		75.91
Checks also issued but outstanding: 34th BG	$1000.00	
Paxton	121.81	
Bank balance as of 8/31/03		$924.06

Respectfully submitted : Kenneth Paxton, PX Manager
Motion by Sothern, second by Martin, to accept the report as given. Motion carried.

Reunion Committee report was given by Bob Wright. There are 182 registered for the 2003 reunion. There is $17,800 in the bank to pay this year's reunion expenses.The search for a reunion site for 2004 continues. It is slated for the NE section of the US according to the rotation of reunion sites from year to year. Considerable discussion took place on the frequency of future reunions. Motion bly Martin, second by Hanson, to accept the report as given. Motion carried.

The Scholarship Committee report was given by Harold Province. Out of 12 applicants the following were selected: 1st place award of $1000 to Zachary Wisner Gross of New York,
2nd place award of $750 to Daniel Crawford of New York,
3rd place award of $500 to Courtney Dominique of Louisiana.
A complete story will be included in a future issue of MENDLESHAM MEMORIES.
Motion by Rutka, second by Sothern, to approve the report as given. Motion carried.

The MENDLESHAM MEMORIES report was given by Editor Jack Share. He reported an excellent working relationship with the current publisher which gave him quick service and quality work. In the interest of cost he suggested we consider cutting the size of each edition or cutting the frequency of publishing to three times per year. Discussion followed on the importance of the publication for the continuance of the organization, the amount of support we could give from the balance in the treasury,the profit from the PX and the subsidy after reunion expenses are paid each year. Jack Share was commended on the excellent format and selection of articles for each issue. The readership is excellent.
Motion by Province, second by Steffen, to approve the report. Motion carried.
Pres. Waltz appointed the folowing for the audit committee: Richmon (chair), Martin and Steffen.
Report from the nominating committee by Sothern. Candidates are needed for Pres., 2nd VP, and three board members. He rquested volunteers and/or nominees to contact him before the General Membership meeting. Pres. called for old or new business. None was reported.
Motion by Sothern, second by Rutka, to adjourn at 1540. Motion carried.
Respectfully submitted: John J. Feda, Recording Secretary

MINUTES OF THE GENERAL MEMBERSHIP MEETING OF SEPT. 13, 2003

The annual meeting of the 34th Bomb Group Association was called to order by Pres. Fred Waltz at 0900 on Sept. 13, 2003, at the Raddison Hotel in San Antonio, Texas. The Pledge of Allegiance was led by Pres. Waltz. The invocation was given by Chaplain James Martin.

Motion by Martin, second by Sothern, to approve the Minutes of the 2002 General Membership meeting as published in the December, 2002, issue of MEDLESHAM MEMORIES. Motion carried.

The treasurer's report was given by Harold Province. (Please refer to the Board meeting minutes of Sept. 11, 2003, for the detailed report.) Motion by Conklin, second by Gibbs to approve the report. Motion carried.

The PX report was given by Ken Paxton. (Please refer to the Board minutes of Sept. 11, 2003, for the detailed report.) The PX transfered $1000 of profit to the General Fund this year. Motion by Shull, second by Steffen to approve the report. Motion carried.

The audit committee report was given by Bennett Richmon. He reported that the committee had examined the Treasurer's records, the PX records and the reunion fund. They found the records to be accurate and inclusive. Motion by Rutka, second by Sothern to approve the audit report. Motion carried.

The Reunion Committee report was given by Bob Wright. 182 are registered for the 2003 reunion. A part of the $15 registration fee goes to the Scholarship Fund. Rutka explained the rotation of sites for the reunion from year to year. The place next year will be in the Northeast region. He reported on the criteria the committee uses for selection. They include cost, location, attractions in the area, and the ease of getting to and from the area. Genevieve Rutka and Esther Wright were commended for their coooperation in assisting the committee in planning, arranging and registration for the reunions. Discussion was held on how much longer do we continue reunions and how do we project attendance when making arrangements a year in advance. Pres. Waltz commended the committee on a job well done throughout the years. Motion by Steffen, second by Martin to approve the report. Motion carried.

Nominations were reported by Bruce Sothern for the year 2003-2004:
Pres. Jack Share Replacing James Clemins
1st Vice Bennett Richmon
2nd Vice Kivett Ivey
Board Raymond Hinchee (06)
Robert Pacholski (06)
Claude Conklin (04) replacing Everett Rose
Officers to remain: Jack Share-MM Editor; John Feda-Rec. Sect.; Harold Province Treas. and Cor. Sect; Gary Ferrell- Archivist; Fred Waltz- Past Pres.; James Martin- Chaplain; Ken Paxton-PX Mgr.;John Demko-Board; Verbal Holcomb-Board, Jack Steffen-Board; Reunion Committee members Harold Rutka, Robert Wright and Bruce Sothern.
Pres. Waltz called for nominations from the floor. None were offered.
Motion by Mayer, second by Forrister to close nominations and cast a unanimous ballot for the slate as presented. Motion carried.

Scholarship committee report was given by Harold Province. (Please refer to the Board meeting minutes of Sept. 11, 2003, for the detailed report.) Motion by Hanson ,second by Coutros to approve the report. Motion carried.

The MENLESHAM MEMORIES report was given by Jack Share. He reported his work with an excellent publisher. He discussed the need for members to submit articles. He was commended for an excellent publication which readers enjoy. He requested that "reunion pictures" be properly labeled with names and mailed to him by the end of October.

A discussion was held on making a contribution to the 8th AF Museum. With the debt being paid off by the county in Georgia in which it is located the consensus was that the Museum is now relatively self-supporting and we should support it through our individual memberships. Also considerationn should be given to a contribution from the 34th BG when we stop having reunioins and no longer print the MENDLESHAM MEMORIES.

Motion by Rutka, second by Sothern to adjourn at 1015. Motion carried.

Respectfully submitted.
John J. Feda, Recording Secretary

Minutes

from the

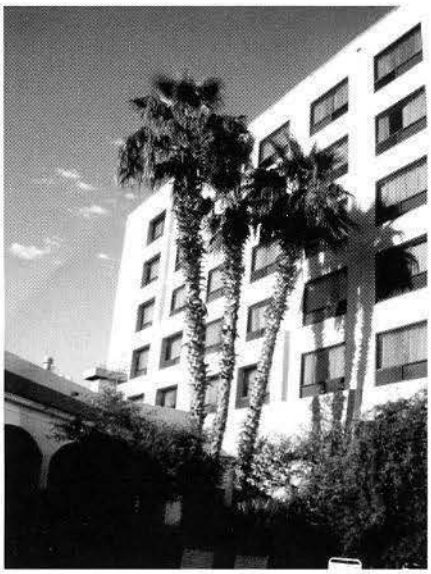
Board of Directors Meeting

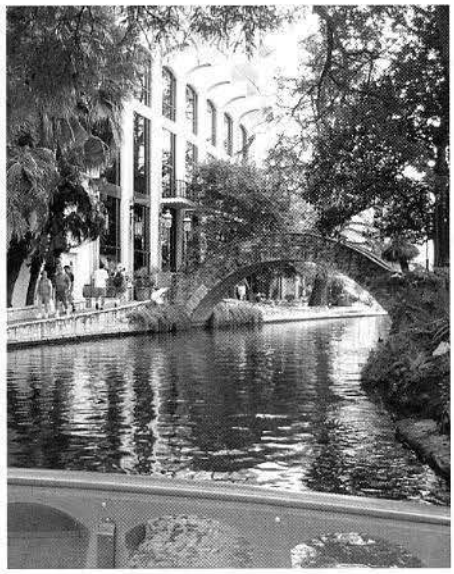
September 11, 2003

Attendees At The San Antonio Reunion

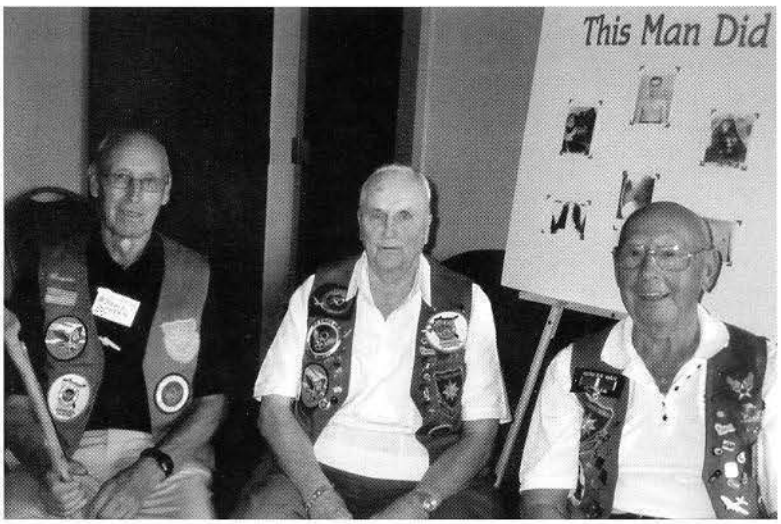
Henry, Kathleen, Greg & Lin Arnold
Bailey, Ruth & Marcy Adams
Lawrence and Lucille Babcock
Thomas and Madeline Belleau
Leonard & Helen Bess
Guests, Ashley & Margie White
Scott Mackey
Joseph and Katherine Marks
James E. Martin
Norman Mayer & Louise Crew
Clayton Mink & Pamela Schmitt
Paul & Hazel Mueller
Hymen & Ruth Chauson
Sanford & Mary Ann Cole
Claude & Genny Conklin
Anthony & Mary Coutros
Guests, John & Craig Coutros
Harry & Donna Crawford
Richard & Nannette D'Amato
Charles Dobbins
Guest, Lynn Albertson
Herbert & Lorraine Donahue
Bernadette & John Farley
John & Betty Mae Feda
Herman & Nancy Fieber
David & Sonia Fieber
Abe & Ernestine Firestone
Carroll & Sylvia Forister
Claude & Aubrey Gibbs
Guests, Beverly Puffer,
Betty Miller
H.H. & Virginia Goerner
Willis Griffis
Robert Gross
Anthony & Joan Habiger
Milton Hansen & Sandra Kripps
Ambers & Jean Hanson
Gloria Haggins
Jefferson Hawkins
Guest John McKinney
Robert & David Hemingway
Glenn & Vera Henry
Raymond & Dickie Hinchee
Wayne & LaVerne Howarter
Kivett Ivey, guests, Butch Ivey,
Tony Young,
Billie & Don Hoyle
Lois Johnson
Valerie and Tom Payne
Anthony and Dorothy LaBanch
Betty and Todd Lampey
Lindsey & Dee Lipscomb
James Lowery
Eric & Alice Mackey
Fred & Ginny Muente
Carl Nichols & Tamsen Munger
Bobb & Ginny Pacholski
Ken & Kathleen Paxton
Karl M. Pederson
Arnold Prillaman & Mary Richardson
Kevin & Robin Province
Harold & Jan Province
Roger Revay
Floyd & Miriam Richmond
Guest, Thelma Warfield
James & Mary Ellen Rodgers
Henrietta Romero, Norman & Mike Tausin
Connie Dominque & Macklyn LaFleure
Harold & Gen Rutka
Gordon & Doris Ryan
Robert & Jennie Schroeder
Guests, Ronda & Steve Ranstrom
Jack & Marian Share
Guests, Dean & Michele Smith & sons
Nicholas & Brandon
Mike and Pat Share
Guests, Chris & Paula Gilvarry
Brenda Share
Brant Stephenson
Paul & Pauline Shull
Charles & Henrietta Siracusa
Frank & Alda Sivret
Frank & Patsy Sligh
Jack & Linda Steffen
James & Jane Smith
Jim & Stella Stivender
Charles & Judith Thurner
Henry & Audrey Tobiason
Frederick & Blanche Voss
Oral Walker & Thera Good
Fred Waltz
Joseph & Marilyn Wong
Burch & Mary Lou Wright
John & Luella Wright
Robert & Esther Wright
Bonnie & Ray Zylstra

The Arrival





Greetings & Registration



Bruce Sothern, Harold Rutka, Robert Wright

THE COMMITTEE

Gen Rutka, Esther Wright

Board of Directors

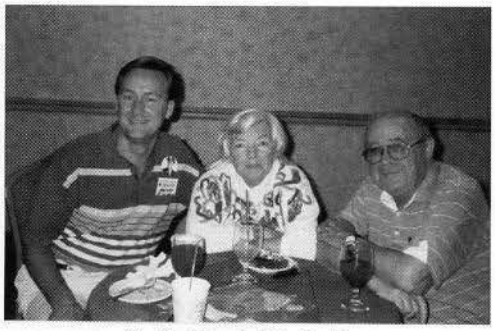
Sitting: Jack Steffen, Bennett Richmond, Fred Waltz, Hal Province, John Feda - Standing: Jim Martin, Tony Coutros, Ken Paxton, Bruce Sothern, Jack Share

Thursday Reception

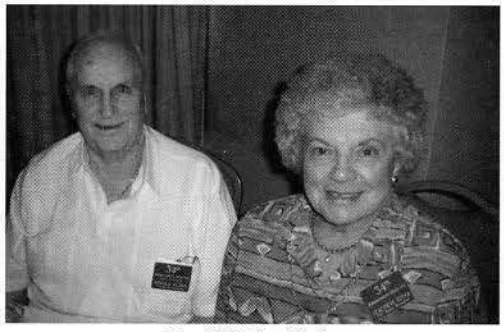
Dickie & Jim Hinchee, Bud & Lucille Babcock

Champagne & Caviar

Bette Lampey, Gen & Claude Conklin

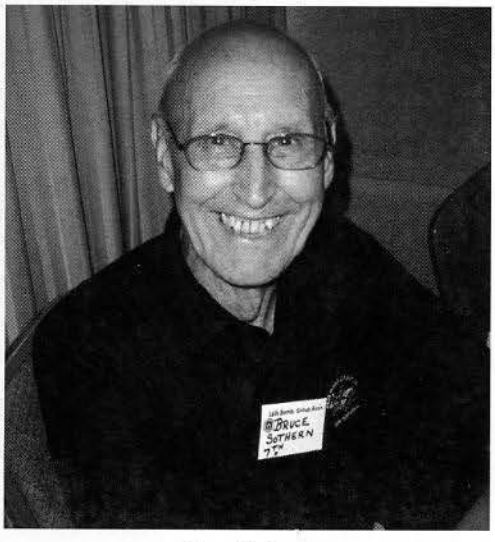


Scott, Alice & Eric Mackey



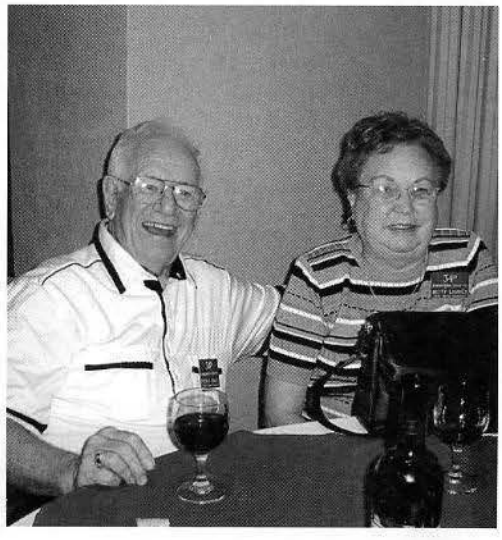
Harold & Gen Rutka

Genny & Claude Conklin



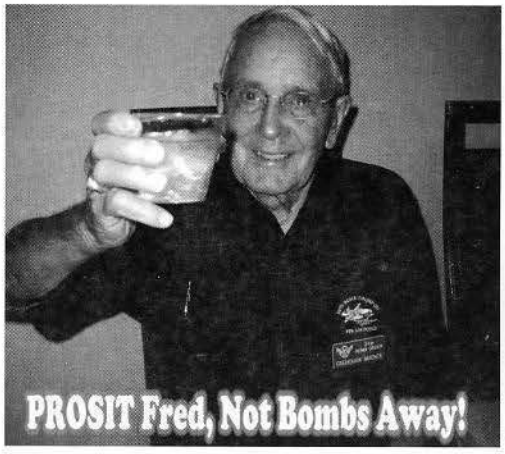
Bruce Sothern

Robin & Kevin Province



Fred Waltz & Betty Lampei

Hal & Jan Province



Fred Muente

Ginny Muente, Bobb & Ginny Pacholsky

Friday Night Buffet

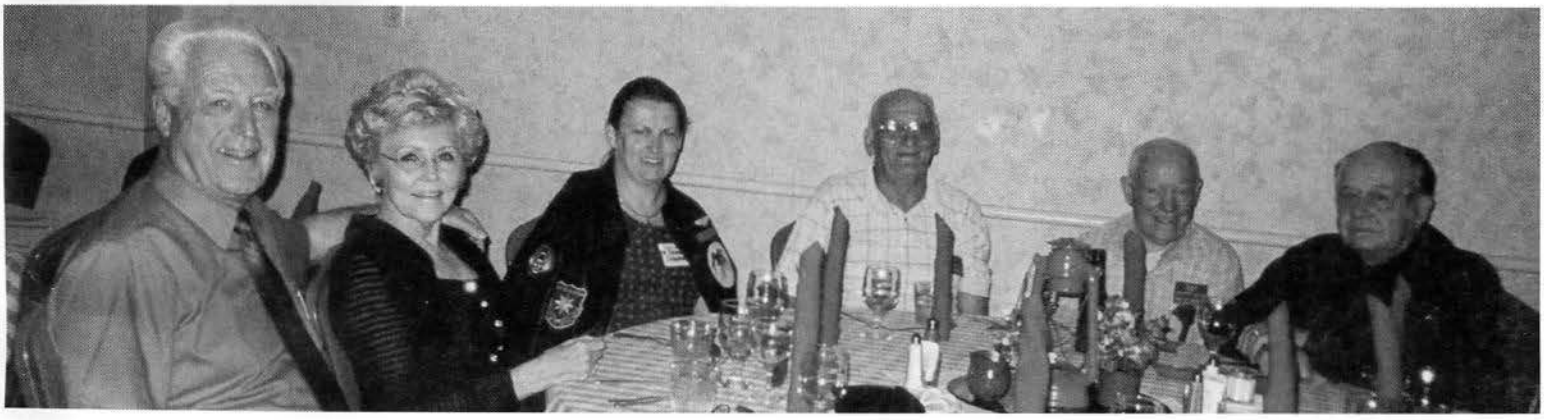
Norman Mayer & Louise Crew

Standing: Mary & Tony Coutros; Marilyn & Joe Wong; Bernie & Son, John Farley;
Seated: Henrietta Romero

Jefferson Hawkins with son-in-law, John McKinney

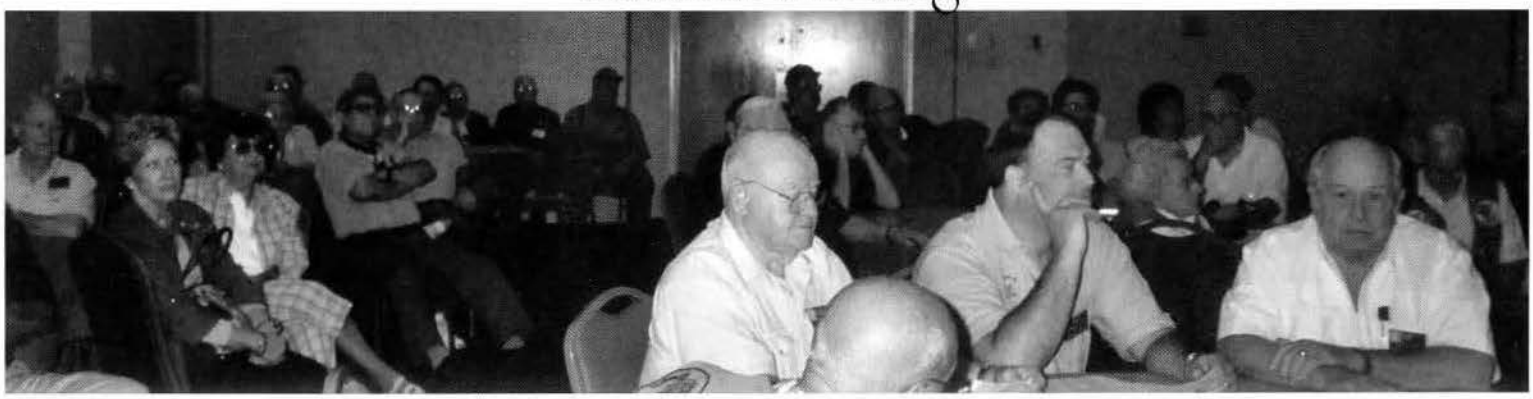
Bob & Esther Wright and Henrietta Romero

Claude & Gen Conklin, Betty Lampey, Marian & Jack Share, Charley & Henrietta Siracusa

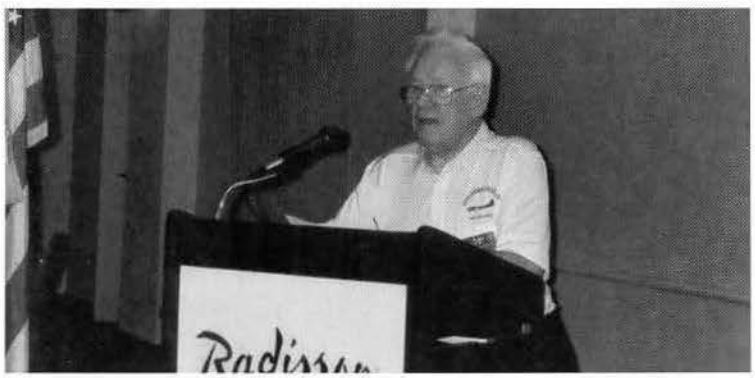


Norman Mayer, Louise Crew, Donna & Harry Crawford, Willis Griffis, Jim Martin

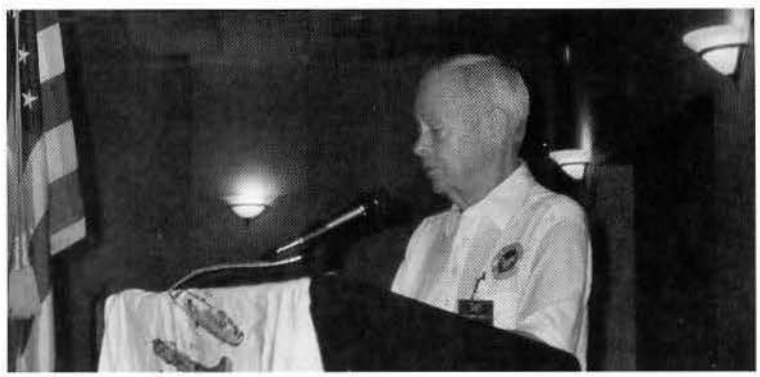
General Meeting



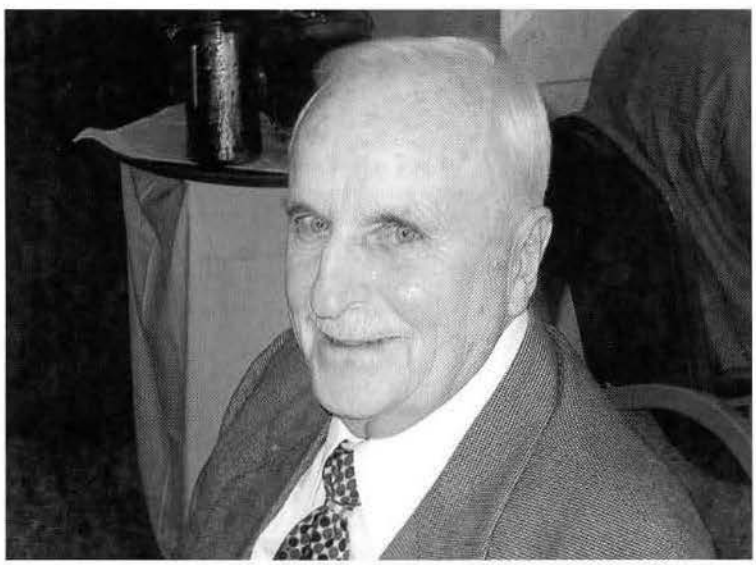
The Members



Fred Waltz



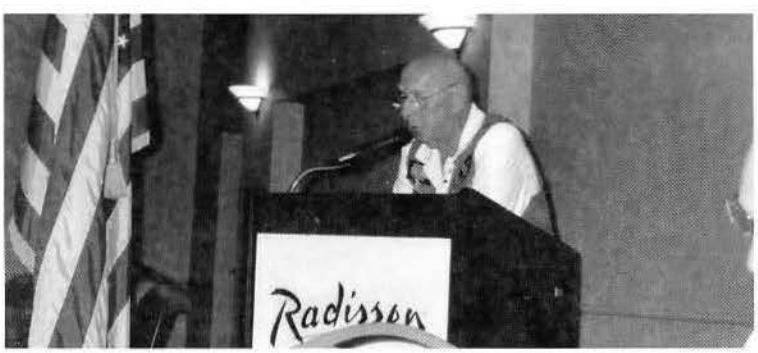
Jack Share



Harold Rutka

The Board

Down to Business

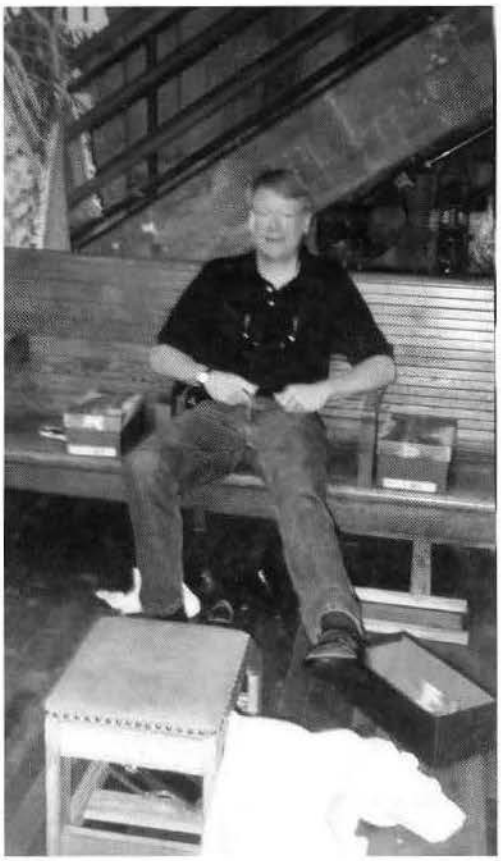


Bob Wright

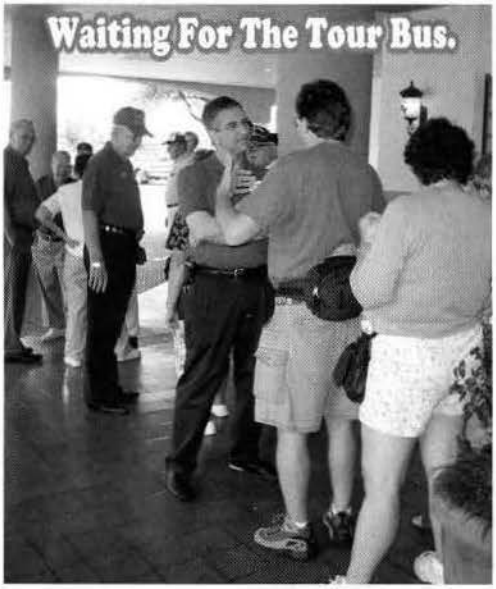
Harold Rutka

Saturday

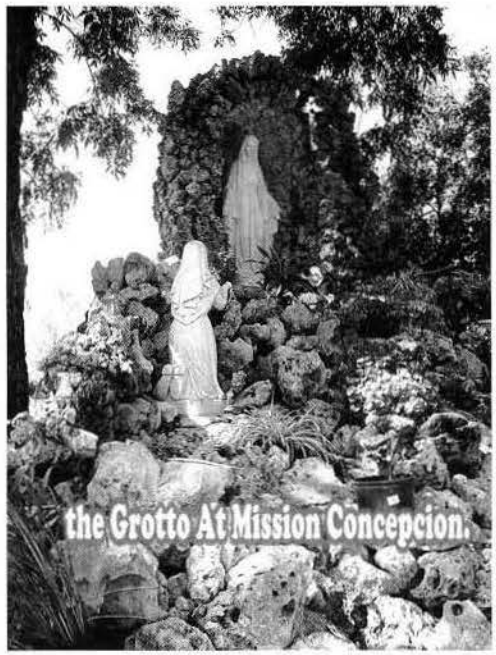
Tour

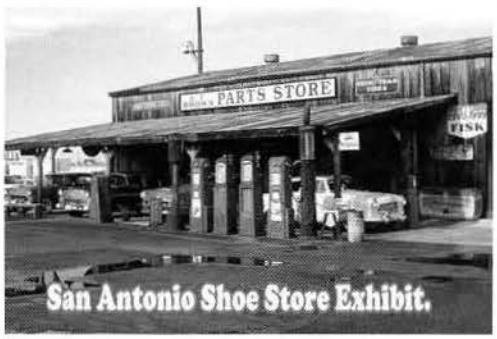


Saturday Tour


Waiting For The Tour Bus.

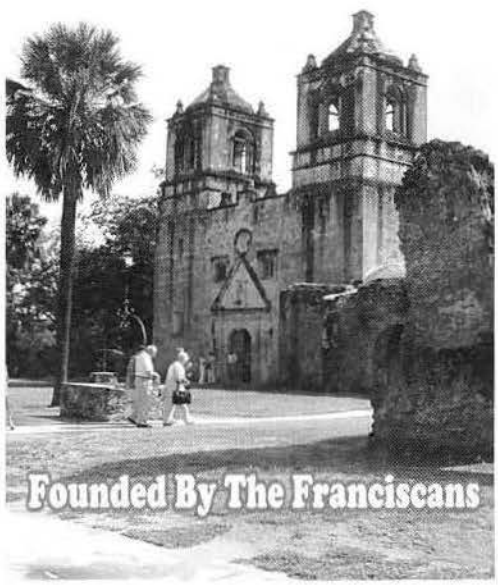
The Well At The Mission.


the Grotto At Mission Concepcion.



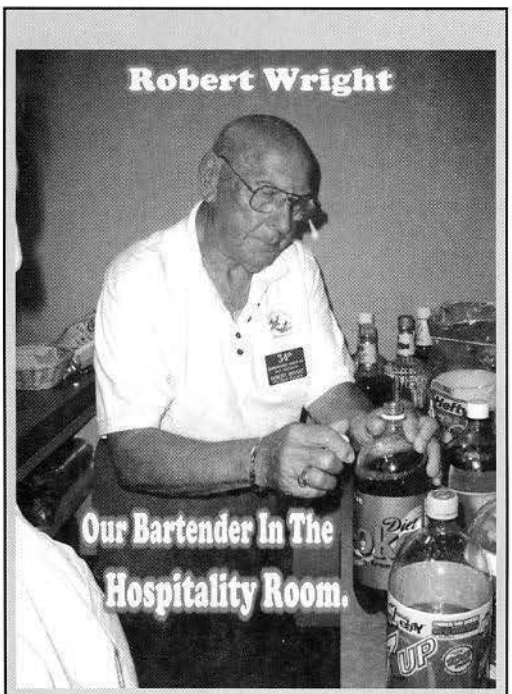
San Antonio Shoe Store Exhibit.

WOW! Cost Only A Dime!

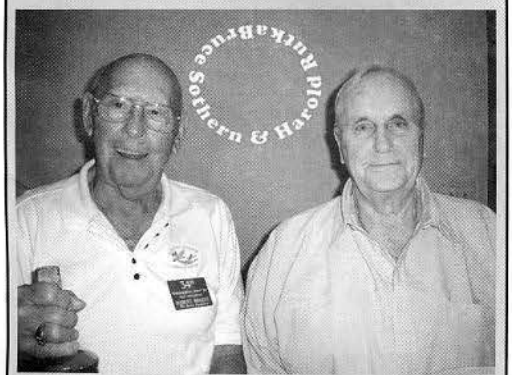

Founded By The Franciscans

First Timers

Eric Mackey, Alice Mackey, Scott Mackey, John Wright, Joe Lipscomb, Charles Siragusa, Henrietta Siragusa



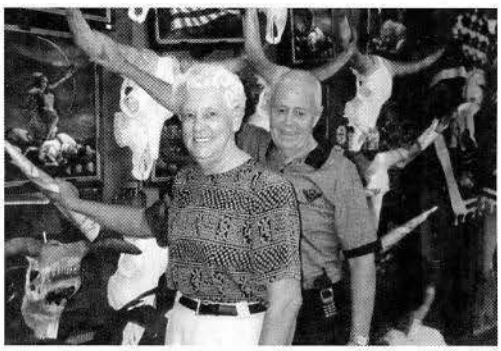
Hospitality Room



FREE TIME

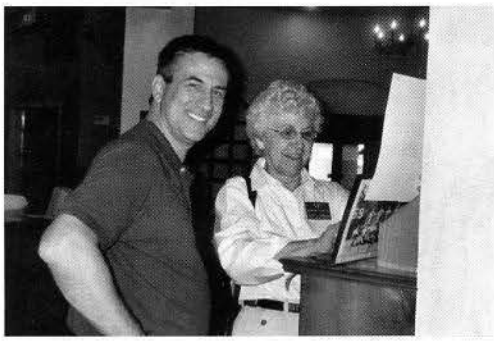
Todd & Betty Lampey

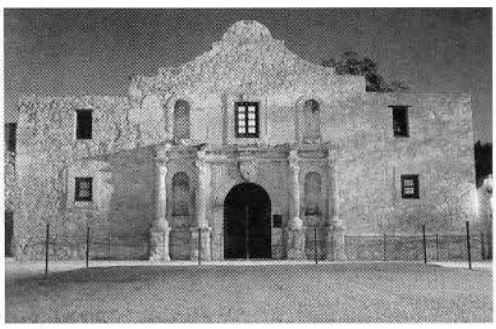
Charley & Henrietta Siragusa



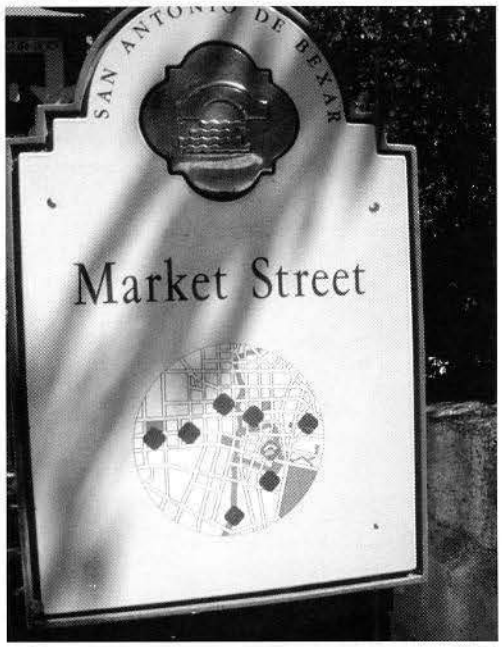
Mirian & Jack Share

Ray & Bonnie Zelstra, Lois Johnson, Gloria Haggins, Jim Martin, Norman Mayer, Louise Crew at Ritis River Walk





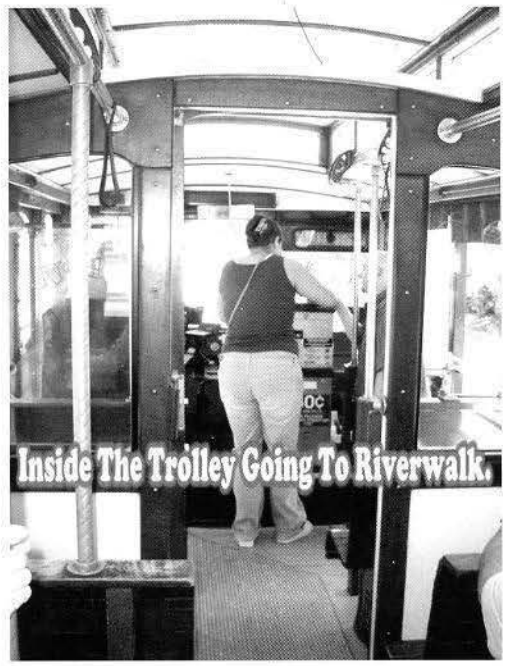
FREE

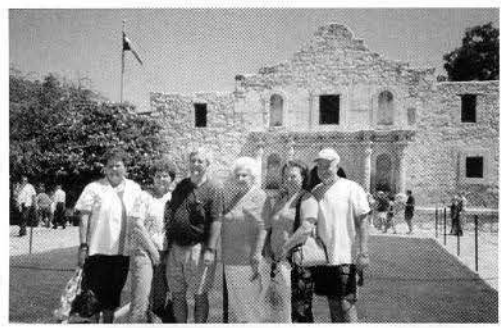

SAN ANTONIO DE BEXAR
Market Street

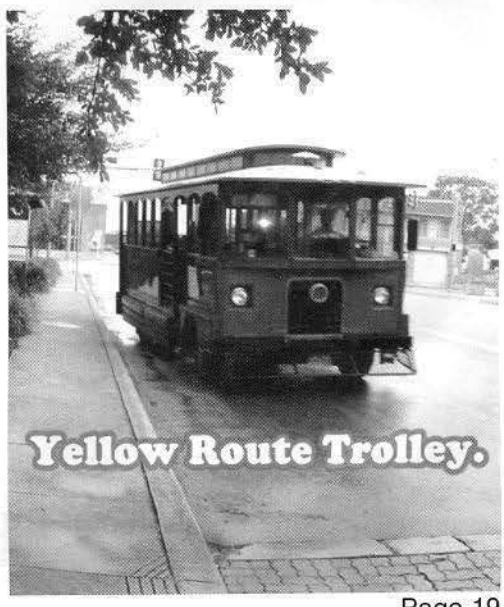
TIME

And I'M Your Captain.

A Toast With Texas LONE STAR BEER!


Inside The Trolley Going To Riverwalk.




Yellow Route Trolley.

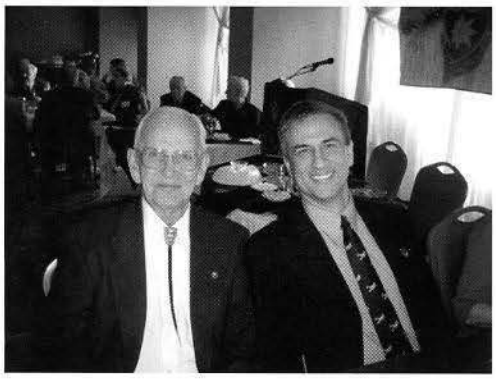
Gala Banquet

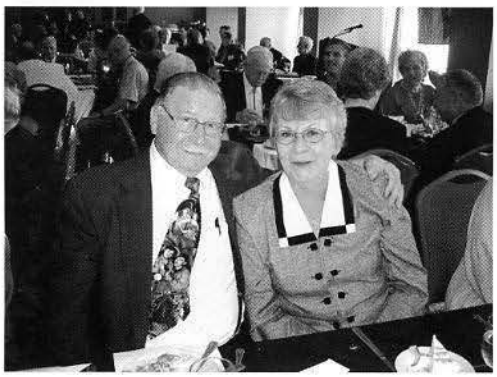
Saturday, September 13, 2003

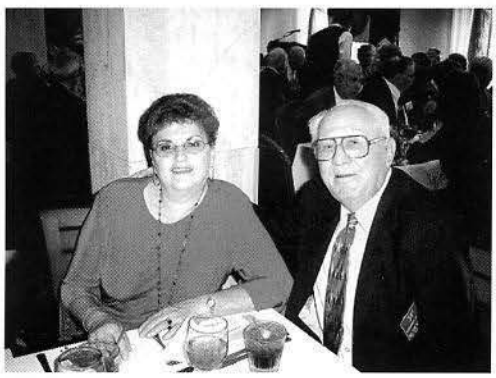
Gala Banquet

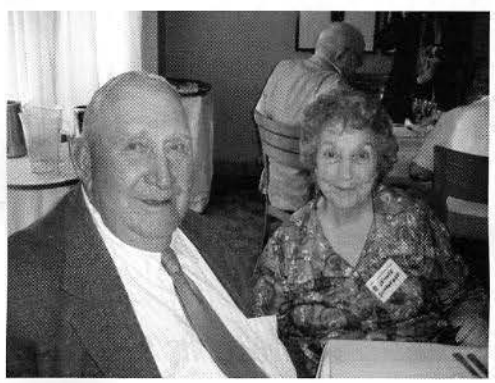
Fred & Ginny Muente At The Gala Banquet.

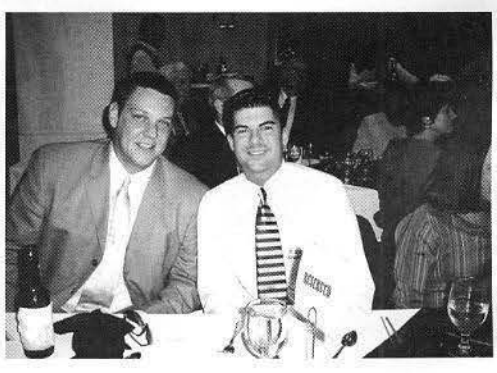
Gala Banquet











Gala Banquet

Senior Citizens Excercise Regimen

(A little secret for building arm and shoulder muscles).

Three days a week works well.

Begin by standing outside - behind the house. With a 5 pound potato sack in each hand - extend your arms straight out to your sides and hold as long as you can.

After a few weeks, move up to 10 pound potato sacks and then to 50 pound potato sacks - and finally get to where you can lift a 100 pound potato sack in each hand and hold your arms straight for more than a full minute.

Next—

Start putting a few potatoes in the sacks, but be careful not to over do it.

FRIENDS WRITE:

CARL STEMEN - BREMEN, OH

Peg and I are very disappointed because we cannot be with the group at San Antonio. My cardiologist and family doctor do not think that it would be the wisest thing for me to do considering the time it takes in the airport before boarding, changing planes, air circulation plus Texas heat and the distance I may have to walk are all against me. I am still in cardiac rehab 3 days a week.

Am enclosing the money for our son's dues.

****

RON REECE - MENDLESHAM, ENG

Being ex-RAF I retain interest in our joint history, made possible by our servicemen and their sacrifices. You are probably aware that Mendlesham is now the site of a huge housing estate and that various industrial companies occupy much of that site. I used to visit British Telecom Labs at Martlesham (near Mendlesham) when I was on the road selling electronic components and always felt the presence of those brave men. There is a pub there now with RAF memorabilia etc. I used to sink a few pints there in honour of our joint history.

Keep the faith! Don't let them forget what our servicemen did.

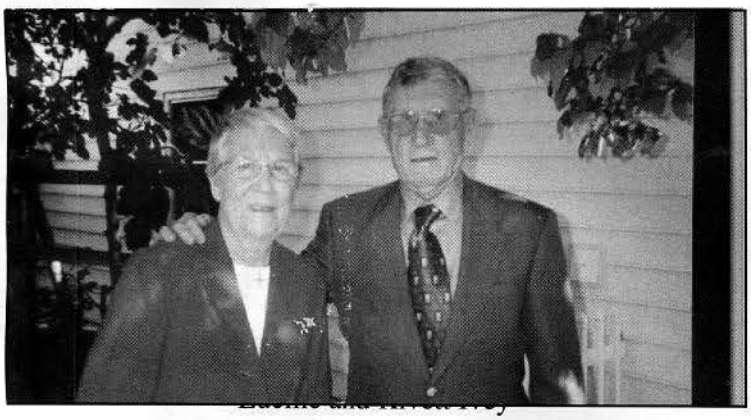
With all good wishes and war time memories.

****

KIVETT IVEY - La GRANGE, NC

An old saying around here is "if the wind don't blow and the creek don't rise, I will do so and so".

Well, if the wind don't blow and the creek don't rise, Lucille and I will celebrate our 63rd wedding anniversary on December 29, 2003. That equates into 4 children, 10 grandchildren, and 15 great grandchildren - at last count!



Ed - Congratulations, Lucille and Kivett from all the members of the 34th BGA.

****

PAUL & BETTY BRESH - FT. MYERS, FL

Thank you for such a special article in the September issue of the Mendlesham Memories on our 60th wedding anniversary.

At the time of writing you and sending our photo, we had no idea who would celebrate with us. Our daughter, Paulette, was to be here for a visit and give us a party.

Sixty years ago in Blythe, California, Paul met a young man that would become a life time friend. With arrangements made with our daughter, Col. Edward J. Crowley and his wife, Sally, came to our celebration. They now live in Peoria, AZ.

Ed was the bombardier of the B24 crew. For 60 years we have shared our lives with each other. The surprise visit of Ed and Sally was a truly wonderful gift to us.

****

CHARLIE SIRAGUSA - SPRING, TX

Congratulations to Jack Share on being elected as President of the 34th Bomb Group Association during the 2003 reunion in San Antonio, Texas.

It was a great pleasure for Henrietta and me to have been able to attend your reunion. I am a rookie in your association, having joined in May 2002. Other than Jack Share and his wife Mirian, we did not know any other members of the association. Being retired Army, some of you may have thought, why would he want to become a member of an Air Force outfit. Well there were three big reasons. Number one, Jack and Marian are good friends and I wanted to support his association by becoming an Associate Member. Number two, though retired Army, I have great respect for you guys and the job that you did during World War II and in any other conflict that you might have been involved in. Number three, if by becoming a member helps your association to continue, you can count on me to continue my membership.

Henrietta and I got to meet quite a few of y'all and I do hope that I can remember what face goes with what name the next time we meet. (Y'all is Texan and it means all of you). And let me add that I was proud to be among you and especially those that were POW's.

Again, thank you for welcoming me and my wife into your association. We do hope to see all of you again at the next reunion. Until then, God Bless you all.

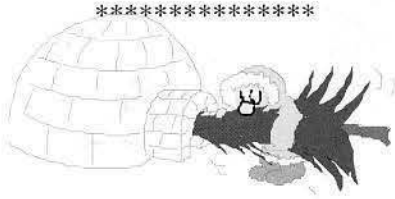
****

BARBARA HEAD - W. LAFAYETTE, IN

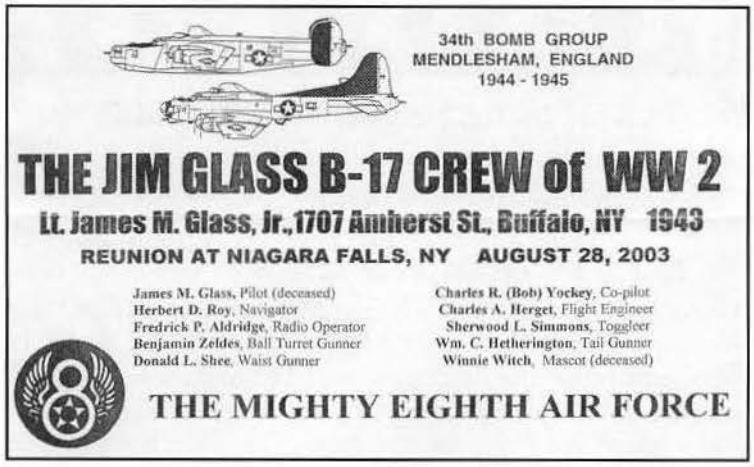
This is to inform you that my husband, Francis T. Head passed away Sept 1, 2003.

He always looked forward to getting the Mendlesham Memories and I did also, Hope I will continue to receive it.

****



DON SHEE - DOWNERS GROVER, IL



Last week, 7 out of 8 of our living crew members went for a ride in a B-17. The above flyer tells the who, where and when of the event. We all had a truly great time. It only lasted a couple of days, but the half-hour we spent flying in the big bird was the highlight of the event.

The B-17 is the one operated by the Experimental Aircraft Association (EAA) out of Oshkosh, WI. They tour the B-17 around the country each year, selling rides and tours of the aircraft. Their web site is http://www.b17.org/

It is now doubtful that I'll get to the reunion in San Antonio next week, but I wanted to request the Reunion Committee to give some consideration to coinciding next year's meeting site with a city where a B-17 will be available for rides and tours. Properly promoted, it could (and SHOULD) help to increase attendance. They are currently in the process of planning next year's "missions".

Sure wish I could be with all of you in San Antone.

Jim Glass crew at Niagara Falls, Aug. 28, 2003
Left to right: Charlie Herget, Sherwood Simmons, Fred Aldridge,
Bob Yockey, Don Shee, Ben Zeldes, Bill Hetherington,
Missing from photo: Her b Roy (apparently lost his way).

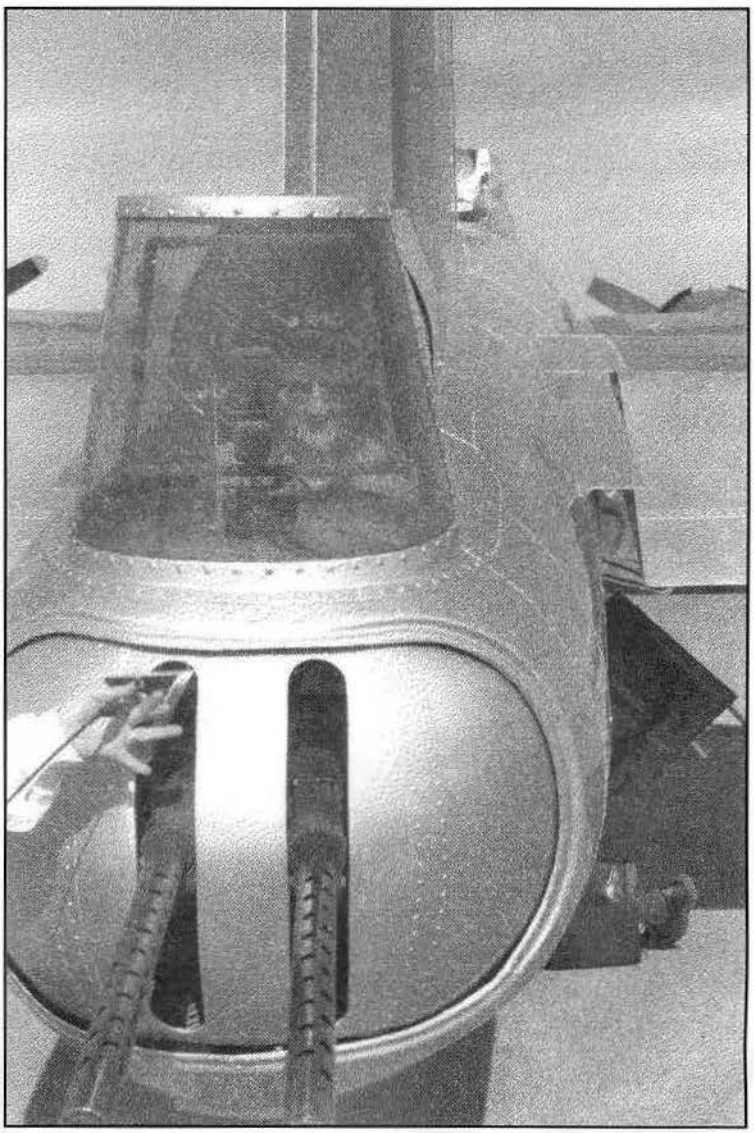
****

DON SHEE - DOWNERS GROVE, IL

Hope you had a great time at the reunion in San Antone. Sure wish I could have made it this year. I'm going to re-group and shoot for next year. Has Harold Rutka come up with an official site for next year's gathering?

Attached is a shot of our crew member, Bill "Pops" Hetherington, sitting in his favorite position-the tail end of a B-17.

I sincerely appreciate all the work that you do to get MM out to everyone each quarter. Only those that have worked on deadlines understand how trying things can be. Hang in there.



"Pops" in the tail of a B-17

****

FRED AND GINNY MUENTE - WAUMATOSA, WI

Well, we finally made it home after 4,500 miles of total travel.

Thanks for doing a great job and "bravos" to all the committees for putting another great reunion together.

Always look forward to receiving the "MM" and for the stories that are related. Good luck on taking over the "left seat" in the cockpit.

****

FRED BERGLUND - TITUSVILLE, FL

What a thrill to attend the 34th reunion in San Antonio. My 34th mentor, Roger Revay, and I got together after 57 years. He had a lot of missions and was shot down on his 30th raid. I watched his B-17 go down in smoke and flame over Stendal, Germany. It was only my 3rd mission. Roger bailed out and was beaten to a pulp by some German farmers. Patton's tanks rescued him after he escaped from a German jail.

I was told, by John Doronsky, a former president of the 34th BGA, that Roger had died years ago. He lives! And after 57 years we got back together again. Praise God!

We had a real session with Jack Share, editor of MM and now our new president, congratulations.

PS. Nice meeting you Michele Smith, what a great job you are doing as publisher of our newsletter, Mendlesham Memories.

****

CHARLES YOCKEY - DELAWARE, AR

"A Time To Remember"

On August 28th 2003, through the efforts of Don Shee,a member of the Jim Glass crew, with the cooperation of Adam Smith, Director EAA Air Venture Museum and Scott Mayher, Director of Promotions, a flight was scheduled on the EAA B-17 "Aluminum Overcast" in the Buffalo-Niagara Falls area.

Seven members of our original crew arrived at the Buffalo airport by noon on the 27th where we were met by Jim Cavaneau, president of the Buffalo EAA chapter who was to be our host and tour guide for the next two days.

Following a tour of the Buffalo area, we spent the evening at the "Flying Tiger" restaurant on the old air base dining and remembering long past events.

The next day, after a ride on the "Maid of the Mist" boat to the falls we went to the airport, being met there by the media. After interviews and photos, the EAA flight crew said "Let's fly". Once on the plane, we could go to any position but had trouble with the bomb bay and ball turret which seems to have "shrunk" over the years. The "ol Bird" may be 62 years old, but she is probably in much better condition that some in which we flew in WWII.

This was truly a "Time to Remember".

****

KIVET IVEY - LA GRANGE, NC

The reunion this year was one of the best ones I have attended! Hats off to the reunion committee. They get better every year! Am looking forward to next year. My son and daughter had a good time and will most likely be with me next year. I think they have a little problem keeping up with me - or maybe it's the other way around!

Had a problem riding out the hurricane but thank goodness it didn't do much damage where I am. A couple of days' cleanup and we were back in shape. Not so for those further Northeast of here.

****

SYLVIA & CARROLL FORISTER - KIRKWOOD, MO

Another great reunion and it was over far too soon. We had a grand time, though we miss some special faces and hope their absence was due to family weddings, births, or other such happy events.

As usual, the committee's advance planning was splendid and they deserve a round of applause from each attendee. Trying to please nearly 200 old duffs must be a daunting proposition and one that would cause most of us many a sleepless night!! So, here's three cheers for each of them.....hip, hip hooray! And another three (hip, hip hooray) for our new president. Jack Share is perfect for the job.

Looking forward to next year's reunion, wherever it may be! Vivienne (Forister) now Schwab says she'll be there too.

****

WILLIAM ORTON - BOISE, ID

Thanks for printing my article about the 1446th Ordnance Supply and Maintenance Company (page 6 September '03 issue). But, I want to make a few corrections. The top picture on the left side should be entitled Armament Supply and the names should read from right to left and the picture below of the Armament Maintenance, the names should also read from right to left. The fourth person's name is Wyette.

Sorry that I was unable to attend the reunion in San Antonio. I am sure that it was a good one and enjoyed by all in attendance. I am looking forward to your next issue. You are doing a good job and I know that everyone enjoys and appreciates all that you are doing.

Ed: Sorry for the foul up. I know some of you 1446 Ondnance vets are still with us and belong to the 34th BGA. Hope this clarifies the error.

****

MARGO & BILL BURNELL - KIRKLAND, WA

We were both so sorry to have to cancel being with the 34th in San Antonio. We had our tickets to travel to San Antonio via train and were really looking forward to it. Bill's health along with our care of my Mom who is on dialysis and now living with us made the decision for us. We will be anxious to see the pictures and read about it in the MM.

We would like to congratulate Bill's crew mate, Hap Prillaman on the occasion of his marriage to Mary Richardson on Aug. 13th. We are so very happy for them and wish them well. I know they plan to be in San Antonio so those in attendance will already know the news. Way to go Hap!!!

I too, along with Birget Lonergan really appreciate the list of past reunions.

Thanks for the great work on MM.

****

DAVID AND SONIA FIEBER - BAKERSFIELD, CA

Just wanted to say we had a great time at the reunion. It was nice seeing all of you again and we look forward to the reunion next year. Congratulations of your appointment as the new 34th president. I think they have picked the perfect person.

I promise you I will submit something for the MM..probably before the Spring issue deadline.

Thanks again for all your hard work on the MM. you really do an exceptional job and I know that all the members look forward to every isssue.

****

JIM HINCHEE - SALEM, VA

Sorry it has taken so long to write you about the reunion. It was one of the best we have attended. The city, people and the weather were great. It is always good to get together with the group and see old friends and make new ones. Sure hope everyone else had as good of a time as Dickie and I did. We sure did enjoy meeting your family. They are a family to be proud of. Thanks for all the good work on Mendlesham Memories and taking the job of president. If we can help let us know.

****

RALPH STANBERRY, JR - SIMPSONVILLE, SC

With regret, I must add another name to your TAPS section. My father, Ralph "Muggs" Stanberry, Sr of the 7th squadron, TT. Engineer, McDonald crew died of pulmonary fibrosis on Sept. 23, 2003. He was a quiet man with a quick dry wit that remained unimpaired to the last. He will be greatly missed.

Muggs hardly ever spoke of his experiences over Europe until about two years ago when he asked me to help him to write of it. Over a six month period we put together a small book for the family. In spite of his arthritis, he laboriously wrote thousands of words as I researched the 34th Group mission diaries for material to jog his memory. During that time, I found him often lost in thought with a faraway look in his eyes. When I asked, he said he heard those big twin wasp radials again thinking about the Saarbrucken mission of July 19, 1944. Flak hit number three engine on the bomb run taking the hydraulics with it, he went unconscious when his walk-around oxygen bottle gave out while releasing hung up bombs manually. Number four engine ran away and they couldn't feather the prop. Almost everything that could go wrong did! That is, until Lt McDonald and Lt Nelson nursed them safely back to an emergency coastal field.

He always felt the Air Medal he earned that day should have gone to McDonald for landing a B-24 with two engines out on one side, and no brakes, without crashing.

Forever impatient with pomp and ceremony and pretension, before passing away he requested we have a life celebration instead of a funeral. So we did. With his brother's sons rocking the church with the guitar and Dobro, he played all his life, we had a party. He woulda loved it.

****

MARGARET KLINE - BURNT HILLS, NY

My husband, George, of 57 memorable years passed away Oct. 14, 2003 after a long illness. He was laid to rest in Saratoga National Cemetery with full military honors.

He was so proud of his association with the 34th Bomb Group. We attended the 1st reunion in Nashville and several after, also, the 1990 trip to England.

We so looked forward to the reunions we were able to attend to see all the friends we had made.

****

CONNIE ROMERO DOMINIQUE - LAFAYETTE, LA

Here are some photos from the San Antonio reunion for inclusion in the December issue of MM. We all truly enjoyed the reunion and we hope you will share our photos with all of the wonderful people we met from the 34th Bomb Group. We can see why mom and dad enjoyed those reunion trips so much!

Thanks for all of the work you do and best wishes in the upcoming year as president.

****

AUBREY TOBIASON - REMER, MN.

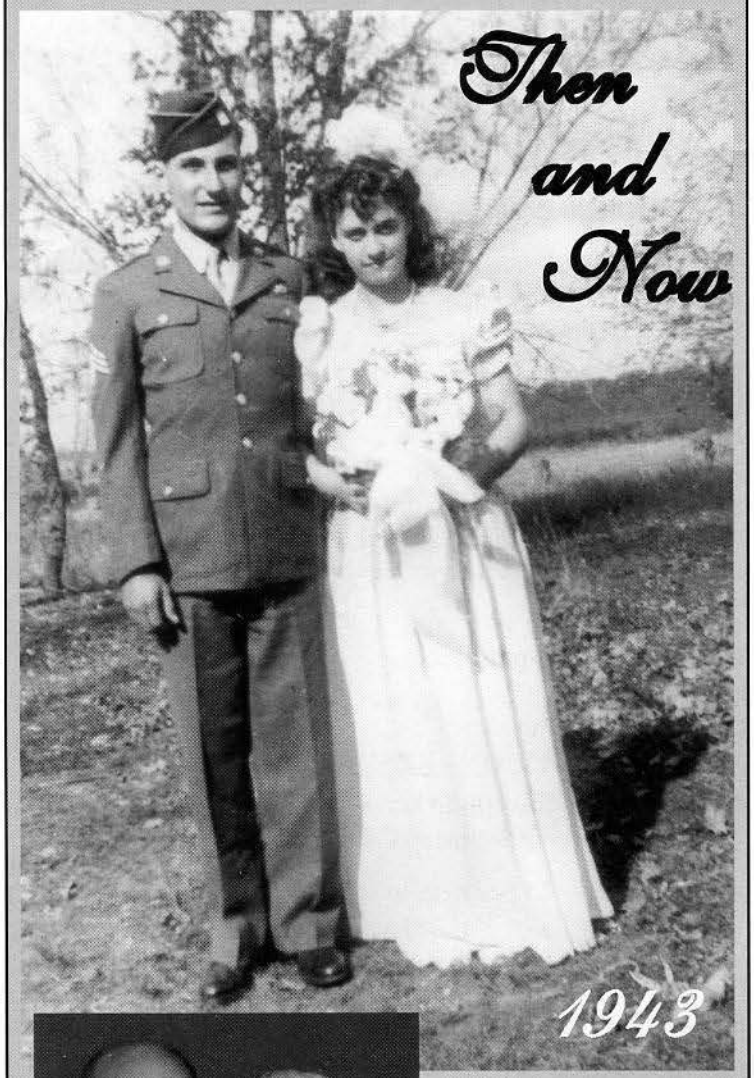
We had a really good flight home, as a matter of fact, we landed 20 minutes early in Minneapolis.

Henry and I would both like to say how much we appreciate all the work that goes into one of these reunions and what a wonderful job the committee does. We have some wonderful memories of this reunion as well as the ones in the past. It is a shame there isn't a medal that can be awarded to the committee for "Service Above and Beyond the Call of Duty". (I bet that sounds familiar to a lot of you guys).
Henry isn't sure if it was an honor to be the OLDEST 34th member at the reunion, but I am happy to say he is 88 years young and going strong.

Audrey and Henry Tobiason

Ed: More power to you Henry - go Henry go. We'll see you next year.

****

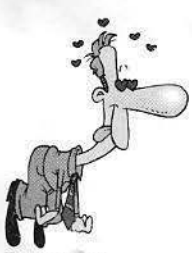


60th Wedding Anniversary

Congratulations to Gordon and Nellie Breeding of Alpena, MI Married October 26, 1943 at Farmington, Michigan

Gordie was 80 years old on June 5, 2003. Nellie was 80 years old on October 25, 2003

Thought For today:



"When you're in love, it shows"

In Memoriam

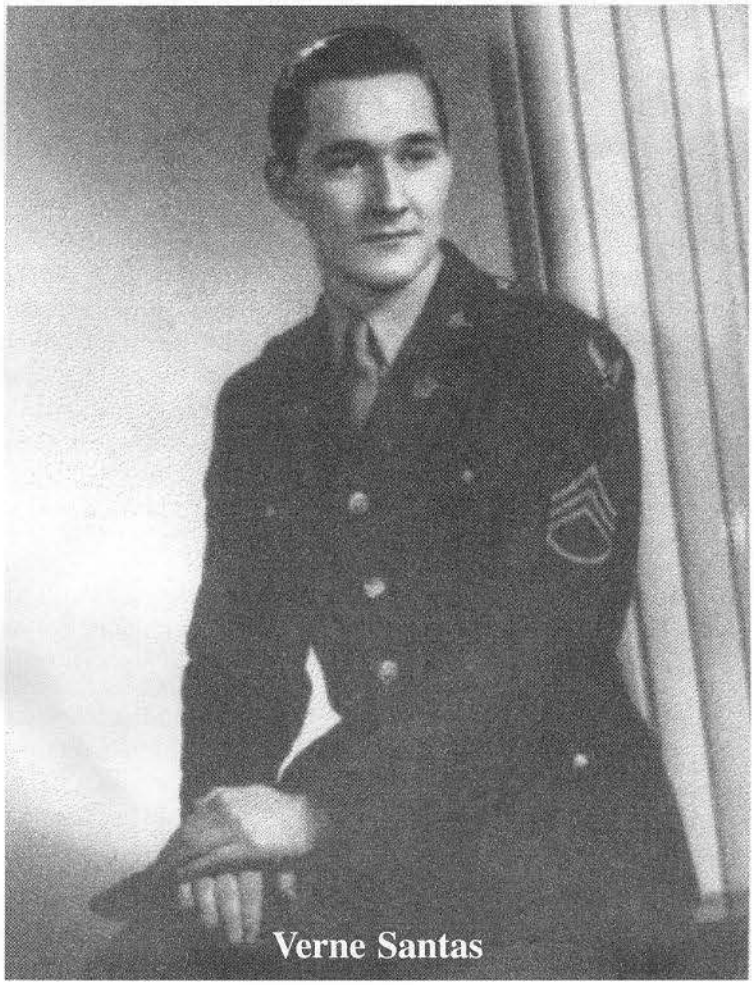
MY DAD

Verne Santas

The most wonderful role model anyone could have in their lives.
I treasure every day I had with you and am most appreciative for those last three when I was blessed with the time and the love of God to be able to tell you how I have felt all these years.
Thank you for all you did for me and my children.
I know you are happy in heaven.
Love, Sheila Anna

VERNE F. SANTAS, JR.
August 6, 1922 - July 13, 2003

Thank you Bev, from Moon and Back Graphics for the beautiful work she did in mounting this photo of my father on the star.



Change Of Address

Last Name	First Name	Org	Address	City	State	Zip
Bachouros	Lynn, A	18a	35090 Nikki Ave	North Ridgeville	OH	44039-1475
Camp	John, R	18lm	Po Box 339 Chattooga Wood Rd,	Cashiers	NC	28717-0218
Chester	Evelyn		1275 Simms Heights Rd	Kingston Springs	TN	37082
Farbo	John,L	391lm	41 Heath Vlg	Hackettstown	NJ	07840-4008
Mongeon	Dan	18a	10241 Fairfax Dr	Ft Belvoir	VA	22060
Morrison	Everett, L	18	313 S 1st St	Osborne	KS	67473-2621
Morrison	Shirley, M	Hdq	3150 Channel Blvd	Chamainus	BC	Vor 1k2
Schmitt	Hallard,S	7	3570 Washington Pike	Bridgeville	PA	15017-1089
Starr	John, J	391	4601 66th St West #700-a	Bradenton	FL	34210
Welch	Kevin		14a Cranbrook Pl Glendowie	Auckland 1005	New Zealand	
Wraga	Walter, W	18	10000 Brunswick Ave	Silver Springs	MD	20910
Yates	Francis,B	391	66 N Airline Rd	Wallingford	CT	06492-2643

Taps

Last Name	First Name	Org	Dod	Address	City	State	Zip
Allen	Donald,F	18	7-08-03	5914 E. Kincaid	Wichita	KS	67218
Crook	Lonnie, H	GRP HDQ	10-20-03	600 Flournoy Lucas Rd. Live Oak Rt. Ctr. Apt. 01,	Shreveport	LA	71115
Garfinkel	Bernard	391LM	5-28-03	PO Box 668	Dona Ana	NM	88032
Gilreath	J. Harry	18	7-21-03	132 Chestnut Lane	Helena	AL	35080
Head	Frances, T	7lm	9-01-03	4602 Taft Rd	W. Lafayette	IN	47906
Kline	George, H	4	10-14-03	237 Blue Barn Rd.	Burnt Hills	NY	12027
Morris	Cletus	391	10-02-03	P.O. Box 96	Pinch	WV	25156
Stanberry	Ralph,M	7	9-23-03	1490 Needmore Rd	Bryson City	NC	28713

On A Green And Distant Hill
A Line Of Troopers Standing Still
Their Heads Held High
Yet All Eyes Weep
Another Friend Is Now Asleep
He Rests In God's Eternal Care

He Stood With Us In Day's Long Gone
Days Of Laughter—Of Fear—
Of Dreaming Of Home
We'll Meet Again
We Each But Wait For The Bugler's Call

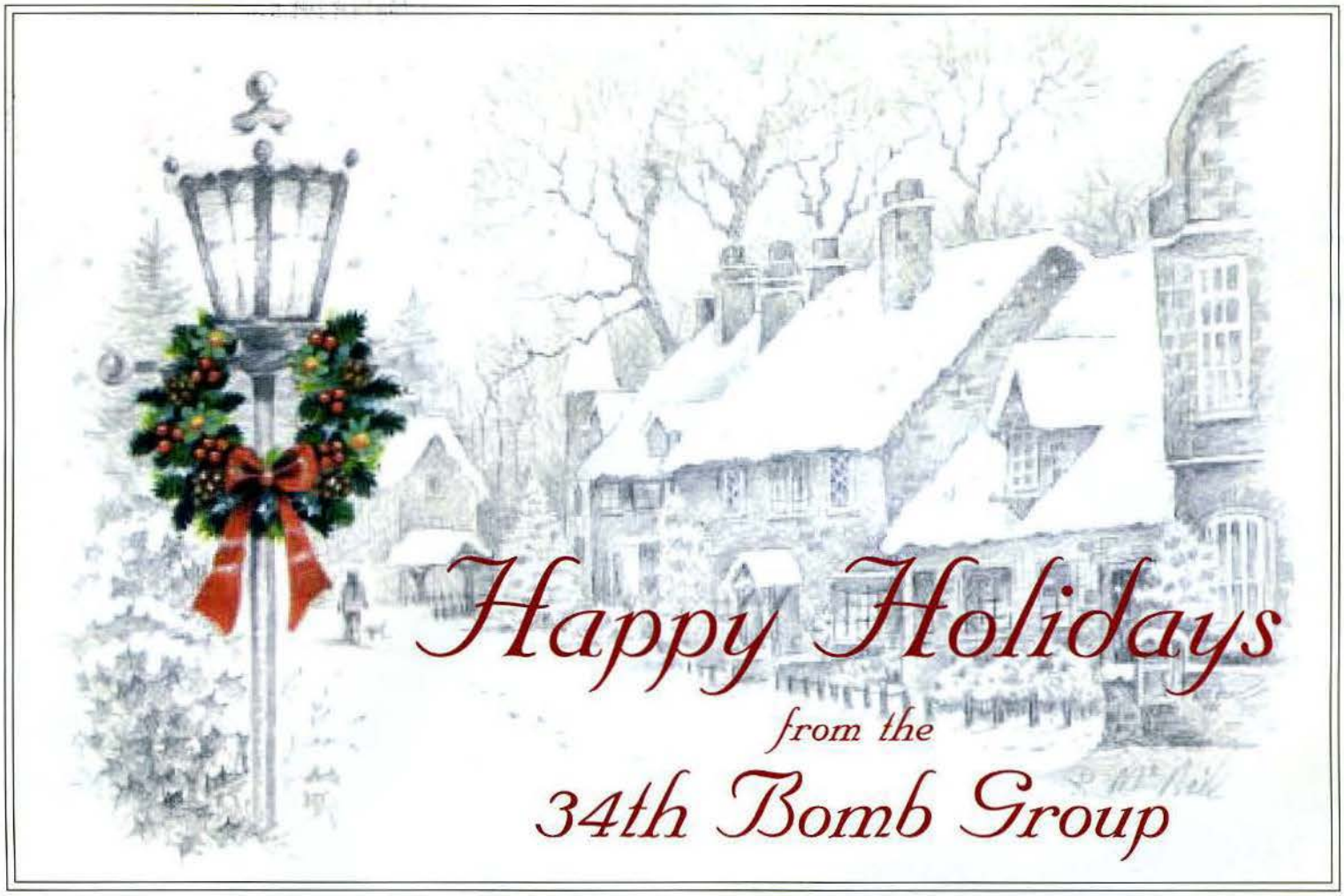
—Fidler's Green Adaptation By Ben Moody

New Associate Members

Last Name	First Name	Org	Address	City	State	Zip
Green	Frances	391a	2731 Fridenger Mill Rd	Manchester	MD	21102
Ranstrom	Linda	91a	724 Fairmont	Burley	ID	83318
Steiner	Cleave	391a	1508 North Bend Rd	Jarrettsville	MD	21084

Donations To The Ray L. Summa Scholarship Fund

In Memory Of	Donor
Val J. Mcclelland	Maxene Mcclelland
Ray Myers & Harry Gilreath	Raymond Jetton
Donald Romero	Mrs. Mavis Romero
Donald Allen	Ken Paxton
Cletus Morris	Ken Paxton



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34th Bomb Group

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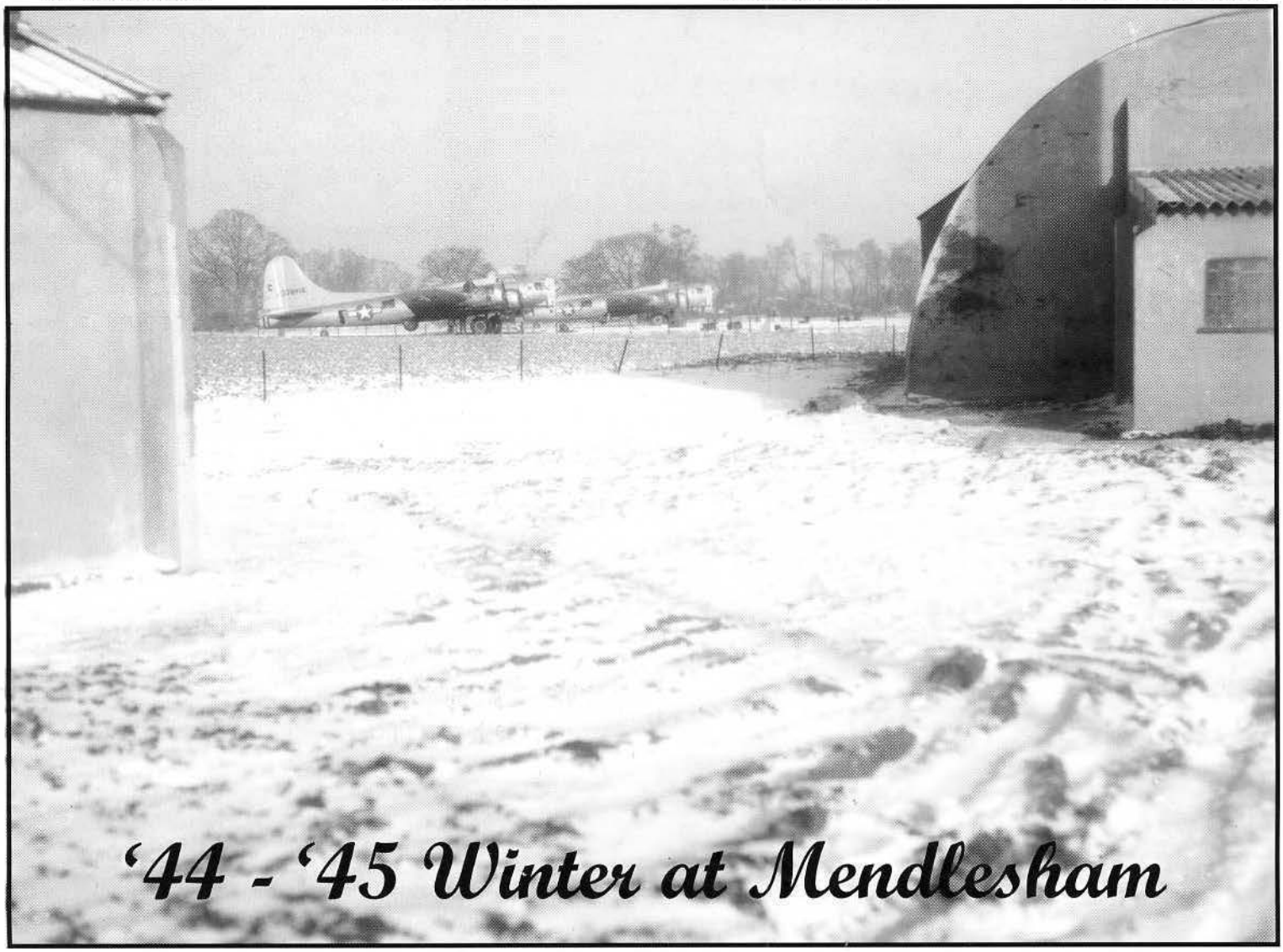
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Volume XXIX Number 1 March, 2004

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON 7TH SQUADRON 18TH SQUADRON 391ST SQUADRON



'44 - '45 Winter at Mendlesham

SCHOLARSHIP ISSUE

Scholarship Application On Page 7

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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DEADLINE

All material and items for the June, 2004 issue of Mendlesham Memories should reach me on or before April 15, 2004. All copy will be going to the publisher on that date.

Jack Share, editor

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Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb
http://old.jccc.net/~bgustaf/34th_Bomb/

Share - a thought...

As usual, my New Year's resolution has been resolved - I not only didn't keep it, I have forgotten what it was, if ever there was one. Doesn't matter, I wouldn't have kept it anyway; never have.

The only thing I wish from the New Year is for my family and all my friends to be happy and blessed with good health and prosperity - and that includes all the members of the 34th Bomb Group Association and their families.

Thank you for your many holiday cards and thank you all for all your letters and information you have sent in to keep Mendlesham Memories alive and well. As I have said before, it is your newsletter and without your input it would be very uninteresting. So, keep those letters and material coming we all want to read your notes in the friends column and of your experiences before, during and after the war.

Since the letter from Henny Kwik of Holland appeared in the December issue of MM I have been receiving letters from several members who participated in those food drops. It is amazing that even those who completed their tours seem to have gotten more satisfaction out of that act of humanitarianism than flying their missions. I have determined that that is what Americans are all about - helping people rather than destroying them.

This being the scholarship edition, in it you'll find the application form for the 2004 scholarship awards. I would suggest that those whose offspring are eligible should clip it or copy it, have them fill it out and mail it in to Hal Province as soon as possible.

Also, look for the reunion committee's report. As I write this column I have not heard, definitely, where our next reunion will be held but have been assured it will be finalized before we publish this March issue of MM. We are all anxiously awaiting the word.

Have a warm, healthy winter and, along with the warmer weather in June, we'll have all the information needed for your participation in our 2004 reunion.

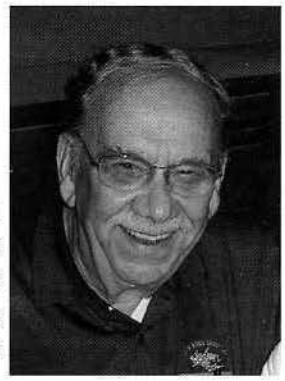
Jack

Thought For today:

"When you are right, no one remembers; when you are wrong, no one forgets."

- Irish proverb.

From the Treasurer's Computer



Happy New Year to all survivors! You have made it to another year! What is your most memorable New Year's Eve? Can you recall it? Mine was New Year's Eve of January, 1945. We were bunked in a tarpaper shack in Valley Wales, having just arrived after a winter crossing of the Atlantic Ocean. Quite an introduction to the United Kingdom!

Senior moments are becoming more frequent of late - or have you found that out too. I signed nine associate members to the group at the San Antonio reunion and apparently got so busy writing letters of welcome to them and setting up a file on them that I neglected to notify Jack for entry in the December MM. My apologies to those nine new members and their sponsors. Your names will appear in this issue.

I hope that each of you are surviving the inclement weather that seems to be around the USA this year. Hold fast - Spring is coming!

Please remind your children and grandchildren of the Scholarship deadline (10 July, 2004) and encourage them to enter for the awards.

Announcement of the 2004 reunion is in this issue of MM (Rumor has it - it will be in Dayton.) and I encourage ALL to try to make this reunion. It has been 22 years since the group was there. Come and see how our Memorial OAK TREE has grown! There is a new, and much larger, hanger filled with relics that you won't want to miss. Make your plans to attend when you get the reservation forms in the June issue of MM!

Keep warm for the rest of the winter and then enjoy Spring!

May GOD ABUNDANTLY BLESS each of you.

Cheers,

Hal

DUES REMINDER

2004 dues
were due in January.
If not paid,
the June issue of
Mendlesham Memories
will
be your last.

PRESIDENT'S MESSAGE

As the newly elected president of the 34th Bomb Group Association, I wanted to do something that is long overdue - to officially pay homage to those in and around Mendlesham, England who have been maintaining our 34th Bomb Group memorial, for all these many years. From Harold Rutka, I got the names of Sylvia and Leslie Lummis. With the approval of the officers and board of directors, I wrote a letter to Mr. and Mrs. Loomis thanking them for their dedication and offering any monetary assistance that might be required for flowers, wreaths etc.

The Loomis' returned letter provides names of several people responsible for the memorial upkeep and I want to share that letter with all our members:

1 St Marys Gardens
Church Road
Mendlesham
Stowmarket
Suffolk
IP14 5TQ

Dear Mr. Share

Thank you for your letter of 21/10/03. As far as I am aware, we have no immediate need of any financial assistance regarding the care of the 34th Bomber Group memorial at Mendlesham.

I have passed copies of your letter on to Gerald Stedman of 5 Jordan Close, Creeting St. Mary, Needham Market, Suffolk, IP68 NN, England whose family provided the land the memorial stands on and who still keeps the grass cut and the surrounding area tidy. He also raises the flags on appropriate occasions.

I also passed a copy to Margaret Brundish of 44 Horsefair Close, Mendlesham, Stowmarket, Suffolk IP14 5SB, England who organizes the group of mainly ladies who provide and place the flowers on the memorial.

I also gave a copy to Caroline Triscott, chairman of our community council, who organizes the reception for your veterans when they visit us and who, with her husband Andy, edits our village newsletter, hoping they can find space to print your letter in our next newsletter.

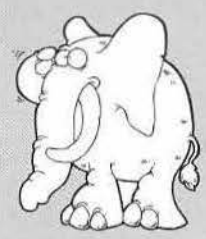
I enclose a copy of the order of service at St. Marys Mendlesham Church held on Sunday 9th November 2003, also photographs of the candles lit in memory of your countrymen who gave their lives whilst serving in the 34th Bomber Group.

I also enclose a photograph of your memorial, taken the same day, showing the flowers place by our ladies. The two wreaths placed by your veterans on their last visit (how well they have kept), a note of appreciation from a local family, and a new poppy wreath provided by Gerald Stedman.

Thanks, again, for your letter. We look forward to any of your veterans, or their families, visiting us again. Please do not hesitate to contact us at the above address where you can be sure of a warm welcome.

Yours sincerely,
Sylvia and Leslie Lummis

From the order of service at Mendlesham Church of St Mary on Remembrance Sunday, 9th November, 2003: (The Roll of Honor is read, and a candle lit, for each person who died from Mendlesham in the First World War, Second World War, Korean War and candles already lit for the 190 Americans who died from the 34th Bomber Group).



Sign in a TV Producer's office:
"I could go out of my mind and nobody would know the difference".

REUNION COMMITTEE'S REPORT

The 20th annual 34th Bomb Group (H) Association has been in "the works" since 16 September 2003 and we have finally come to an agreement. This time our destination is the Marriott Hotel, S Patterson Blvd., Dayton, Ohio, "Birthplace of Aviation". The dates are from 8 September 2004 to the departure date, 12 September 2004.

Friday, 10th September 2004 we will have our "Tour Day". We will visit the United States Air Force Museum. This is the World's largest and oldest military aviation museum. The displays consist of 300 aircraft and missiles. The museum has an Imax theater with a six-story screen and stereo sound system. Shows start on the hour. Group, student and senior rates are available. A gift shop, bookstore, model shop and poster shop are on the premises. A cafe, for the hungry, is located on the second floor of the museum. Wheelchairs are available on a limited basis for use inside the museum building. You are encouraged to take pictures and videos. The museum uses exhibit lighting so the use of flash is recommended indoors. The average time for a tour is four hours.

The average temperature during the month of September is a high of 78 degrees and a low of 62.

Dayton, Ohio is served by the major airlines. Interstates 70 and 75 intersect north of the city.

The June issue of Mendlesham Memories will include the reunion and hotel registration forms. Start making your reunion plans now.

****

We now have the information on a return trip to England that some have been asking about. Tamarac Travels has put together a tour with the 100th Bomb Group to Thorpe Abbots, England and to the Continent. The tour will depart on 26 May 2004 to Dunstan Hall with a dinner dance at Molesworth on 29 May. Memorial Day ceremonies at the American Cemetery at Cambridge, a visit to the Duxford Imperial War and the American Air museums, and continuing on to London. Returning home on June 3, 2004 or go on to Czech Republic, returning home on June 8, 2004.

If interested, contact Tamarac Travel, Inc., 10837 Piping Rock Circle, Orlando, Florida 32817- 2939. Phone: 1-321-235-904 or toll free: 1-888-486-9922 or by Fax: 1-321-235-3396.

If you need more information on the 20th annual reunion of the 34th Bomb Group (H) reunion or the England tour call Harold Rutka at 1-218-724-1667.

The reunion committee:
Harold Rutka
Robert Wright
Bruce Sothern

PX COLUMN

Our thanks to all who have supported our PX and help generate funds for the treasury. Also we want to thank Paul and Berle Anderson for helping in the past years at the PX and Don Allen, a retired Boeing engineer from Wichita, who helped for several years and also carried items to the reunions for us. None of them could make the San Antonio reunion so Paul and Pauline Shull filled in and we sure do want to thank all of them.

Sad to report that Don Allen could not fight off his latest bout with cancer. He is truly missed. Don and I first met at a reunion in Wichita in 1985 and have been close friends ever since. We always looked forward to the reunions and attending open house at the McConnell Air Base here in Wichita. Several times, when we drove into the parking lot for the McConnell open house, the airman directing traffic would salute us and give us special parking privileges. They undoubtedly saw our 8th Air Force, 34th Bomb Group tag on the front of my car and possible our 34th cap and shirt. We certainly appreciated their courtesy and help as well as their training and manners.

Am hoping Paul and Beryl can help at our next reunion and am happy to report we have two additional volunteers to help, David and Sonia Fieber. They are son and daughter in law of Herman and Nancy Fieber. They have added youth and lots of vitality to our group since they started attending. We displayed and sold most of our new white T-shirts at the San Antonio reunion but will be keeping them on hand. For those of you who didn't get to see them, they have the B-24 and the B-17 both pictured on Front and back. Plus the 34th Bomb Group (H) and those on the back show a bright red tail in color. The T-shirts also have a pocket - colorful and nice for summer wear

Thanks again to everyone and PS to Jack. Sure did like the front cover of the December '03 issue of Mendlesham Memories.

Ken Paxton
PX manager.

Epitaph Humor - *with a point:*

Stranger, stop as you pass by:
As you are now, so once was I.
As I am now, you soon will be.
And so prepare to follow me.

Someone reading this sentiment on a tombstone, and evidently seriously considering the matter, wisely added two lines:

To follow you I'm not content,
Until I know which way you went!

Recipients of the 2003 Ray Summa 34th Bomb Group
Scholarship Awards

Zackary Wisner-Gross of New Hyde Park, NY
Sponsored by - Bob Gross 7th Squadron

First Award - $1000.00

Zachery Wisner - Gross

Dear fellow members of the 34th Bomb Group:

When the letter I received notifying me that my grandson, Zachery Wisner-Gross, was the recipient of the 2004 34th Bomb Group Scholarship award I thought, how great it is to have a second grand-child selected to receive the recognition.

I am most thankful to the scholarship committee to have selected him as this years first selection.

Many thanks to not only the committee but the total membership of the 34th Bomb Group Association for their thoughtfulness in their selection.

Sincerely,
Bob Gross
Zachery Wisner-Gross with Grandfather Bob Gross

Second Award - $750.00

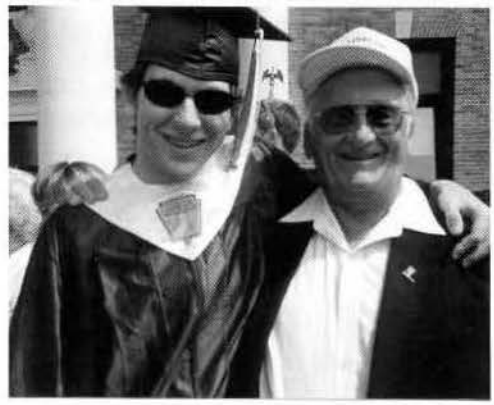
Daniel Crawford

Dear Mr. Province:

I can't tell you how much it means to me to be given this award. I am overwhelmed by the honor of receiving an award from the 34th Bomb Group.

I have always looked up to my grandfather for both his service in World War II and his hard work raising a family. I'm immensely grateful to be receiving this award. Tomorrow I'm making the drive to Ithaca, New York where I'll be starting my freshman year at Cornell University. I'm extremely excited and looking forward to this great opportunity.

Sincerely,
Daniel Crawford
Daniel Crawford with grandfather Harry Crawford



Daniel Crawford of Ticonderoga, NY with Grandfather Harry Crawford
Sponsored by - Harry Crawford 4th Squadron

Courtney Dominique of Lafayette, La
Sponsored by Henrietta Romero 7th Squadron

Third Award - $500.00

Courtney Dominque

Dear 34th Bomb Group Members:

I want to thank you from the bottom of my heart for awarding me with the Ray Summa Scholarship. Your generosity will definitely be put towards furthering my education. It is such an honor, not only receiving this award, but receiving it from such a prestigious group as well, a generation that I have looked up to my entire life.

My grandfather, Cleveland J. Romero, Jr. Was a World War II veteran. I will forever be grateful to him and all of you for the sacrifices you made for our country. I know that my life would not be the same without you. If my grandfather were still with us today, he would be very proud, since he was a driving force in establishing the Ray Summa Scholarship. This scholarship is a special honor that I am accepting in grandfather's memory.

I am currently enrolled at the University of Louisiana at Lafayette, and I am pursuing a career in Pharmacy. After completing my first semester, I am on the Dean's List. I dream of one day opening my own pharmacy so that I can be of service to the people of my community.

I thank you again for your service to our country and your generosity in this award. My generation, and those to come, will strive to honor the legacy of "The Greatest Generation." May God bless you for all that you have done and continue to do for us.

Courtney Dominque

SCHOLARHIP APPLICATION

The Ray L. Summa, 34th Bomb Group Association Sholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.

2. Applicant must have maintained a 3.0 agrade point average on a 4-point scale during his /her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4-point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4-point scale.

2004 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name: _____ Phone: _____

Address: _____
Name of Sponsor (paid-up 2004): _____ Squadron: _____
Address: _____
_____
Age of applicant: _____ Grad. Date: _____ Best SAT/ACT Score: _____ GPA: _____
Will pursue Academic Major: _____
Colleges and Universities of interest to you: _____
_____
Summary of academic achievements (e.g. scholarships, awards, honor society): _____
_____
Extracurricular activities: _____
_____
Community activities you have participated in: _____
_____
Hobbies and Special Interests: _____
_____
List any non-government funded jobs which you have held: (Full or part time, with dates): _____
_____
_____

(Use additional sheets as needed.)

Applications must include and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: Copy of your ACT/SAT test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class (your position and the number of students in class).

Applications must be postmarked no later than July 10, 2004. (Please, include a self addressed post card if you wish acknowledgment of receipt of application).

Winners are expected to be announced at the 2004 34th Bomb Group Reunion in September.

Mail completed application to: Scholarship Committee,
c/o Hal Province
153 North Hill Drive
Carriere, MS 39426

PX ORDER FORM

AUTO WINDOW STICKER - 2"X4 BLACK AND SILVER
VET: WWII US ARMY AIR CORPS. ..... $4.00 EACH OR 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER - 34TH B.G. - 3" X 12" ..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") - PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $25.95ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill. ..... $8.50ea.
NEW ITEM (First shown @ San Antonio Reunion):
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows our bright red rudder. Nice for warm weather & very colorful .....ALL SIZES - $12.00 EACH - OR - 2 FOR 22.00ea.
KEYRING - B-17, B-24 or 8th Air Force. ..... $4.00ea.
KEYRING with leather back. ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $11.50ea.

PLEASE CIRCLE ITEMS DESIRED
AND INCLUDE YOU TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over
Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail - kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

PILOT

The pilot had to have good leadership skills for the crew to develop as a team and depend on one another, which was vital in emergencies.

The pilot of the B-17 was the "aircraft commander." Typically, he was a 21-year-old, newly introduced to military life, as was the rest of the crew. He had just graduated from flight training school with a little flight time and no experience. His job was to physically fly the airplane. The co-pilot assigned to the crew assisted him in doing this. Both pilots were expected to know the operational characteristics of the B-17 and the functioning of all its systems.

The pilot was also charged with ensuring that the training syllabus set up for the crew was accomplished and that each member of the crew received the training required.

The pilot was responsible for the individual operation of each and every flight the crew conducted, whether in the training phase or on combat missions. The course of action taken in any emergency was his decision to make. If time permitted, it was made with input from the pertinent crewmembers. In many instances, the urgency of the situation did not permit such input until after the fact.

The combat crew of a B-17, or any other multiple crew aircraft, developed a rapport and a camaraderie; the tone of which was set, to a large degree, by the crew's pilot.

CO-PILOT

Close formation flying or flying a damaged Fortress required the skills of both pilots.

The Fortress, like other American medium and heavy bombers, was designed to carry two pilots, a requirement of all multi-engined US Army aircraft. Other airforces considered this a waste of skilled manpower but the policy was thoroughly proven by the Americans in combat. The rigors of close formation flying for long periods of time would place tremendous physical and mental strain on a single pilot. For that reason alone the co-pilot or "guy in the right seat" was essential. There were many occasions when one pilot became a battle casualty and the presence of the second pilot saved the crew as well as the aircraft.

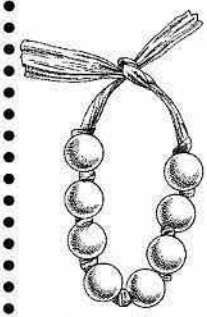
Prior to the start of a mission, after a ground inspection of the airplane, the crew would wait for the signal from the tower to start the engines. Once the signal was received the co-pilot would read the pre-start check. Upon completion of the checklist the co-pilot would prime and start each engine. The engines would be warmed up at 1000rpm. Prop feathering was checked at 1500 rpm. Each engine was then run up to test magnetos and turbos.

As the B-17 started moving into position the crew would be watching for the tail number of the aircraft they would follow for take-off. Once their assigned plane was spotted the co-pilot would release the parking brake and roll on to the taxiway. The tail wheel lock situated on the cockpit floor was operated by the co-pilot and would have to be unlocked and locked often during taxiing, particularly on curved perimeter taxiways. When their time came for take off, the pilot would line up the plane and the co-pilot would lock the tail wheel. At this critical stage, the co-pilot had to keep his eyes on the instruments, as the pilot advanced the throttles. The co-pilot followed through with the throttle controls, taking them over from the pilot as soon as maximum power was reached. Normally, with a full bomb load, every bit of runway was used.

After takeoff, the pilot would call for gear up and as the co-pilot actuated the landing gear switch, he would also apply the brakes to stop the wheels from spinning. Once assembled in the formation, the co-pilot normally flew the plane as much as the pilot did. The pilot in command had to have his eyes glued to his lead aircraft, even during fighter attacks and flak. The pilot that wasn't flying monitored the instruments and intercom.

After the bombing run, on the return leg from the mission and when out of danger, the formation could loosen up. In the landing pattern, the co-pilot lowered the gear and flaps for touch down. Upon reaching the dispersal point the co-pilot would verify that all switches were off before leaving the aircraft.

Pearls of Wisdom



A penny saved is a government oversight.

Living on earth is expensive, but it does include a free trip around the sun.

How long a minute is depends on what side of the bathroom door you are on.

Some mistakes are too much fun to make only once.

If ignorance is bliss, why aren't more people happy?

Ever notice that people who are late are often much jollier than people who have to wait for them?

Birthdays are good for you;
the more you have, the longer you live.

Blessed are they who go around in circles, for they shall be known as "Wheels".

Thought For today:

"During my 87 years, I have witnessed a whole succession of technological revolutions. But none of them has done away with the need for character in the individual or the ability to think."

-Bernard M. Baruch, American businessman and statesman (1870-1965)

REQUEST FOR INFORMATION

SUBJECT:
391st Bomb Squadron at Blythe, CA - 1943

At 10:30 PM on September 22, 1943 a B24D No. 40356 of the 20th Bomber Command, 34th Bomb Group, 391st squadron, crashed into a hillside in southern Osborne County, Kansas, killing all the servicemen aboard. They had left the airfield at Blythe, California on a training flight to San Antonio, Texas, via Topeka, Kansas.

With the 60th anniversary of the crash on September 22nd approaching, the people of Osborne County decided that the honoring of these men was long overdue. So, at 10 AM on Saturday, October 10, 2003, there was an outdoor public memorial in the gazebo at the Osborne City park on West Main St. The American Legion chaplain for the state of Kansas lead the services. Also, in the works, is the designing of a permanent gray granite monument to be placed at the crash site. A dedication of the monument will be held sometime next spring to ensure that the memory and sacrifice of these servicemen will not be forgotten.

For the past few months I have been trying to contact the families of the 11 servicemen and let them know that their loved ones are being remembered and let them be aware of the monument dedication next spring in case they should wish to attend. Any help your organization can give in helping to find and contact these families would be greatly appreciated.

2nd Lt. Joseph H. Beves - Staten Island, NY

Sgt Marlin G Chamberlin - Williamsport, PA

2nd Lt. Cleatus Christopher - Paris, TN

Sgt. Howard R. Eicher - Piqua, OH

2nd Lt. Frank C. Fischer - Floral Park, NY

Instructor-pilot Flight Officer Donald L. Kidder, Milton Junction, WI

2nd Lt. Arthur H. Lamker - Littleferry, NJ

1st Lt. LaRue B. Lee - Sacramento, CA

Sgt. Bobby S. Sanford - Marks, MI

Flight Officer J. Singleton Waldrop - Atlanta, GA

Sgt. Chester J. Urbanowicz - Jersey City, NJ

Respectfully,
Von Rothenberger
Director, Osborne Area Chamber of Commerce
130 North First St.
Osborne, KS 67473
1-785-346-2881
ochamber@ruraltel.net

Finding A House To Love

A home is more than just bricks and mortar, wood and nails. It's a private refuge where we find peace and comfort, spend time together with those closest to us and dream our dreams.

Robert and Esther Wright built their home in 1951 on Parkovash Avenue in South Bend and have been there ever since.

52 years' worth of memories

"I grew up just down the street, so I've lived on Parkovash all my life. My parents moved here in 1920. When I was growing up, there was nothing beyond Iroquois (Street). My mother called it the cow pasture, but I never saw any cows.

"I've seen a lot of changes in the neighborhood in terms of houses and kids. When we moved, there were four of us children, and we were the only children on the block. Then a family moved across the street with four children, and we were thrilled. Then all of a sudden there was an influx of families with children. When we decided to build, he had to have two lots because he didn't want to be too close to anyone."

-Esther Wright

"I grew up near the state line, in the country, so Esther made a town boy out of me. I started building this house in 1950. It took me nine months and a loss of 20 pounds to build. We moved in on Lincoln's birthday (on) Feb. 12, 1951. At the end of May, I was recalled during the Korean War as a reservist (I had been a bomber pilot in Germany in World War II). I didn't have any yard or sidewalks in when I got called up. At first, I was stationed in Columbus, Ind., and had weekends off, so I'd come home and work on the yard and sidewalks. Now, we've been here 52 years. We've certainly enjoyed it and have a lot of memories over the years."

-Robert Wright

FRIENDS WRITE

BIRNIE FARLEY - VERONA, NJ

Heard from Bill Brown, he has macular degeneration so is limited now. Several of the group were surprised he didn't arrive for the reunion banquet.

Mary and Tony Coutros' two boys and daughter had a surprise 50th party for them 2 weeks ago. Wongs came in from California and Hal and Jan Province drove up from Mississippi and stayed with me. We all had a great time and it was a surprise!

I'm visiting my daughter and her family for awhile - seeing lots of volley ball, soccer and basketball games.

****

WILLIAM DONLON - BOKEELIA, FL

From time to time I guess I should drop the Editor a note and tell him that I really enjoy the various editions of Mendlesham Memories. As a matter of fact, I think I have kept most of those I have received and from time to time read the back issues. Many thanks to you and the others for hours of memories.

Sixty years is a long time. Sixty years ago the 34th Bomb Group was at Blythe, California and within a short time would be in England on Mendlesham Air Base. At the time we arrived in England I was what is known as a "paddle foot" in the 18th squadron, a Classification Specialist assigned to Base Headquarters. I am the only Classification Specialist from the 34th Bomb Group, and maybe the full ETO to have the honor of an Air Medal and two clusters. Just before Christmas in 1944 there was a request for volunteers to go to a school for radar training. Unassigned gunners were the first choice, but others could be considered. Then Major Bob Gay approved and assisted me in being assigned to this school. The schooling was at a British Air Base in Luton, England. I attended this school, returned to the 34th, qualified as an air crew member and commenced flying missions. I was not assigned every mission but flew one out of every three or so. It took a long time to get in 30 missions at this rate and I had only completed 18 when the Germans learned of the good work I was doing and surrendered.

The radar we were trained to operate was counter radar, jamming ground radar the Germans were using. We were told our work cut losses from flack. My first mission was to Berlin, where as the saying goes the flack was thick enough to walk on. I do not think I was too scared on this first mission, but on the 17 that followed I must admit that sometimes fear was a factor. I was always glad to return and have the Red Cross give me the cup of hot chocolate and the "medical" shot of something. At times I still remember the taste of hot chocolate and bourbon. I have never ordered it at a bar, that's for sure.

As a Radar Operator, I was not assigned to a crew. When we were briefed we were told the ship and crew with which we would be flying for that mission. The crews with which I flew

Continued On Next Page

must have been the best because I am still around. Many thanks to those fine fellows. Not being assigned to a crew made it impossible to form lasting friendships as a crewmember. I often read about the closeness crew members felt for one another. The method of our assignment made this closeness impossible, for this I am sorry. It would be nice to swap stories with crewmembers.

In addition to the 18 missions, I flew on some of the food drops to Holland. I will never forget these. As many of us did, I put my name and home address on a package. The gentleman that picked it up wrote to me a year later and in 1964, while in Holland, I met him and his family. This is another story, which some day I may reduce to writing and share with you.

May God bless you and the members of the 34th Bomb Group Association.

****

JUANITA SANTAS - DUNEDIN, FL

I can't begin to tell you how much I appreciate what you did for me and my family when you put that beautiful picture and write-up of Verne in the Mendlesham Memories. I was surprised and pleased, as I had no idea that it would be there. Thank you for your thoughtful kindness.

****

BOB DEES - TORRANCE, CA

Have just received the Sept. '03 issue of Mendlesham Memories and, as usual, enjoy it.

We would like to have been able to go to the San Antonio get together, however, travel has become pretty difficult for us. The waiting periods at LAX are pretty long.

Each issue of MM brings back a lot of thoughts and memories of those days - some good, some not so good.

As I wrote to you in Southern Mississippi, I recall spending a couple of weeks for several summers sailing along the Mississippi coast as a Boy Scout in the mid 30's. I have fond memories of that area.

Thank you for your good work for the 34th Bomb Group.

****

ALLEN and AGNES ISRAELSEN - BALTIMORE, MD

Here we are in Albuquerque again to spend Christmas with our children. There has been no snow since we arrived-just beautiful sunny days and crisp chilly nights.

We are thinking of you and send our best wishes for the holiday season. Our life goes on as usual at the Oak Crest Retirement Community in Baltimore and we feel fortunate to be there. This year we missed the annual reunion of the 34th Bomb Group in San Antonio but hope to get to the next one.

We look forward to peace for everyone in the New Year as well as good health and happy times.

****

RICHARD JENKINS - VANCOUVER, B.C.

I have been laid up with a spine problem most of last year and have been out of touch with the dues I have owed. I have trouble walking and have to push a walker around. With morphine for my pain, I am not too spry now.

By the way, I noted the story in the June 2003 issue of MM about the Long March of the POW's to avoid the Russians. I was on that march with by crewman, Julian Hess. We were shot down on August 5th, 1944.

****

GINNY MUENTE - WAUWATOSA, WI

Thanks for a great reunion. We appreciate all your hard work.

We made 4,400 miles on that trip. Visited my childhood friend in El Paso. She is in a lovely retirement home. On to Tucson and spent 2 days with Fred's brother, then to Scottsdale and 5 days with our son Mike and family. Then they visited us at Embassy Resort where we were staying. Swam each night - 90 degrees and it was great!

****

MIKE DADDURA - HUNTINGTON STATION, NY

I grew up in Plainview, Long Island, NY. My backyard was on one of the approach paths for Grumman Aero. I was always looking up at the inbound traffic. Later on, I had the pleasure to work for Republic Aviation, who built the P-47, in Farmingdale, L.I. NY, where I got started collecting WWII memorabilia. Sadly, Republic is now a shopping mall and Grumman's no longer make aircraft.

My dad served in the Pacific Theater and left me with a few Japanese items, but I have grown fond of WWII aircraft and the people who flew them. Frank Gabreski invited my son and I to his house to watch some gun camera film from some of his missions - what a thrill to be sitting with such a person.

Frank, along with so many who served our country in that era, are gone and I'm afraid that what they did, when needed, is fading. I have a room in my house with walls covered and several books with photos of that era of which I am very proud. Family, friends, neighbors, Boy Scouts and school classes, from time to time, have requested to look at my collection.

I would be most grateful for any memorabilia and/or autographed photos, crew or individual, members of the 34th Bomb Group might want to contribute. I would be glad to pay for any cost or make a donation to your organization.

Thank you very much:

Mike Daddura
2 Raphael St.
Huntington Station, NY 11746
(631) 271-4280

****

WALTER STURDIVAN - STOCKTON, CA

I just had to tell you how much I appreciated the Dec. 2003 issue of MM. That cover (BABES IN ARMS) is a classic. I still laugh when I look at it, it's so neat. Whoever made that picture should get a medal. I think you scooped the whole publishing business with that cover. Your coverage of the 34th Group reunion was excellent as well. I'm sorry we couldn't attend and am awaiting the location of the next one. It's nice to see some of the younger people coming in.

****

RALPH PETERSON - GRAND RAPIDS, MI

Thanks for the wonderful job you are doing and have done in the past.

****

LEONARD BESS - SANTA MARIA, CA

We enjoyed the San Antonio reunion and stayed over to Monday after almost all of you had gone home. We drove to Hondo to see what was left of the old training area and could only find Base Operations which is now a family restaurant. I think the whole town shows up Sundays for breakfast, so we joined them. The big surprise for me was on the bulletin board. It was a picture of the graduation class 44-4-9. The owner said, to the best of her knowledge, it had been hanging there for the last 59 years. I would like to hear from anyone that was in that class. I have only seen one of the students since and that was in the 50's.

Enjoy the holidays. Hope to see you next year.

****

DON BENSCOTER - LAPWAI, ID

The fourth edition of MM has recently arrived. The front page was unbeatable. The quality of the whole magazine is first class.

Even though I have a lifetime membership, I feel kind of guilty for living so long. For that reason, the enclosed check is to aid in the publication. I enjoy reading it and appreciate the work all of you put into it.

****

ART BUSSE - ANAHEIM, CA

Hope you are in good health. Kathy and I are in good shape - just getting a bit older. Aren't we all? Take care.

****

MOVING? IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND TO: **HAL PROVINCE, 153 NORTH HILL DR., CARRIERE, MS 39426**

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May 1, Aug.1 and Nov.1 for the March, June, September & December issues.

WENSEY MARSH - SPRINGFIELD MO

Enclosed is check for 2004 dues for myself and my son, John. John enjoys the newsletter and I know he will even more so as time goes by. I feel pride in the scholarship and associate membership programs. They should both strengthen and lengthen the life of the association. Even an old yard bird has to appreciate all the good works being done by the group.

****

OLIVER BOLDUC - CHAPLIN, CT

I'm one who has failed again in 2003 to help the MM with an item, tho in the past I did and guess I have no further items of interest as I gave most of my experiences to the MM long ago.

I'll always grieve over seeing my plane shot down, over the field, by the German night intruders on D Day plus one at approximately 11:00 PM.

Pilot Eastman and I had become very good friends and I waited for hours for him and his crew, with my plane, to return that night. Instead, I saw the shooting, fire and crash and later found out it was Pilot Eastman. He gave his best that I can still enjoy my freedom here in the U.S.A. I often wondered how his family is doing and I grieved with them.

I do praise all who keep the MM going and wish all a happy holiday season.

****

ERIC MACKEY - FORT MYERS, FL

Enjoyed meeting you and others in San Antonio.

****

VERB HOLCOMB - SAN BERNARDINO, CA

We had a real good Christmas. Our son and his family were here with us for a couple of days and we sure enjoyed them and the grandchildren.

Betty and Lonnie, our son, surprised me on my birthday, Nov. 28th, with a big party at one of the nicer restaurants. We had a great time with over 30 guests. Lonnie roasted me, as he usually does, but I got even when I had the floor. It is hard to realize that I am 80 years old but time marches on.

I really wanted to let you know how much I appreciate the job you do as editor. I can imagine how much of your time it takes and how much trouble it is for you.

The fires in the San Bernadino Mountains that did so much damage and burned so many homes came within one block of our house. We live on 37th St. and it burned houses on 38th St. We did have to evacuate one night when the fire was getting close. It was interesting to see what we elected to take with us as we only had our car to load up.

We look forward to seeing you all at the 2004 reunion, wherever that might be.

****

BOB HAM - RAMSEUR, NC

2004 is getting a good start here this morning with bright blue skies and temperatures expected in the mid 60's.

Congratulations on your new job as president.

Nancy and I hope to attend a reunion soon.

****

CHARLOTTE POTAK - HICKSVILLE, NY

Greetings from NY. Enclosed find dues for 2004, in fondest memory of: S/Sgt. Walker Potak
234 AAF BU
8th Air Force

Have a wonderful, memorable and healthful New Year 2004.

P.S. Glad I'm still here to send the dues.

****

STEPHEN WEGENER - NEW ORLEANS, LA

Enclosed are my dues for 2004, I am sending an additional $15 that can be place in the general fund, scholarship fund or wherever it can best be used by the Association.

****

ALICE PAWLOWSKI - DUNKIRK, NY

Enclosed are the dues for 2004. I finished reading the December issue of Mendlesham Memories. The group at San Antonio had a great time judging by their smiling faces.

****

RAYMOND JUNE - LAWRENCE, KA

Enclosed my check for 2004 membership dues.

I enjoy getting the magazine, Mendlesham Memories, and the 8th AAF News from the Historical Society. Thanks for keeping things going.

****

FLOYD RICHMOND - PASCO, WA

Congratulations on your new job as president of the 34th Bomb Group Assoc.

Enclosed is photo of the license plate I have on my pickup truck. I've had many comments about it.

We have had more seasonal weather here since New Year's Day than we have seen in 10 years. -13 degrees and a foot of snow. We live in the desert section of the state so it is a rarity.

Miriam and I want to wish all the 34th members a happy and especially healthy New Year.

A note from Beryl Donze, widow of Bill Donze, former member of the 34th from Mendlesham stating that Father Philip of Mendlesham church lit a candle for each of the 34th boys who died during the war during a recent Remembrance Day service.

****

NOLA VAN PIERCE - DALLAS, TX

Enclosed is our check for 2 year renewal of "34th Bomb Group" publications. Granvel so enjoys receiving the magazine. You are doing a fine job.

****

HEAVEN UNDER PAR

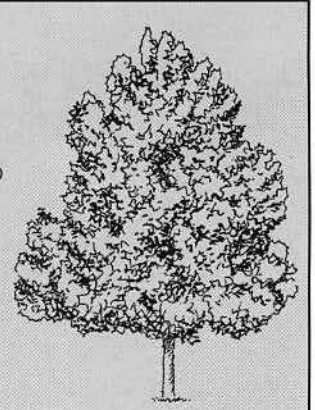
A golfer hit his drive on the first hole 300 yards right down the middle. When it came down, however, it hit a sprinkler and the ball went sideways into the woods. He was angry, but he went into the woods, hit a very hard 2 iron, which hit a tree and bounced back straight at him. It hit him in the temple and killed him.

He was at the Pearly Gates and St. Peter looked at the big book and said, "I see you were a golfer, is that correct?"

"Yes, I was," he replied.

St. Peter then said, "Do you hit the ball a long way?"

The golfer replied, "You bet, after all, I got here in 2, didn't I?"



CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BASS	RUBIN	391LM	7755 JERICHO TPK	WOODBURY	NY	11797
FIEBER	HERMAN G, JR	18	3905 NOEL PL	BAKERSFIELD	CA	93306
HOOD	JACK R.	7LM	377 SE FAWN GLEN	LAKE CITY	FL	32025
HUDSON	HAWLEY,T	4	3718 TOMLINSON ST	BONITA SPRINGS	FL	34134
MC GOWAN	NORMA	391ALM	311 MAPLEWOOD PL	SIOUX CITY	IA	51104
MURRAY	CLAUDE, C		7211 N.7TH ST. APT. C-3	PHOENIX	AZ	85020
PETERSON	RALPH, C	18	3578 REEDS CROSSING DR. S.E.,	GRAND RAPIDS,	MI	49546
WESSEL	DOROTHY	4	104 INDIAN CREEK DR	PARIS	TN	38242
WRIGHT	JOHN, R		1700 OCEAN DR. APT 402	VERO BEACH	FL	32963
ZESCH	EDWARD, E	7	1372 ROADRUNNER DR.	CORONA	CA	92881

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
CAITO	ANTHONY	18	11-11-02	30100 WINSOR DRIVE	BAY CITY	OH	44140

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
ARNOLD	GREG	1000 POWELL DR.	SINGER ID	FL	33404
COLLIER	CHRISTENE	845 VANARSDAL	CLARKSTON	WA	99403
DOMINQUE	CONNIE ROMERO	214 NORMAN DR.	LAFAYETTE	LA	70501
HANSON	LYNN	809 JUNAITA	FLORENCE	SC	36830
HANSON	SCOTT	1550 CRESCENT BLVD.	AUBURN	AL	36830
LAFLEUR	MACKLYN ROMERO	131 SATURN DR.	LAFAYETTE	LA	70501
LEVI	LEILA	18 NORTH VENICE BLVD#C,	VENICE	CA	90291
LOWERY	JAMES	2919 SUGAR WOOD DR	LEAGUE CITY	TX	77513
MARLETTE	DIANE	103 BEECHWOOD DR.	GROTON	NY	13073
MCDOWELL	SHARI	1220 14TH ST.	CLARKSTON	WA	99403
RANSTROM	RONDA	724 FAIRMONT	BURLEY	ID	83318
RICHMOND	BRENT	5919 ARGENT RD.	PASCO	WA	99301
RICHMOND	GRANT	PO BOX 805	POMEROY	WA	99347
ROMERO	GLEN	3886 DAPHNE AVE.	PALM BEACH GRDS,	FL	33410
ROMERO	GUY	205 E. BLUEBIRD	LAFAYETTE	LA	70508
ROMERO	ROBERT EARL	2121 GUILLOT RD.	YOUNGSVILLE	LA	70592
TAUZIN	NORMA ROMERO	132N ELENA DRIVE	SCOTT	LA	70583

The National World War II Memorial

Nearly 59 years after the end of World War II, the National World War II Memorial will be dedicated in Washington, D.C. on Saturday, May 29th, 2004.

The Memorial Day weekend celebration on the National Mall will culminate an 11-year effort to honor America's World War II generation. Congress authorized the memorial in 1993. Construction began in September 2001 after several years of fund raising and public hearings.

The official dedication celebration will span four days and will include a WWII-themed reunion exhibition on the National Mall staged in partnership with the Smithsonian Institution's Center for Folklife and Cultural Heritage, a memorial service at the Washington Cathedral, and an entertainment salute to WWII veterans from military performing units. Other related activities in cultural venues throughout the city are expected.

Details on all dedication-related events will be make available as they are confirmed by calling the memorial's toll free telephone number at 800-639-4992, For hotel reservations and further information on the memorial,i.e., construction, design, WWII Registry, refer to website http://www.wwiimemorial.com.

Easter Greetings to All!

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Jack Share
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The Woodlands, TX 77382
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34th Bomb Group

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Address Service Requested

Volume XXIX Number 2 June, 2004

MENDLESHAM MEMORIES

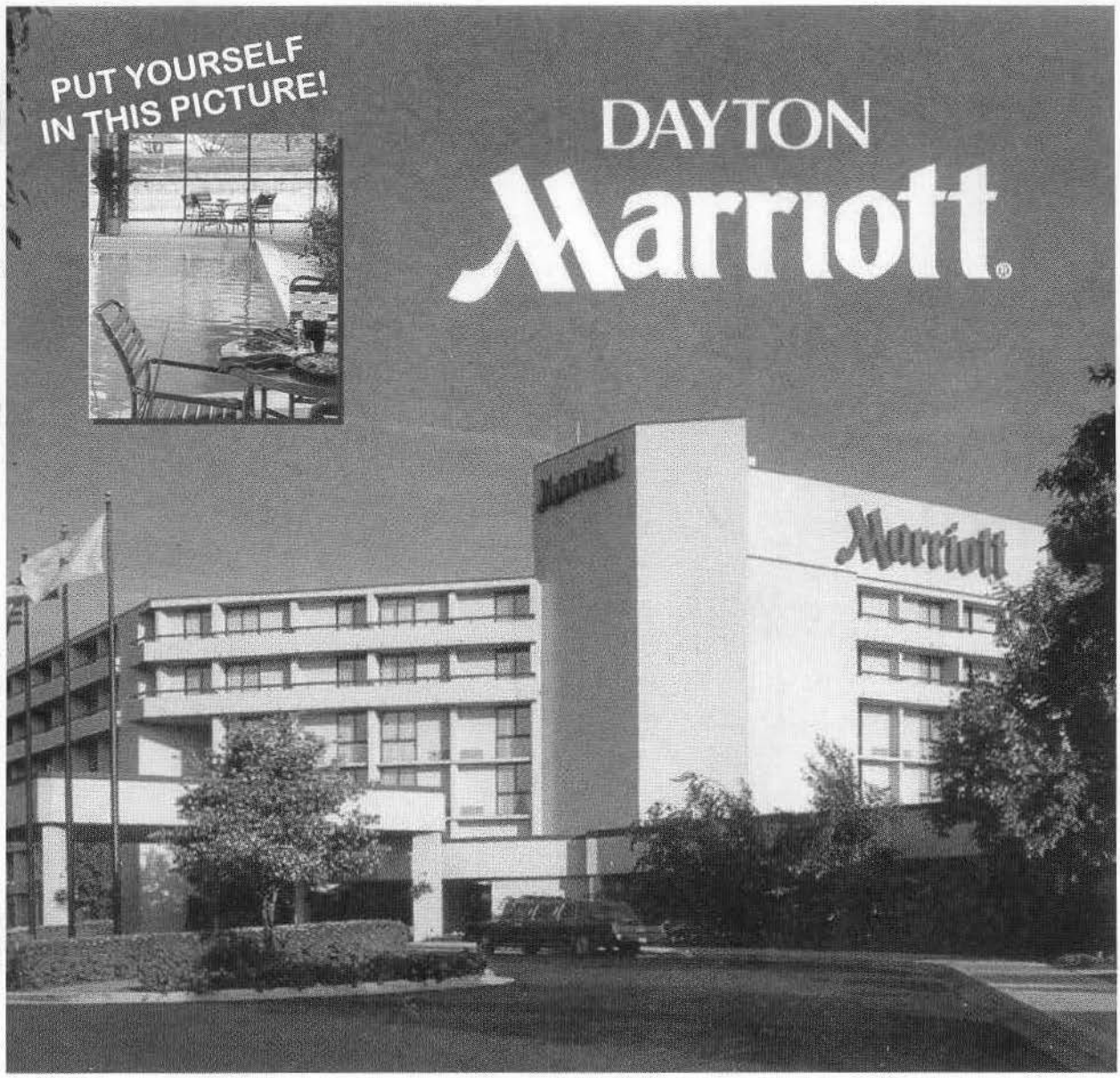
VOICE OF THE 34TH BOMB GROUP (H)

391ST SQUADRON

18TH SQUADRON

7TH SQUADRON

4TH SQUADRON



DAYTON, OHIO

34th BOMB GROUP ASSOCIATION REUNION

SEPTEMBER 8 - 12, 2004

MENDLESHAM MEMORIES
Newsletter of
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DEADLINE

All material and items for the September 2004 issue of Mendlesham Memories should reach me on or before July 15, 2004. All copy will be going to the publisher on that date.

Jack Share, editor

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Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air_museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb
http://old.jccc.net/~bgustaf/34th_Bomb/

Share - a thought...

I have notified most of those in my e-mail address file, but for others who might have occasion to get in touch with me, via the Internet, I have recently changed servers and my new e-mail address is: jshare@houston.rr.com .

The September issue of Mendlesham Memories will contain a new organizational roster, long over due. Since the last roster was put out in 2001, we have had numerous changes in addresses, new members, and most regrettable, deceased members. We will consider putting out a new roster on a yearly basis in the future due to the many changes taking place.

If all goes well, Marian and I will be going to Washington, DC over Memorial Day for the dedication of the World War II Memorial. We are going on a tour out of San Antonio that is being organized by a group of veterans in that area. We'll have more to say on that subject in the September edition of the newsletter.

This being the reunion information issue, now is the time we should all be thinking about and making plans to attend the annual get together in Dayton, Ohio. All the information you will need can be found on the following pages of this newsletter. The hotel reservation form, the reunion registration form and the reunion agenda are all included. Since it is virtually impossible for the reunion committee to know what the attendance will be, they can only estimate the number of rooms we will need from historical data. Therefore, it is imperative to register with the hotel, as soon as possible, to guarantee your stay in the headquarters hotel. Not that the back-up hotels are that bad, but it is more convenient to be where the action is. Wherever you will be staying, your time at the reunion will be enjoyable and we'll be looking forward to seeing old friends and hopefully, making new ones.

As I write this column on April 5th, it brings to mind an incident that took place 59th years ago when our B-17 was shot down and ultimately ditched in the North Sea. My pilot, George Mehling, and I correspond regularly with the cox'n of the British high-speed air-sea rescue craft that picked us out of the drink. His name is Aubrey Meadowcroft and he lives in Dorset near the south coast of England. We have both visited him and his wife in England. He is a member of the 34th BGA and he has made me an associate member of the British Air-Sea Rescue Association. What a great guy, we'll always be indebted to him.

September is just around the corner. Hope to see you all at the Dayton reunion.

Jack

From Hal's PC

I sure hope many of you are planning on attending the 2004 Reunion in Dayton. There is much to see around Dayton but the most interesting is the AIR FORCE MUSEUM at the Wright-Patterson Airfield! If you have never been to that museum let me tell you, there is NO AIR MUSEUM like it anywhere in the world! The 8th AFHS had a reunion in Cincinnati around 1982 and the Museum was visited at that time from Cincy. At that time there were two buildings, which housed the museum, and there were many aircraft parked on the runways of Wright-Pat. A third building, about the size of the original two, was built and most of the aircraft are now protected from the Ohio weather. Additions since 1982 include the third building, an IMAX theatre, a control tower as well as an orderly room. Run AIRFORCE MUSEUM on DOGPILE or any search engine to find the Website for the museum.

And there is a portion of the grounds reserved for memorials of which the 34th was one of the first Bomb Groups to use. We placed a memorial there along with an OAK TREE in this memorial section and you can find it to the west of the large buildings. Whatever time the reunion committee allots for visiting, it will NOT BE ENOUGH to see the many exhibits!

There will be several important items to consider at the business meeting. With the advanced age of our members it behooves us to consider letting some of our second generation to have a hand in the management of 34th Bomb Group (H) Inc. This has already taken place in other groups and we need to consider how such action would affect the 34th BG. There is also the possibility of adding another Scholarship award to those we already sponsor. And there may be other items, which will be brought to the attention of the membership.

Jack has proposed issuing a 2004 ROSTER to go along with the September issue. If you, or anyone you know, has moved recently please let me know so that the correct address may be placed in the roster. Please send me a current telephone number if your AREA CODE has changed! With the price of LD calls now prevalent, it is cheaper for me to call you rather than send a letter!

And with that I'll stop for this issue. I surely hope to see many of you at Dayton in September!

Hal

PRESIDENT'S MESSAGE

As the year 2004 begins, the state of the 34th Bomb Group Association seems to be in pretty good shape. Because of the influx of associate members we have been fortunate to obtain, in recent years, the membership is actually growing. Something no one anticipated a few years ago. Because of this, our dues situation has improved keeping our financial situation relatively stable. All this in spite of the fact that the returns on our investments have declined considerably in recent months due to the low interest rates.

Also, because of our new members, the attendance at the annual reunions has stabilized at slightly under 200. However, facing reality, since our regular members are all in the 80 plus age it is anyone's guess how much longer we can keep going. This has been a question for the last few years and here we are still enjoying our annual get togethers. It is my feeling and hope that we are still good for a few more years.

Marian and I are looking forward to another great reunion at Dayton. We have made these reunions our annual vacation for years and time seems to stand still between Septembers and then bang here it is again. Due to Dayton being centrally located, it should be a well-attended gathering. We were at the Wright Patterson Museum several years ago and it was so interesting that we are looking forward to seeing it again with all the many changes that have taken place (and finding that memorial oak tree the 34th planted back in 1982). We are also looking forward to seeing all of you there, old friends, those that have never attended before and those that have missed a few of the more recent ones. Please start making your plans to attend. Your presence will be appreciated.

Jack Share,
President

Look on the Bright Side

A foursome of senior golfers hit the course with waning enthusiasm for the sport. "These hills are getting steeper as the years go by," one complained.

"These fairways seem to be getting longer too," wheezed a second.

"And somehow, the sand traps seem to be bigger than I remember 'em too," said the third.

Hearing just about enough from his buddies, the oldest, and the wisest of the foursome at 87 years, piped up and said, "Oh my friends, just be thankful we're still on the right side of the grass!"

REUNION COMMITTEE REPORT

We welcome everyone of you to the 20th Gala Reunion of the 34th Bomb Group (H) Association which will be held from 8 to 12 September 2004 at the Dayton Marriott Hotel, 1414 S. Paterson Blvd. Dayton, Ohio 45409. Dayton is the birthplace of powered flight. It was 101 years ago that Orville and Wilbur Wright, in their bicycle shop, made plans for their historical 12 second flight that helped change the World. We are fortunate to have the experience of growing up during these fast-changing times.

This issue of our newsletter, Mendlesham Memories, has the registration form for the hotel, museum tour and dinners. The hotel registration form is similar to our other reunions.

There will be a luggage pick up and shuttle service from the airport. NOTE: If you are traveling alone, you can ask others in the group to join you for a more reasonable fee to the hotel.

The United States Air Force Museum is the World's largest and oldest military aviation museum. The average tour takes about four hours - at your speed. There are some wheelchairs available, on a limited basis, for use inside the building. The displays consist of 300 aircraft and missiles. The museum has an Imax theater with a six-story screen and stereo sound system. Shows start on the hour. A gift shop, bookstore, model shop and poster shop are on the premises. A cafeteria is located on the second floor of the museum.

NOTE - The buses will leave the hotel at 9:00 AM and 10:00 AM. The return times will be announced on Friday, 10 September 2004.

In 1982 we were in Ohio with the 8th Air Force Historical Society and our group planted a memorial oak tree. We hope that all of us can be at the reunion to find "our tree". The control tower there was built by the 8th Air Force Historical Society and contains a block from every group's control tower that the 8th Air Force had in England during WWII. The museum opens at 9:00 AM and closes at 5:00 PM.

Remember - 17 August 2004 is the cut off date for registering at the Dayton Marriott Hotel. Our rooms are guaranteed until that date, after which you will have to contact the hotel. Their telephone number is 937-223-1000. Their fax number is 937-223-7853.

- Early registration: Wednesday, 8 September 2004, 1300 - 1600 hours.
- Registration on Thursday, 9 September 2004, 1000 - 1600 hours The registration table will be on the first floor.
- The Board of Directors' meeting will be Thursday, 9 September 2004 - 1400 to 1600 hours.
- Friday, 10 September 2004 will be "Tour Day" for our visit to the United States Air Force Museum
- The post exchange and hospitality suite to be open at hours yet to be determined.

We hope to see all of you at our 20th gala reunion in Dayton, Ohio.

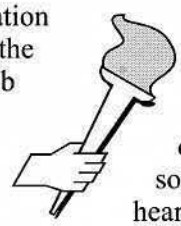
If you are a member of the museum, bring you membership card with you for a discount on your purchases.

The reunion committee,
Harold Rutka
Robert Wright
Bruce Sothern

PASSING THE TORCH

Submitted by David Fieber
Second Generation Member 34th BGA

The 2003 reunion of the 34th Bomb Group Association in San Antonio was another absolute success. All of the members involved have again done a wonderful job organizing and planning the events and we should all be thankful for their hard work.



One of the optimistic things that I noticed at this year's reunion was that there seemed to be a greater number of second and third generation children in attendance than in past years. I bet the members of the 34th Bomb Group Association really appreciate it when their kids show an interest in the reunions. I know that my father is proud that Sonia and I have become involved with the 34th. Regrettably, I've only been to the last three reunions and I deeply lament that I didn't get involved earlier, at the time that my parents began participating. The first reunion I attended was in Savannah and it was only then did I begin to fully realize the value and importance of these gatherings.....And not only the importance to my father and all of the other veterans, but the historical importance to the past and future generations of citizens of the United States. I think that now the reunions are becoming as important to me as they are to my father. Faced with this awareness, I've been assessing all the reasons why my involvement with the 34th Bomb Group Association has become so meaningful in my life.

On the surface, the reunions are an opportunity for old friends and comrades to get together, visit and catch up on both old times and recent events. The reunions are fun, social events, something all members look forward to all year long. You will never meet a friendlier group of people. We have made lots of new friends in the past three years. I was touched to receive so many Christmas cards this holiday season from so many members of the 34th. So much has been made of this being the "greatest generation," but sometimes I fear that people will think this designation has been given by default, because compared to subsequent generations it does not seem to be much of a comparison at all. All one has to do is flip on the TV, go to a movie, or listen to today's music and it becomes apparent that a lot of what made our society great is no longer as evident. I'm sure a lot of you long for the days of decency and morals.

Today's world seems to be running wild, spinning out of control in a downward direction. I don't mean to say everything today is bad. Certainly, we live in a technologically superior time and in a country where we are free, enabling us to live our lives to the fullest, but as advanced as our lives have become, we seem to be losing the simplicity, the ability to take pleasure in the small joys that make our lives so meaningful. I think maybe that is the reason I enjoy the reunions so much, it's like being in a time warp, being transported to another place and time, to a simpler place and time. The first time I went to a reunion I told everyone that I'd never been around so many decent people at one time and that is so true. But underneath the obvious surface there are several other levels of value that the reunions embody. Maybe the most relevant today is that the reunions are a celebration of heroism and sacrifice, something that is on the minds of all citizens because of the recent actions in Iraq. The events of war seem to be at the forefront of our thoughts these days, but even then I think most of us feel disconnected, far from harms way. Having never been subjected to the horrors of war, the stories and experiences of the many fine soldiers from the 34th Bomb Group has really opened my eyes to exactly what it is that the present day soldiers are experiencing. Talking to 34th members, hearing their trials and tribulations, really gives a deeper appreciation into the plight of the modern day soldier.

On another level, arguably the most important, the reunions are a remembrance of history. The events of World War II shaped the face of this planet. There weren't any of the gray areas associated with present day conflicts, it was black and white, the evil of the Nazis was unquestionable and without the involvement of America it is more than likely Hitler's Germany would've controlled Europe and dominated the world. The American and allied soldiers who lived and died, fought for a cause, fought for the preservation of freedom and human rights, and none of the sacrifices made on the battlefield, out at sea, or in the air were for nothing.

Unfortunately, I doubt that the events of the Second World War are even covered in most classrooms these days. Kids today probably think the V1 is a cable music channel. Besides, history is too often about other people in other places, events that, though they may affect us, don't appear to have anything to do with us, therefore not able to spark much interest. But that's precisely the advantage and value of the reunions; they give this generation access to the people who were actually there. There is no better or more interesting way to learn about history than from someone who has actually lived it. Thankfully, war is something that the majority of us will never have to experience. The closest we get to it is through movies or books, but viewed through these mediums, war is glamorized and sanitized, fed to a mass audience that is not intellectually equipped or interested in the reality of horror that makes up a full-scale conflict. But listening to a veteran relive the anguish of losing a friend, or losing a limb, or crashing in a plane, the horror of war, the reality of war, is clarified and everything else is put into perspective.

Another valuable aspect of the reunions, maybe just as important as the others, is the effect that the reunions have on our parents. In today's world we take too much for granted. But my general belief is that everything we have we owe to our parents. It is important that each of us take an interest in the plight that our fathers went through, to learn about the hard work and sacrifice that they endured in Europe. It would be nice to be immortal, but unfortunately no one lives forever and eventually it will be up to us to carry on the proud tradition of the 34th Bomb Group and to make sure that future generations are aware of what has gone on before them, what has gone on to make it possible that we have safe and secure lives. I think that too often we get caught up in our own lives and hectic schedules and we sometimes lose touch with our parents and all that they've done for us. Showing interest in the reunions and 34th is a way to acknowledge our parents and to say thanks for everything that they have given us. It may be difficult to individually determine what is the single most important

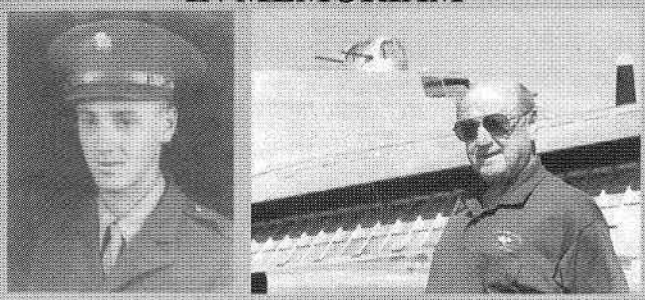
cont. on next page

Passing the Torch, continued

sacrifice each of our parents has done for us, but as a nation there is no question that the biggest sacrifice was their involvement in World War II. As the years pass by, it becomes the responsibility of the second, third, and all future generations to carry on the proud tradition of the 34th Bomb Group. The best way to make sure we become involved is to become involved now, when we can still attend with our parents, so that we can see their faces and instantly know how important all of this is to them. I think that we owe it to our parents to keep the spirit and tradition of the 34th alive and ensure that future generations are aware of the honor and sacrifice that was exhibited during the Second World War. The reunions are a celebration for a generation that deserves each accolade that we can heap upon them. I hope that the traits of the "greatest generation" can be carried forward to future generations, just as the stories of heroism and sacrifice are carried forward from father to son, son to daughter, etc. I think it is up to all of the second and third generation children to honor our parents and make sure that what is special about each of them is given a prolonged existence through our actions and values.

My hope is that the members of the 34th Bomb Group appreciate this article. But my biggest aspiration is that children or grandchildren come across this article in their parent's Mendelsham Memories and they read it and begin to realize the level of importance that the 34th is to their parents. And that maybe they can find the time to attend the next reunion and experience for themselves just how special these reunions are. It will only be through future generational involvement that the proud legacy of the 34th Bomb Group will carry on.

IN MEMORIAM



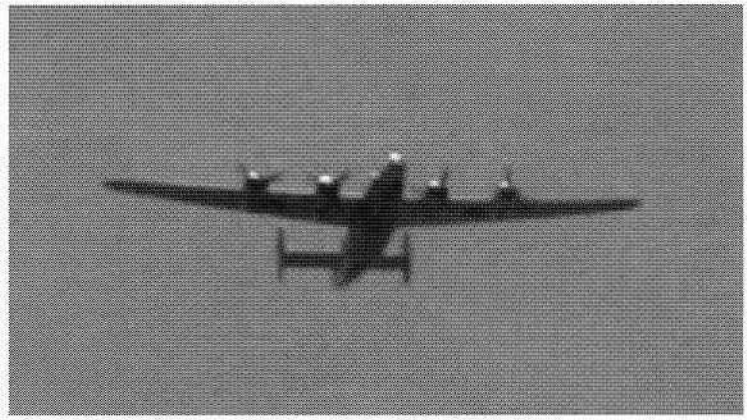
HERMAN G. FIEBER, JR.
1925-2004

On Easter Sunday, April 11, 2004 the 34th Bomb Group Association lost a loyal and active member. Herman Fieber and his wife Nancy attended many of our past reunions and more recently his son, David has become very active as an associate member and now a full member.

Herman was a tail gunner on a B-17 with the 34th Bomb Group and on January 17, 1945, while engaged in night landing operations at the Mendlesham airfield, his B-17 was involved in a horrible crash. Although badly burned, he survived the crash by being ejected from the plane. The rest of the crew perished. The next nine months were spent in an Army hospital recovering from his injuries.

Herman will be greatly missed by his family and friends and his many associates and comrades in the 34th Bomb Group Association.

We extend our deepest sympathies to his wife Nancy and their family.



MENDLESHAM HISTORY

Submitted by Walter Sturdivan - 18th Sqd

Some of our members have wondered who occupied Station 156 of the United States Army Air Forces at Mendlesham before the 34th arrived. A short excerpt from the history of the 1239th Quartermaster Company, which was assigned to the station, sheds some light on the matter.

On January 20, 1944, one officer and six enlisted men were assigned to the 83rd Station Squadron from various neighboring bases to form a Quartermaster Company. Captain Bertram S. Herman was put in charge.

At the same time these men arrived on the station, the RAF (Royal Air Force) was operating the base. There were two service groups of the 9th Air Force and a RAF/Czechoslovakian Spitfire Squadron in operation at the base.

On March 5, 1944, 2nd Lt. Grant F. Thuemmel joined Captain Herman for duty. Six other enlisted men joined them from Station 155.

It was the duty of these offices and men to see that the American personnel of the base were supplied with Quartermaster equipment and supplies. Two buildings in the Tech area were used at first.

On February 29, 1944, the 1239th Quartermaster Company was activated at Army Air Force Station 137 without personnel. On March 21, 1944, the company was transferred, on paper, to Station 156 and the officers and men who had been performing Quartermaster functions on the base were assigned to the company.

The sub-depot was being set up at this time so the Quartermaster Company relinquished its two warehouses to them and moved to the NAFFI building to the communal site for a short time.

Thirty-two men from the United States joined the Quartermaster Company on March 26th. The company now consisted of three officers and 49 enlisted men serving under Captain Herman.

The RAF/Czechoslovakian Spitfire Squadron and the 9th Air Force Service Groups had since moved off and the base was being used to house casual troops awaiting assignment to various stations.

On April 15, 1944, the RAF turned over the station to the United States Army Air Forces. By this time, the men of the 34th Bombardment Group had begun to arrive.

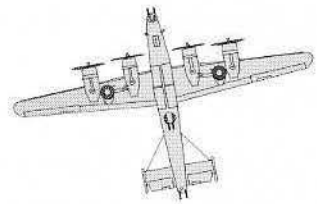
PX Order Form

AUTO WINDOW STICKER - 2"X4 BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $ 3.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce. ..... $ 5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $ 1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $ 1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $25.95ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows
Our bright red rudder. Nice for warm weather & very colorful .....ALL SIZES - $12.00 EACH OR 2 FOR $22.00ea.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $11.50ea.

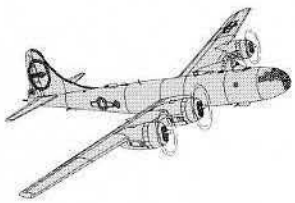
- PLEASE CIRCLE ITEMS DESIRED -
AND INCLUDE YOU TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over
Send check or money order to: 34th B.G. PX

Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net



Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!



Marriott.
HOTELS & RESORTS

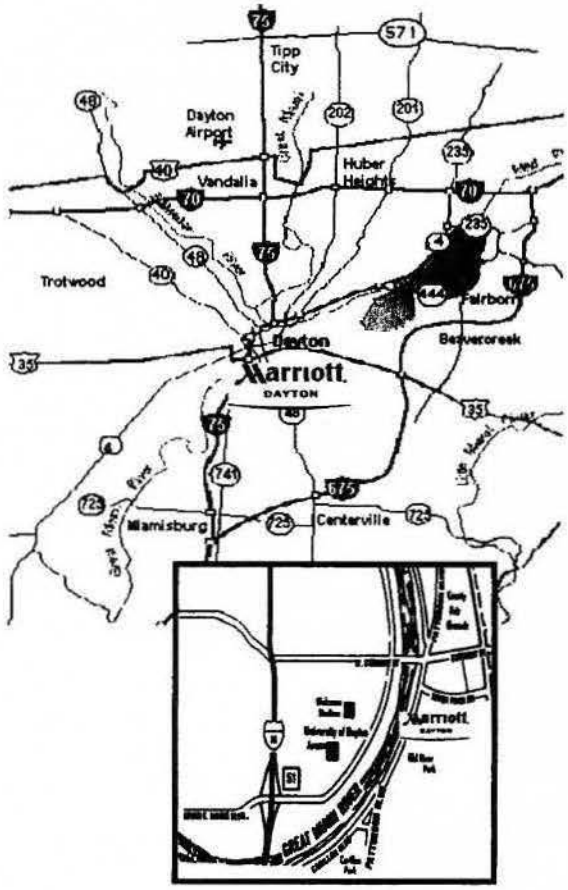
34th Bomb Group
20th Reunion

Dayton Marriott Hotel
1414 S. Patterson Blvd.
Dayton, OH 45409
Phone: (937)223-1000
Fax: (937) 223-7853

Transportation to Hotel:

CHARTER VANS INC.
Airport Limousine & Other Transportation Services
(937) 898-4043
Airport Shuttle Transportation
Rates For Downtown Dayton Area
1 Person: $30.00 one-way, $57.00 round trip
2 or more people: $15.00 per person one-way

For passengers arriving into Dayton Airport, our dispatch office is located in the baggage claim area by luggage carrousel #1. We accept all major credit cards.



The Dayton Marriott Hotel, Dayton, Ohio, is pleased to host the 34th Bomb Group Association's reunion September 7-(12), 2004.

To ensure accurate reservations, please complete the reservation request and return it before August 7, 2004.

Reservation requests must be accompanied by a deposit equal to one night's room rate plus 13.5% occupancy tax or credit card number to guarantee a room. This deposit will be applied to the last night of the reservation.

All rooms: $79.00 plus 13.5% tax = $89.67

Room type preference: Single_____ Double_____ Triple_____ Quad_____

# of Rooms: _____ # of People: _____

Please list any special requirements_____

_____

Name:_____ Arrival Date:_____

Address:_____ Departure Date:_____

City/State/Zip:_____ Additional Guests:_____

Telephone:_____

_____I have enclosed a check in the amount of one night's room charge plus tax_____

_____Please charge one night's room charge plus tax to the following credit card:

_____Master Card _____American Express _____Visa _____Diners Club ____Discover

Card Number:_____ Expiration Date:_____

I understand that I will forfeit my deposit in the event that I do not arrive or cancel less than 72 hours prior to arrival.

Name of Credit Card Holder:_____ Signature of Credit Card Holder:_____

Check-in time after 3 PM; Check-out time is 12 NOON.
All hotel accounts are subject to credit arrangements at time of registration and payable on departure.

REUNION 2004

The 34th Bomb Group will hold it's Annual Reunion **from 8 - 12 September 2004** at the Dayton Marriott Hotel, 1414 S. Patterson Blvd., Dayton, Ohio 45409, Phone (937) 223-1000, Fax (937) 223-7853, www.marriott.com

Hotel Reservation Forms are included in this issue. Send your check or credit card number directly to the Hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H. Wright
411 Parkovash Ave.
South Bend, IN 46617-1029
TX 574-232-4287

Make checks payable to **34th Bomb Group Association**.

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLARSHIP FEE $15.00 EACH PERSON **NOTE: Both Member and Spouse or Guest must pay.**		X_____ = _____
9/10 Friday	Air Force Museum Tour $20.00 per person (lunch on your own)	X_____ = _____
9/10 Friday	Dinner $25.00 per person	X_____ = _____
9/11 Saturday	Gala Banquet $25.00 per person	X_____ = _____
	TOTAL	_____

Name_____ Spouse/Guest_____

Address_____

City_____ State_____ Zip Code_____

NOTE: All prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags _____Yes _____No

REGISTRATION DEADLINE IS 17 AUGUST 2004

Full refund (less $5.00 for Scholarship Fund) if notice of cancellation received by 1 September 2004.

WWII Bomber Crew Members Sought for History Project

Dr. Vernon Williams, professor of history at Abilene Christian University , has announced plans for a new oral history project focusing on B-17 and B-24 bomber crews who flew from bases in England in World War II. He would ask anyone who served on a bomber base including crewmen, ground personnel and medical staff to contact him. He plans to spend the next several years interviewing these men, their British hosts and the sense of community that held them together from 1942 to 1945 and examining their World War II experiences.

"The sudden appearance of the Eighth Air Force in rural England, the rapid growth of the number of bases over a short time frame, and the daily struggle for life and death over the skies of Europe made for a unique sense of community in these British villages and towns."

"This will be a monumental project but one that must be done now," Williams said. "We are losing over a thousand World War II veterans per day now, and there is a sense of urgency about this work to save the history of these men and women of World War II."

Veterans interested in participating in this project should contact Williams:

By phone: 915-674-2150
e-mail: vwilliams@acu.edu
or write to: Dr. Vernon L. Williams
ACU Box 28130
Abilene Christian University
Abliene, TX 79699

HUMANITARIANISM

Paul Shull, a member of the 34th Bomb Group Association flew his missions with the Oscar Hanson lead crew, 391st squadron. With one mission to go, they were shot down over Mersburg, Germany on November 30, 1944. German civilians killed four of the crew with the remaining five spending the duration of the war in Prisoner of War camps. Lindsey Lipscomb, bombardier, and Paul are the only members of the crew still living.

Paul is the Vice Commander of the East Valley Prisoner of War Chapter of Mesa, Arizona. At a recent meeting of their support group for ex POWs and their wives at the Williams Airport medical facility in east Mesa they bestowed an honorary membership on a very deserving young man named Charley Gentry.

Charley, a remarkable young man of 15 years, is the grandson of Preston E. Stone, a prisoner of the Japanese for 31/2 years during World War II, and his widow Margaret Stone, a member of the support group. It was through Margaret that the group met Charley who, for reasons doctors cannot explain, was born without arms and legs. He came to a few meetings and the group fell in love with him.

June Harris, a VA social worker who counsels veterans, said that Charley is a perfect fit for the group. With him in their midst, it makes the members open up, releasing pent up feelings about their war time experiences that have been haunting them for years. Charley, with his own personal problems, has brought everyone closer together with his positive attitude inspiring the whole group who in turn hope that their caring will help Charley.

When medical conditions permit, Charley attends public school and gets home schooling with a view toward a career in public speaking. He has already addressed several school functions. Last year, at a conference sponsored by a company that builds equipment for people with disabilities, he gave a very motivational speech to 900 people. A spinal injury last year left him paralyzed from the waist down limiting his activities.

As he was being presented with a hat, vest and other POW regalia, many of the vets and their wives cried. Charley smiled and said, "This is a real honor and privilege for me."

Paul Shull, Charley Gentry & James Nichols

PROPOSED AGENDA
34th BOMB GROUP REUNION

DAYTON MARRIOTT HOTEL
DAYTON, OHIO

CHECK THE HOTEL BULLETIN BOARD FOR ROOM LOCATIONS

WEDNESDAY 8 SEPTEMBER 2004

1300 - 1600 hours	EARLY BIRD REGISTRATION (lobby area)

THURSDAY 9 SEPTEMBER 2004

1000 - 1600 hours	REGISTRATION (lobby area)
1400 - 1600 hours	Board of Directors Meeting

FRIDAY 10 SEPTEMBER 2004

0900 hours or 1000 hours	Tour group departs for Air Force Museum. Lunch will be on your own, available at the museum. Tour lasts until 1600 hours.
1800 hours	Cash Bar
1900 hours	Dinner

SATURDAY 11 SEPTEMBER 2004

0900 hours	General Membership Meeting Lunch on your own/free time
1800 - 1900 hours	Cash Bar
1900 hours	Gala Banquet

SUNDAY 12 SEPTEMBER 2004 Farewells until 2005

Post Exchange (Room 170) and Hospitality Suite (Dunbar Suite) to be open at hours yet to be determined.

Holland Food Drop Stories

Bob Ham - Ramseur, NC

Our B-17 crew, John Ferard, Pilot, arrived in England in January 1945 and flew 23 missions with the 34th Bomb Group. Soon after our combat missions ended in April 1945, our crew was assigned to fly Mann/Chowhound food missions to Holland. We flew the food drops from only 400 feet or less and in some cases we were only a couple hundred feet over the city - low enough to see the people waving their arms, clotheslines or anything to show their gratitude. Those few moments have given me cause to be proud to have been so lucky to be there for all the years since.

The rest of the story - 55 years later.

April 2000:

The day of celebration of 55 years since the Manna/Chowhound food drops took place in Holland. Our crew's navigator, John Feda, the present 34th Bomb Group Association's recording secretary, was one of the lucky dignitaries at the celebration.

My grandson, Major Scott Leonard was stationed in Germany as a C130 pilot at this time and was assigned to fly to Holland with several other C130's as part of the celebration. All planes carried souvenir packages of bread to be dropped, at low level, at different locations across Holland for the general public to gather.

At the time, Scott had never heard of my story of the World War II food drops but was very impressed with the events of the day and the Dutch people's expression of thanks. When he returned to his base, the TV carried coverage of the 1945 and 2000 events, which he taped. He phoned the folks back home in the States telling them of the days events. My daughter, Karen (his mother) told him she thought his granddad was involved in the 1945 food drops. Scott and I later got together and had fun talking about it.

The food drops were certainly an important event in my life, and turns out to be a shared event with my grandson.

Charles Metz - New Port Richey, FL

After finishing my missions, I had been acting Group Navigator after the regular Group Navigator, Major Harry Ackerman had been shot down, fate unknown. As a result, I was destined to stay at Mendlesham for a while longer and was soon appointed as Group Navigator.

In the spring of 1945, the Dutch people were starving. Even the German troops occupying the country were on short rations. Queen Wilhelmina of Holland made an urgent appeal to King George VI, President Roosevelt and Winston Churchill for some kind of emergency help to avoid a catastrophe.

The Allied military forces proceeded to work out a truce with the Nazis' whereby our bombers would drop food to the Dutch without fear of being attacked by fighters or anti-aircraft. As these negotiations were taking place, the operations people were experimenting with dummy packages of food to drop on airfields in England in order to determine the most effective way of dropping with minimum damage.

Since I had completed my thirty missions, I wasn't exactly tickled to death about flying another, even if it was a "mercy mission", as it was called at the time. But, when I was approached about joining a Group Operations crew of Group Deputy Commanding Officer as pilot, Group Bombardier, Group Navigator, Group Radio Officer, etc. I wanted to be a part of it.

It was an experience I shall never forget, even though the high point lasted less than two minutes. As we passed over the drop zone, I looked down to see hundreds of people waving scarves and handkerchiefs, jumping up and down and clapping hands. One could not help but feel exhilarated at participating in such an act of humanity, and that it was worth every ounce of effort put into it.

The 34th Bomb Group put up a total 240 bombers between May 1 and May 7 which dropped a total of 442.4 tons of food into Holland. I remember hearing the story of one crew who, after making their food drop, looked down to see painted on a roof top the words, "Tobacco Please" and from another roof top that said, " Thanks Yanks."

The Dutch people have never forgotten this massive act of humanitarianism and are eternally grateful. We are only one generation away from those who suffered starvation and there are many in Holland today who had mothers and fathers and grandparents who survived only because of the food drops.

To quote from the January 1991 Newsletter of the International Mann/Chowhound Brotherhood (of which I am a member), "To this day each generation is taught the history of this dramatic time in the lives of the Dutch...."

FROM BLYTHE TO MENDLESHAM

From Walter Sturdevan, 18th Sqd
Radio Operator on Capt. Russell (Swede) Lindstrom's crew

As most of us remember, we left Blythe, California with 72 brand new B-24D Liberators the last of March or first of April, 1944. We flew out at a rate of 10 per day taking the southern route through Brazil, Africa, up to Valley Wales and on to Mendlesham. We were all very proud of our new aircraft.

Our crew flew our Liberator DUGAN WAGON on many practice missions as well as combat missions until July 24, 1944. On this memorable day, we loaned our plane to the 2nd Lt. Eugene N. Harre crew - it didn't return. The following is the official record of what happened:

18th Squadron 34th Bomb Group July 24, 1944
A/C 42-94757 of this group suffered a direct hit on number four engine with the engine being completely shot off. Number three engine caught fire and then A/C was seen to go into a flat spin which tightened as the plane went down. A/C exploded on impact. One crew member reports seeing one chute, however, this is not substantiated by other crews. This was West of St. Lo. They were not attacked by fighters.

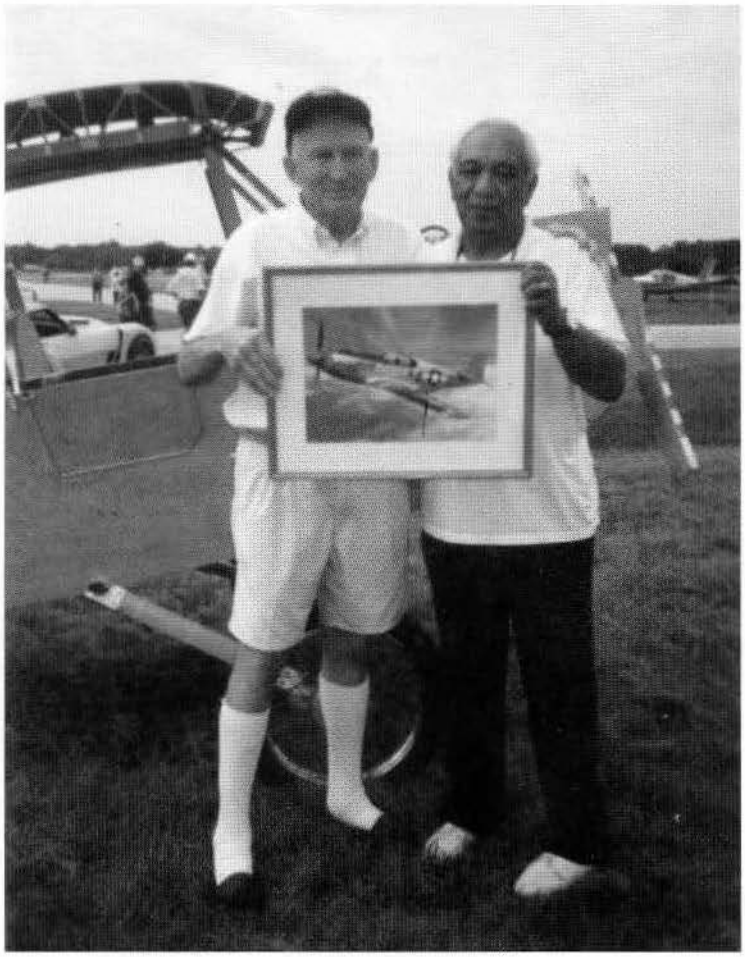
Signed by: Samuel T. Turnspeed, Jr.

FRIENDS WRITE

FRED BERGLUND - TITUSVILLE, FL

As the guest of Judge Robert Decatur, a black Tuskegee airman and a P-51 pilot in WWII, I attended the dedication of a new $35 million building at McDill Air Force Base on February 10, 2004. The building was dedicated in the name of four star general, Benjamin O. Davis, a black aviation pioneer who graduated from West Point in 1936.

Judge Decatur flew 39 missions protecting bombers from Italy to Germany in WWII. Records show that not one B-17 was shot down when the Tuskegee Airmen were flying cover.



Fred Berglund with Judge Robert Decatur
at the Florida dedication

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ROBERT HOBAN - CHANHASSEN, MN

Just to bring you up to date on the John Beyer crew of the 391st squadron. The bad news is coming too frequently of late. There are only three of our crew who survive:

Lawrence Banfield - Waist gunner
Williard Stelling - Ball turret gunner
and myself - Bob Hoban - navigator.

Enjoy the Mendlesham Memories and am grateful for all the fine work you and the staff do to keep us up to date.

****

Enjoy Each Day!

GORDON BREEDING - ALPENA, MI

I was going through some pictures in my files and came across these souvenir photos. One taken in January 31st,1944 at the Florentine Gardens in Hollywood. The other was taken in the night club in the World Famous, Kitty Davis Airliner in Miami Beach, Florida.

Gordon And Nellie Breeding At The
Florentine Gardens - Hollywood

At The Kitty Davis Airliner - Miami Beach
2nd Couple From Left - Gordon And Nellie Breeding

****

GREG TORREY - BROOKLYN, NY

Last week I had occasion to be in London on business. I took an extra day, rented a car and drove out to Mendlesham. The town, of course, is right out of central casting, "Get me a typical English village".

A guy who ran a fish and chips place in town directed me to the memorial, I had passed it coming into town.

I found it and parked my car on the road next to the memorial. I paid my respects. It was still winter and the rose bushes were barely green, but I'm sure they will look terrific when Spring comes. Things look in order. There are some artificial flowers and a small typewritten message from a local family thanking you all for your efforts in ridding the world of the Nazi horrors.

cont. on next page

From the main road you can make out some of the original airfield buildings, they are now part of a fenced-off industrial area.

Lunch time was near so I went to the nearest pub, The Magpie, for what else - fish and chips. While there I drank a toast to my Dad, and a toast to the rest of you folks, those still with us and those who have gone west.

****

WALTER STURDIVAN - STOCKTON, CA

Lt. Paul Robert is shown with newly presented Purple Heart Medal on his pocket.

Paul was a lead crew navigator, on Russell (Swede) Lindstrom's crew, in the 18th squadron, 34th Bomb Group. He received the medal for a hand wound received on the Politz, Germany mission on May 29th, 1944. After completing the mission over Germany, the group was led between two flak batteries near the city of Antwerp, Belgium. This was where the German gunner got lucky. On the way into Mendlesham Air Base the crew was given priority for landing. There was no lingering effect from the wound and Paul continued on finishing his tour on December 15, 1944 when he returned to the United States. No other member of the crew was injured during out tour. I was the radio operator.

****

WILLIS GRIFFIS - VERNON HILLS, IL

Thought I'd pass on some information on the Wright-Pat Museum at Dayton, OH. I spent a day and a half there and still didn't see everything I wanted to. My suggestion for those coming to the reunion is to come a day early or stay over a day and really see this fabulous place.

As for picture taking, a flash will help a little. Better to use 400 or 800 speed film.

****

BOB WRIGHT - SOUTH BEND, IN

Took in an air show at Punta Gorda and met Col. Morgan who was the pilot of the Memphis Belle. He isn't very talkative but had a nice visit.

Colonel Morgan, pilot of Memphis Belle and Bob Wright

****

AL ISRAELSEN - BALTIMORE, MD

Again, your March issue of Mendlesham Memories has many items of interest to this long time reader. Your cover brings back the chills of those cold winter months in England - and I was there for just a couple of them.

Your page on the care of the Mendlesham Memorial and the letter from Sylvia and Leslie Lummis are particularly interesting. I am pleased to see that the Church of St. Mary had the roll of honor read and candles lit for our 190 comrades who did not come home with us.

I am impressed by the continued care of the Memorial over all these years by those folks in Mendlesham. I was fortunate to be able to visit the memorial once, in 1963.

And I am happy with the decision of the Reunion Committee to hold the reunion this year in Dayton. There is a 34th Bomb Group Memorial there too. As I recall, our group has memorials at Barksdale AFB and at the AF Academy. Do any of these other memorials get some attention like the Mendlesham Memorial does? Another attraction at Wright-Patterson AFB is that outstanding museum. It surely must be the premier military air museum in the world at this point. Hope to get to the reunion with some hours to spend at that museum again.

****

KAY HUGHES

Here's my check to renew "Mendlesham Memories". I have been an associate member for one year and look forward to reading each issue.

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cont. on next page

Friends Write, continued

BOB STONEHAM - TIFFIN, OH

Sorry for the tardiness in paying the dues, but with family in and out of hospital it just slipped my mind.

Latest contact with my engineer's wife found that Wooten Young lost a leg and had to be put into a nursing home. I am sure he would enjoy hearing from any old buddies.

****

BETTY PATRICK - TERRE HAUTE, IN

Going out on a limb by sending you dues for 2005.

Tom has been revived and by passed from his heels to his collar bone. Plus a pace maker and surgery for prostate cancer and 38 radiation treatments. here I am paying his bills and he is out running around at 80; I am 81.

****

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
FANGUY	FLOYD, J	4	112 MAGNOLIA COURT	YARD, HOUMA	LA	70364
FARBO	JOHN, L	391LM	41 HEATH VLG	HACKETTSTOWN	NJ	07840
KRAMSCHUSTER	EUGENE	391LM	4423 E. HAMILTON AVE	EAU CLAIRE	WI	54701
LEATH	JOHN, W	391LM	70200 DILLON RD SPCE	DESERT, HOT SPRINGS,	CA	92241
MANKIN	CLEON, J	4	1508 MONTEREY LN SW	ROCHESTER	MN	55902
WEAVER	CHARLEY	7LM	8910 E MAIN ST	REYNOLDSBURG	OH	43068
UNDERWOOD (Larry), CAROLYN, W		4LM	PO BOX 352	FRANKLIN SPRINGS,	GA	30639

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BEYER	JOHN, J	391	01-?-04	PO BOX 272	PRAIRIE LEA,	TX	78661
DIETZ	EDWIN, C	391LM	06-05-03	905 MOCKINGBIRD LN	LUFKIN	TX	75904
FIEBER	HERMAN, G	18	04-11-04	3905 NOEL PL.	BAKERSFIELD,	CA	93306
GIVEN	RICHARD, J	391	11-06-03	PO BOX 716	SILVER STAR,	MT	59751
MEDART	ERVIN, B	391	01-?-03	14883 MEDART RD	WEST FORK,	AR	72734
STOUFFER	RICHARD, R	7	?	1807A GLENWOOD OAKS	URBANNA,	IL	61801
THOMAS	JAMES, A	18LM	03-24-03	1539 E. OAKLAND AVE	TULARE	CA	93274

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
GIVEN	RICK	391A	18879 UPPER PLEASANT RIDGE RD	CALDWELL,	ID	83605

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In Memory Of	Donor
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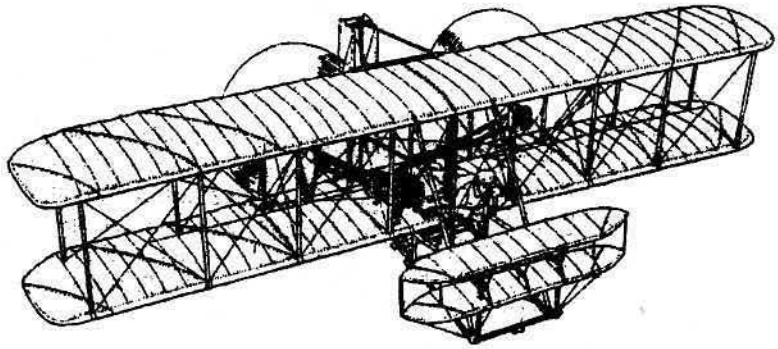

Wright Brothers' Flyer (1902). The first sustained, controlled, human-carrying flight by a powered heavier-than-air craft was made on December 17, 1903 at Kill Devil Hill, near Kitty Hawk, North Carolina. Both the engine and the airplane were designed by the American brothers Wilbur and Orville Wright (1867-1912; 1871-1948). The original *Flyer*, first flown by Orville, had a wingspan of 40 feet 4 inches and was 21 feet long. The four-cylinder internal-combustion engine was rated at 8-12 hp.

From the Central New York Chapter
8th Air Force Historical Society

I'M PROUD TO BE AN AMERICAN

I am proud to be an American
And I am thankful that I am free.
They were justified, those brave men who died,
To guaranteed our liberty.
Here, we still possess our four great freedoms,
Denied to many in the World,
And my eyes are filled and my heart is thrilled,
When the Stars and Stripes are unfurled.

I am proud to be an American,
Paul Revere did not ride in vain;
Historic Bunker Hill is shining still
Baptized with glory and with pain!
The tired Minutemen will not march again
And their long muskets mold and rust
But they gave you and me a legacy,
And we dare not betray their trust.

I am proud to be an American
And to watch a parade passing by,
To eat hot dog buns and watch big home runs,
Then come home to fresh apple pie,
Not any land like this in all the World....

God bless our great Democracy!
The Bill of Rights and Oklahoma nights
Have made a patriot of me!

I am proud to be an American,
A citizen beneath her sky:
The right to congregate and celebrate
Great days like the Fourth of July!
Although our flag has been torn and tattered,
By the rough hands of malcontents,
They cannot destroy not dilute the joy
Of our forefathers, testaments.

On a summer's night
The Constitution makes me proud;
I feel like a son of George Washington
Singing Freedom's song, clear and loud!
Let's all go to a bucking rodeo
Or to a giant fireworks' display.
And when flares burst bright
I am glad to be an American.

Let's thank God for the U.S.A.!

Author Unknown

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Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

Address Service Requested

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXIX Number 3 September, 2004

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

18TH SQUADRON

7TH SQUADRON

4TH SQUADRON

391ST SQUADRON

In Memoriam

Major General William E. Creer

June 26, 1912 - July 22, 2004

MENDLESHAM MEMORIES
Newsletter of
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www.excel-tech.com/34th/
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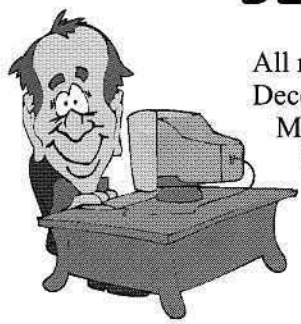
DEADLINE



All material and items for the December 2004 issue of Mendlesham Memories should reach me on or before October 15, 2004. All copy will be going to the publisher on that date.

Jack Share, editor

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Other web sites of interest:
http://members.tripod.com/VALORtoVICTORY
www.mighty8thmuseum.com
www.air_museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb
http://old.jccc.net/~bgustaf/34th_Bomb/

Share - a thought...

It is with great sadness that we say goodbye to our beloved Commanding Officer of the 34th Bomb Group (H) during the turbulent years of World War II. General William E. Creer passed away on Thursday July 22, 2004 after an extended illness. He had just passed his 92rd birthday in June.

Colonel Creer took command of the 34th Bomb Group in September, 1944 until the end of the war. He led 17 missions as Combat Command Pilot while CO of the group. To his credit, the 34th took pride in the fact that they never lost a bomber to enemy fighters while over enemy territory.

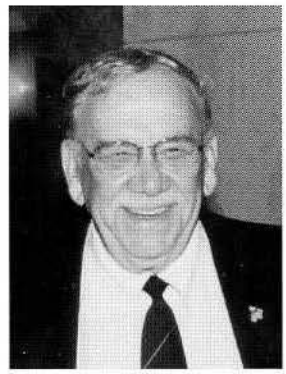
We extend our deepest condolences to his wife, Vivienne and the family. He will be greatly missed by his family and his many friends in the 34th Bomb Group Association.

Many of our members have paid a visit to the World War II Memorial in Washington, DC. As planned, Marian and I went to the dedication and found the memorial to be a beautiful and fitting tribute to that generation.

The program was especially well done and, in spite of the tremendous crowd - some 140,000 plus - it was well coordinated. The memorial reflects the efforts of all services and all the actions in both theaters of operations as well as the offerings on the home front. A visit to the memorial would certainly be well worth the effort. World War II will not soon be forgotten.

On page 10 are two photos of the WWII Memorial in Washington, D.C. One picture was taken by Paul Anderson a few days prior to the dedication. The other taken by me on Dedication Day.

Jack



From Hal's PC

At this writing (July 14) we are less than two months away from the 2004 reunion at Dayton and I am hoping that I will see many of you there, God willing!

For this issue I want to call your attention to a very real source of information about crews, aircraft, missions, etc. of the 34th Bomb Group. Most of you know that Gary Ferrell is our Group Archivist and may wonder what Gary has been doing in that job! Let me tell you and all who wish to know, Gary has been doing a BANG-UP JOB! You may recall from mention in past issues of Mendlesham Memories, that Gary made a trip to College Park, MD and, while visiting the Archives there, was able to copy pages and pages of information about the 34th BG. Since that time Gary has been busy reducing hard copy information into computer acceptable format and has placed a VAST AMOUNT of data on his web site "VALOR to VICTORY". The URL address to access the site follows Gary's name below. I know that many of you who have access to a computer will want to browse the site and refresh yourselves of the events of 1944-45. If you don't have a PC at home or you grandchild doesn't have one I suggest that you visit your local library, or Senior Center to see if they have one. Help is generally available and you will be able to browse Gary's site at your leisure.

Gary is still working on adding to the site and is requesting your help in providing information, I've abstracted some of his web page and include it below so that you will have some inkling of the data that are available.

Gary Ferrell Archivist and Historian, 34th BG Association

Website address:
http//:members.tripod.com/VALORtoVICTORY/

E-mail address: "ferrellumm@netscape.net"

The following is from the web site.

HELP WANTED!!!

I would like to add information and photos about the other aircraft at Mendlesham besides the B-24s and B-17s. I know there was an early P-51 and later a P-47. There was also a Piper L-4 and various other aircraft. Please contact me with any information and/or photos of these planes. I would also like to have information on the ground equipment used by the 34th BG, like the Cletrac shown above. Again, please contact me with information and/or photos of 34th BG jeeps, trucks, fire trucks, ambulances, etc. THANKS.

Send replies to me, Gary Ferrell at ferrellumm@netscape.net.

cont. on next page

DUES
DUES
DUES

Are your dues paid for 2004?
If not, please submit $10.00 to:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

PRESIDENTS MESSAGE:

As my tenure as president of the 34th Bomb Group Association comes to a close I'd like to take this opportunity to thank the membership for providing me with this honor. It has been a privilege to serve.

I would also like to thank the officers, the members of the board of directors and the committees for their unselfish service to the association.

I believe the organization is in very good condition financially and with the influx of associate members there is no reason not to believe we can continue for at least of few more years and, depending on what the newer members decide to do, perhaps some years beyond that.

We are looking forward to another successful reunion in Dayton, Ohio this year. With the tour of the Wright-Patterson Air Force Museum scheduled it could be one of the best yet. I would also like to suggest that we give the Reunion Committee some suggestions as to where we should be holding our future reunions and give them some information on what the area provides regarding points of interests, accommodations, available airlines accessibility, etc.

Hoping to meet you there.

Jack

...from the Treasurer's Computer, continued

THE MEN

Personnel sent to England by sea

The Original Crews Record of May 1944 Training Flights

Crews by Crew Number

Post-war Passenger List

Honored Dead

Combat crew records

THE MISSIONS

May 1944 thru Aug 1944 B-24 Missions

Sept 1945 thru April 1945 B-17 Missions

May 1945 Chowhound missions

THE PLANES

B-24 Individual Combat Records

B-17 Individual Combat Records

NOTICE: All articles and photographs on this site are copyright protected by the donor and the 34th Bomb Group Association. Use of these is expressely forbidden without written consent of the association historian.

Hope to see you at Dayton. May God Abundantly Bless! Hal

REUNION COMMITTEE REPORT

The 2004 Reunion of the 34th Bomb Group (H) is again rapidly approaching and now is the time to complete all your needs for the 20th Annual Reunion at the Dayton Marriott Hotel, 1414 S. Patterson Blvd., Dayton, Ohio 45409. The Reunion Committee is looking forward to greeting you and your guests. We have told you how great the reunion is in past issues and now is the time for you to come and see the wonders of the Museum for yourselves. The Reunion Committee has everything arranged for you and now we need YOU and YOUR GUESTS to make the Reunion a great success.

As of 6 July, 2004 we have a total of 45 registered at the Marriott Hotel. This is a good start and we hope that the number of attendees will increase by September. The Reunion Committee has completed their work and now it is up to our membership to make the 34th Bomb Group Reunion a great success. The Marriott Hotel personnel are waiting for your arrival and the Reunion Committee will be on hand to welcome you and your guests. Again, the Reunion dates are: 8 to 12 September 2004. The June issue of Mendlesham Memories has all the necessary information that you will need to register. Check pages 8 and 9 of the June issue.

There is much to see at the United States Air Force Museum - remember to bring some comfortable walking shoes. Also, if you are a member of the Museum Foundation, bring your membership card with you to obtain a discount on your purchases. This would be a great time for everyone to wear their 34th Bomb Group caps.

The United States Air Force Museum is the largest and oldest museum in the world. There is so much to see at the museum that it will be difficult for us to see it all. Some of our members have indicated that they would like to arrive early and stay a few more days to spend more time at the museum.

This will be a wonderful opportunity to meet old friends and to make some new ones. We wish you all good health and we hope to see all of you at the Dayton Marriott Hotel from 8 to 12 September 2004, in Dayton, Ohio. Many thanks to all who help our reunions to be successful. Take care and God Bless.

The Reunion Committee

Harold Rutka, Chairman

Robert Wright

Bruce Sothern

Major General William E. Creer, U.S. Air Force

Major General William E. Creer U.S. Air Force, 92 of Las Vegas, passed away Thursday, July 22, 2004. He was born in Spanish Fork, Utah, June 26, 1912. He received his B.S. degree from Brigham Young University in 1934 and a Master's degree in International Relations from Stanford University in 1949. He began his military career as an aviation cadet in 1935. In 1942, the then Captain Creer was a B-17 Aircraft Commander assigned to the Sixth Air Force with duty stationed in the Canal Zone.

In 1944, he completed the Army-Navy Staff College course, was promoted to Lieutenant Colonel, and became commander of the 364th Bomb Group, Second Air Force. That same year he joined the Eighth Air Force in England as a squadron commander of the 94th Bomb Group, moving, shortly thereafter into command of the 34th Bomb Group, his assignment until the end of the war in Europe.

During the war years, he was promoted to colonel. Under his command, the 34thBomb Group piled up 170 successful missions against the enemy with almost daily runs over Continental Europe. Flying the B-17, General Creer participated in 17 missions as combat command pilot. Immediately following VE Day, the 34th flew mercy missions, dropping huge cargoes of foodstuffs to starving thousands in Holland.

In 1954, he established a North Atlantic speed record in a B-47 during a flight from Brize Norton, England, to MacDill Air Force Base, Florida. From 1955 to 1957, General Creer was chief Operational Plans Branch and Policy Division in Supreme Headquarters, Allied Powers in Europe (SHAPE). In 1958 he was promoted to Brigadier General and to Major General February 1961. He retired as deputy commander for Academic Affairs, the National War College, Washington, D.C.

General Creer's decorations include, Distinguished Service Medal, The Legion of Merit, with one Oak Leaf Cluster, Air Medal with three Oak Leaf Clusters, Commendation Medal, Distinguished Flying Cross of the United Kingdom and the French Croix de Guerre with Palm.

He moved to Las Vegas in 1969. He was manager of Charles E. Ruthe Real Estate. His wife Vivienne and two daughters, Carolyne and Elizabeth survive.

PAST REUNIONS
8TH AFHS and 34TH BGA and 34th BGA PAST PRESIDENTS

8thAFHS	34TH BGA	34TH PRESIDENTS
1975 MIAMI BEACH, FL	'76 DAYTON, OH	
'77 ST LOUIS, MO		
'78 WASHINGTON, DC		
'79 PHOENIX, AZ		
'80 ORLANDO, FL		
'81 ST. PAUL, MN		GRADY DEATHERAGE
'82 CINCINNATI, OH		MALCOLM CORUM
'83 HOUSTON, TX		ROBERT WRIGHT
'84 LOS ANGELES, CA	* NASHVILLE, TN	GERRY PINE
'85 WICHITA, KN	WICHITA, KN	HAROLD RUTKA
'86 HOLLYWOOD, FL	COLORADO SPRINGS,CO	JAMES MARTIN
'87 PITTSBURG, PA	KING OF PRUSSIA, PA	ALFRED DINENNO
'88 DES MOINES, IA	VIRGINIA BEACH, VA	EDWARD LAWLAR
'89 DENVER, CO	SHREVEPORT, LA	GEORGE RITCHIE
'90 LAS VEGAS, NV	SEATTLE, WA	WALTER McALLISTER
'91 NEW ORLEANS, LA	LOUISVILLE, KY	WALLACE BRAUKS
'92 LOUISVILLE, KY	LAS VEGAS, NV	FRED SCHOCH
'93 CHICAGO, IL	LITTLE ROCK, AR	BRUCE SOTHERN
'94 SAN DIEGO, CA	ST PAUL, MN	SAM WOLSTENCROFT
'95 ST LOUIS, MO	HUNTSVILLE, AL	ELI BALDEA
'96 ORLANDO, FL	RALEIGH, NC	AMBERS HANSON
'97 BLOOMINGTON, MN	OMAHA, NB	RAYMOND PALMER
'98 CHERRY HILL,NJ	BOISE, ID	ALLEN ISRAELSEN
'99 SAVANNAH,GA	DES MOINES, IA	JOHN DORONSKY
'00 SALT LAKE CITY, UT	BUFFALO, NY	NORMAN MAYER
'01 IRVIN, TX	SAVANNA, GA	CLAUDE GIBBS
'02 NORFOLK, VA	SALT LAKE CITY, UT	WAYNE HOWARTER
'03 COLORADO SPRINGS,CO	SAN ANTONIO, TX	FRED WALTZ
'04 KANSAS CITY, MO	DAYTON, OH	JACK SHARE

*Prior to 1984 the 34th BGA held mini-reunions at the 8th AFHS reunions. In 1984 it was decided to have their own and have been having them ever since.

Filling In the Gaps

(What happened to my brother?)

A letter from Charles F. Metz, 7th Sqd.

I recently received a letter from Ms. Marg Tucker, the sister of Sgt William Blackman who was the top turret gunner on my B-24 crew and who was killed from flak while we were on a mission to a No-ball target on June 20, 1944. She was looking for any information about her brother.

Fortunately, I kept a diary during the war and I wrote a book of memoirs in 1992. I sent the relevant excerpts to Ms. Tucker.

It gives me great pleasure to fill in the gaps for such people - 60 years later.

Excerpts from Mr. Metz' memoirs he so graciously made available to Ms. Tucker:

Our crew's sixth mission proved to be a tragic one. On June 20, 1944, we took off from Mendlesham to bomb a No-ball target not far inland from the coast of France at a place called Naute Cote. No-ball was the code name for the launching sites that were shooting the Buzz-Bombs at London, devastating the city.

At the moment that our bombardier, Lt. Shore, announced "bombs away" over the intercom, we were hit with anti-aircraft fire. I first became aware of the hit when, from my position as navigator, I looked up toward the top-turret gunner, Sgt. Blackman, to see blood spattered all over the inside of his plexiglass turret. As I got up to see if there was anyting I could do for Blackman, our co-pilot, Danny Stringham, called me on the intercom to ask me to come to the flight deck, a few steps away, to see what I could do for the pilot, Lt. Joe Hardison, whose head was slumped over his chest. All I could think of to do was to take the kink out of Joe's oxygen line to make sure he was getting air. There was no outward sign of any injury, so I couldn't apply any first aid. Unfortunately, Joe had been killed instantly, as we learned later, so my efforts were to no avail. That's when Danny, who was flying the plane in the general direction of England, said to me," Charlie, see if you can tell where I was hit. I can't see right, everything's fluttering up and down." I checked him out and couldn't find anything. As it turned out, a piece of shrapnel had creased his temple through his flying helmet leaving such a fine cut in the helmet that it wasn't readily visible.

About then, as we were crossing the coast of England, Danny spotted a fighter taking off from a small air base with a metal landing strip. He lined up with the runway as the crew fired red flares indicating that we had wounded aboard and landed like he was carrying a load of eggs.

Unknown to us, however, was the fact that the nose wheel had been hit and the plane went down on the nose as the strut gave way. With the brakes applied, we skidded along the runway with tail high.

Having lost both Hardison and Blackman, our crew was split up and assigned to other crews. Sadly, Danny was later killed in a mid-air collision over Kassel, Germany. His rent helmet still hangs in my workshop along with other treasured memorabilia from World War II.

He Should Know -

ERNIE PYLE - spent years with the infantry in Africa, Italy and Europe and wanted to see how the Air Corpsmen, flying long missions in heavy bombers, fared. In Africa he asked to go on a mission with a B-17 Flying Fortress group. He was welcomed and issued flying suit, parachute, and oxygen mask for the mission. They took off very early, flew across the Mediterranean Sea, bombed the target, flew through heavy flak and enemy fighters, then struggled back to the base six hours later. When back on the ground, he said that he never wanted to go through that again. When asked the difference between combat on the ground and in the air, he said, "In the air war there were so many more ways to die than in the infantry. In the ground forces they die when hit by a bullet or by shrapnel from a bomb, a hand grenade, or enemy shell or - run over by a tank".

A few ways a bomber crewman could die:

- Fully loaded plane crashes on takeoff or collides with another plane while forming overhead.
- Bullets from enemy fighter plane.
- Flak:
  - Kills crewman.
  - Direct hit - plane explodes.
  - Causes engine fire, gas tank expodes.
  - Plane shot up, forcing crash landing.
- Bail out, chute fails to open. Possibly killed on landing, shot by enemy fighters or killed by angry enemy citizens.
- Ditching or bailing out over water, possibility of not surviving crash, dying of exposure or never found.
- Oxygen system malfunctions for various reasons.

Only some of the ways airmen could die.

Thought For Today:

"The strength of the Constitution lies entirely in the determination of each citizen to defend it.

Only

if every single citizen feels duty bound to do his share in this defense are the constitutional rights secure."

Albert Einstein
(1782-1862)

AIR FORCE ACADEMY LIBRARY

The Air Force Academy has a program that allows individuals or groups to be honored by the Academy with a certificate placed in a prominent location in the Academy library. This is a way to give special, perpetual recognition to a relative, friend or entire crew. For a $50.00 donation, a handsome certificate is placed in The Friends' Honor Book which is prominently displayed in the Special Collections Branch of the Air Force Academy Library where it is readily accessible to cadets and visitors.

The information on the certificate was sent to us by Mrs. Dorothy Carter, a life member of the 34th Bomb Group Association and the widow of the 1st LT. Leslie C. Carter, pilot of the B-17 "Ol' Buddy". As many will recall, this crew was shot down on January 14, 1945, Cleveland Romero being the only survivor. Dorothy submitted the details of the mission to the Air Force Academy and the certificate below is now permanently displayed in the Academy Library.

Man's Flight

Through Life Is

Sustained By The

Power Of His

Knowledge

TO HONOR

THE MEMBERS OF THE CREW OF B-17G,
SPARE PLANE 44-8263
SHOT DOWN BY FLAK ON 14 JANUARY 1945
MISSING AIRCRAFT REPORT
34TH BOMB GROUP 7TH SQUADRON EIGHTH AIR FORCE
MENDELSHAM, ENGLAND
1944-1945

KILLED IN ACTION

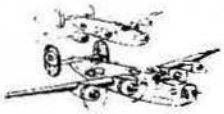
1ST LT LESLIE C. CARTER - PILOT
2ND LT ROBERT A. KOCH - CO-PILOT
2ND LT JOHN J. RUSSELL – NAVIGATOR
1ST LT JOSEPH E. ROZELL - BOMBARDIER
TSGT MOE HUT - FLIGHT ENGINEER
TSGT LEONARD W. GUSE - RADIO OPERATOR
SSGT FERNANDO A. BARREDA-WAIST GUNNER
SSGT ROBERT C. BELH-BALL GUNNER

SOLE SURVIVOR
SSGT CLEVELAND J. ROMERO, JR. - TAIL GUNNER

By: Dorothy Carter

Dorothy has done a considerable amount of research on the mission and the crew and has provided the families with this information, which includes their final resting places.

More information on this U.S. Air Force can be obtained by writing to : The Friends of the Air Force Academy Library, PO Box 188, U.S. Air Force Academy, CO 80840-0188 or by e-mailing them at : friends@usafalibrary.com. The Friends encourages you to give serious consideration to recognizing a special person or group through participation in their Commemorative Program.



DID YOU KNOW

The National Personnel Records Center is making it easier for veterans with computers and internet access to obtain copies of documents from their files.

Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the standard Form 180 which can be downloaded from the online web site.

This new web-based application was designed to provide better service on these requests by eliminating the records center's mailroom processing time. Veterans and next of kin may access this application at http://vetrecs.archives.gov to do a records check.

****

BLACK BREAD

Submitted by Robert L. Black

This bread was given to all POW's held by the Germans during WWII. It was tobacco brown in color, larger than our loaf of bread, solid and a bit heavy. No wrapping of any kind and there was no telling how many hands held it and where it had been before you got your share. Frankly, in the situation you were in you didn't really care.

Here is the bread recipe:

50% bruised rye grain
20% sliced sugar beets
20% tree flour (saw dust)
10% minced leaves and straw

There are no directions as to mixing or rising of the dough or how hot or how long in the oven. But I would like to point out, there is no yeast listed in the ingredients, no sugar, and no salt. One might assume that the grain was sufficiently "rotten" to provide the gases to cause the bread to rise, and that the sugar beets provided enough sugar to "feed" the yeasty rye. However, I would assume that whomever made the bread cared little for the niceties of baking and probably did nothing more than dump all of the ingredients into a mixer, dumped it out and then created loaves and then baked it. In all likelihood the "sugar beets" were nothing more than the pressed remains of sugar beets rather than slices of whole beets. As to the saw dust and leaves of straw, I would like to point out that closer to the end of the war probably there were larger portions of non edible materials.

****

WWII FACTS

Total Loss

Montana State is the only college to lose its entire 1940-1941 football team. All eleven were killed.

Hitler's private train was called "Amerika."

It was a common practice on fighter planes to load every 5th round with a tracer to aid in aiming. This was a mistake. Tracers had different ballistics, so at long range your tracers would hit the target but 80% of your rounds would miss. Worse yet, tracers instantly told the enemy he was under fire and from which direction.

Also counterproductive was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate double and their loss rate go down.

PX Order Form

AUTO WINDOW STICKER - 2"X4 BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $ 3.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce. ..... $ 5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $ 1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $ 1.50ea.
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WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
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VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $25.95ea.
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NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows
Our bright red rudder. Nice for warm weather & very colorful .....ALL SIZES - $12.00 EACH OR 2 FOR $22.00ea.
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AND INCLUDE YOU TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over
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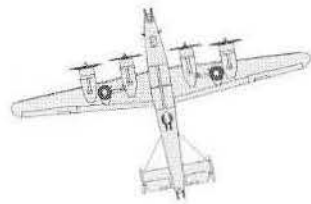
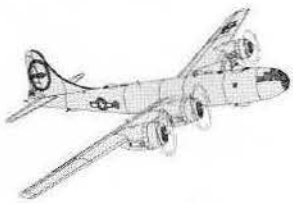


Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!



Cowboy Wisdom

(Never squat with your spurs on).

- Don't interfere with something that ain't botherin' you none.
- Timing has a lot to do with the outcome of a rain dance.
- The easiest way to eat crow is while it's still warm. The colder it gets, the harder it is to swaller.
- If you find yourself in a hole, the first thing to do is stop diggin'.
- If it don't seem like it's worth the effort, it probably ain't.
- It don't take a genius to spot a goat in a flock of sheep.
- The biggest troublemaker you'll probably ever have to deal with watches you shave his face in the mirror every morning.
- Never ask a barber if you need a haircut.
- If you get to thinkin' you're a person of some influence, try orderin' somebody else's dog around.
- Don't worry about bitin' off more'n you can chew; your mouth is probably a whole lot bigger'n you think.
- Always drink upstream from the herd.
- Generally, you ain't learnin' nothing when your mouth's a-jawin'.
- Tellin' a man to git lost and makin' him do it are two entirely different propositions.
- If you're ridin' ahead of the herd, take a look back every now and then to make sure it's still there with ya.
- Good judgment comes from experience, and a lotta that comes from bad judgment.
- When you give a personal lesson in meanness to a critter, or to a person, don't be surprised if they learn their lesson.
- When you're throwin' your weight around, be ready to have it thrown around by somebody else.

From Senior News

In Memoriam

EDWIN C. DIETZ

It saddens me to inform you that my husband, Edwin C. Dietz, of the 8th Air Force, 34th Bomb Group, 391st Squadron, passed away on June 5, 2003 at the age of 81 years after a long and arduous illness.

Ed grew up in Fredericksburg, Texas. In 1942, after 1 1/2 years of college, he volunteered for the United States Air Corps. He willing served as a gunner on a B-17 during World War II. He always said the years spent in the Air Force were some of the best years of his life. He talked little of his service experiences but when he did it was with an affectionate smile on his face and pride in his voice. Ed enjoyed reading each issue of the Mendlesham Memories. We were able to attend only two of the reunions. One in Arkansas and one in Alabama, both of which were pure pleasure. He had a special love for those who served along with him and a deep sorrow and respect for those who didn't return.

When the war was over and after his discharge, he returned to college. We met at Southwestern University in Georgetown, TX. I was 19 years old and he was 24. We dated for over 3 years and married after his graduation.

We were happily married for 54 years and had 2 wonderful sons who loved and admired their father. He was a kind and gentle man who served God and his family well.

He will be missed by all who knew and loved him.

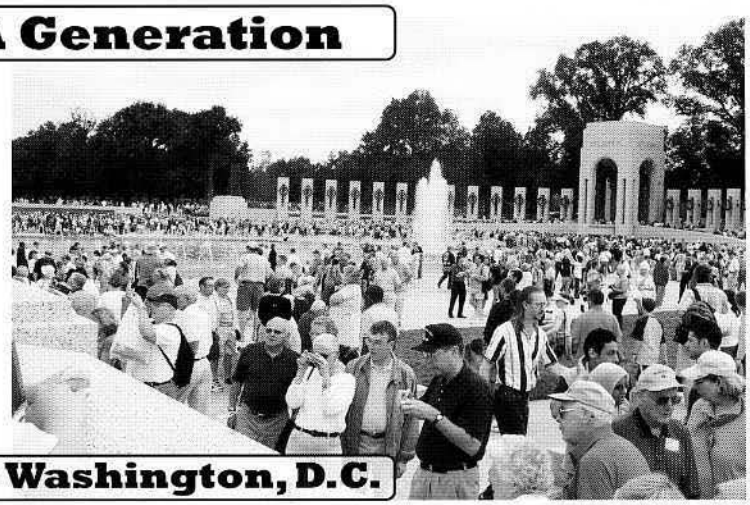
Respectfully, Mrs. Edwin C. Dietz (Sue)

RICHARD J. GIVEN

Richard J. Given (Dick) passed on in November 2003. He proudly served his country with the 34th Bomb Group, 391st. sqd. and the ATC in the Pacific. In civilian life Dick and his family lived in Dillon, Butte and rural Silver Star, Montana. He was widely known for his singing, jokes and poetry.

Tribute To A Generation

Prior to Dedication Day



Day of Dedication

WWII Memorial - Washington, D.C.

Perils of Combat

(Catastrophes' of the 34th Bomb Group)
from the files of Walter Sturdivan, 18 Sqd.

March 25, 1945

Lt. Bennett took off in aircraft B-17G, 44-8605 at 0601 on an operational mission. At 0615 the aircraft was seen to start into a spin and pull out. The tail section broke at Station 5 and the plane spun into the ground and exploded. The pilot is believed to have executed a violent maneuver to avoid collision with another aircraft, inadvertently stalling and starting into a spin. Due to the extremely low altitude, a sharp pullout was attempted causing the aircraft to break in two. The Yellow Squadron aircraft plummeted to earth between the bomb dump and the dispersed planes on the airdrome. After striking the ground, all but one of the bombs exploded. Ordinance personnel later removed said bomb. When the Fire Equipment came on scene there was little that could be done except cover the burning spot fires in the area. The fire fighters returned three times during the day to cover an engine with foam. The entire crew perished.

March 26, 1945

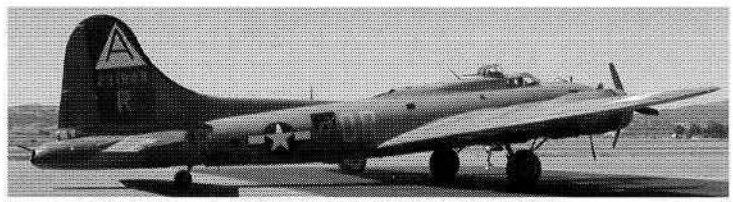
On this date, B17-B, 43-38402 was lost due to weather conditions, which at times was our worst enemy while flying combat in WWII. Upon returning from an operational mission, our group encountered inclement weather and the 34th Group leader instructed the squadron leader to peel off the aircraft on top of the cloud layer and make an SOP instrument let down on Buncher 19. At approximately 1802 hours an explosion was seen from Control Tower at Station 156, followed closely by a second explosion. Investigation revealed one aircraft to be 43-38402, piloted by Lt. H. H. McCutchan, and the other aircraft was identified as one from the 452nd Bomb Group, AAF Station 142, at Deophen Green. The two aircraft collided in mid-air about 8 miles southwest of our station; All personnel of both aircraft were killed. Responsibility was blamed 100% on weather.

Unidentified Crew

Top row, L to R - Oliver Bolduc, crew chief - Lt. Blum, remaining 4 officers unidentified - Harold Higgans, asst crew chief, Ben Hathcock, asst. crew chief.

Bottom row - 5 enlisted men unidentified.

The above photo sent in by Oliver Bolduc of the 391st squadron is the crew of the B-17 of which he was the crew chief. Unfortunately, he didn't record the crew names and was hoping that by publishing the photo in Mendlesham Memories some may be identified. Apparently Lt. Blum, was co-pilot but later made first pilot and flew several missions with his own crew.



Scholarship Applicants

The following applications have been received:

Applicant	Home town	Sponsor	BS
Bonnet, Jonathan	Springfield OH	Clarence Arand	391st
Frank, Kathie	Winterset, IA	Dale Frank	475thSD
Garcia, Victoria L	Snohomish, WA	Wallace B. Lee	18th
Hefko, Polly E.	Madison, WI	John Bloczynski	18th
Ivey, Justin L.	LaGrange, NC	Kivett Ivey	7th
Johnson, Teri	Brighton, MI	Beverly E. Johnson	391st
Lauf, Megan	Wake Forest, NC	John Demko	18th
Levi, Meir Clancy	Venice, CA	Leila Levi	18thA
Reynolds, Parker	Leawood, KS	Donald Shee	18th
Sligh, Matthew	Pleasanton, TX	Frank Sligh	391st
Stark, Jameson	Wisc Rapids, WI	Benjamin Buckley	7th
Weiland, Lucas J	Wisc Rapids, WI	Benjamin Buckley	7th

Winners will be announced at Dayton at the 2004 reunion.

Friends Write

MILDRED LONG - VINCENTOWN, NJ
Thank you for the two copies of Mendlesham Memories. I was so glad we got in touch with you. I broke my back last October and had to go into assisted living. It has been pretty hectic. I had one operation and may need another one.
Please take care of yourself and may God bless you. Hope you can read my terrible handwriting.

****

JUNIUS COBB - UNION HALL, VA
Thanks for sending Mendlesham Memories. I really enjoy reading them. I'm sending a check to pay for the stamps.

We are going to try and make the reunion in Dayton. Each year it gets a little harder. Couldn't be age?

We are really enjoying our retirement here on Smith Mountain Lake. Love to have you come to visit.

****

JOSEPH MORREL - JOHNSON CITY, NY
I've been so busy this last year and a half. I've had my daughter in a nursing home twice this year and in the hospital about 3 different times. She died on the 30th of November, 2003. The paper work, etc. has kept me busy. Doctor and hospital bills, transportation to and from the hospital for dialysis three times a week. She was 51 years old.

As for myself, my health seems to be good but sometimes I feel like a hundred. I still drive my car and walk with out a cane, so far. February 20th I'll be 91 years old.

Enclosed is a check for my dues, $20.00; $10 for this year, $10 for next year, just in case I'm not around by then.

I've got this arrowhead, along with my battle stars. What is this arrowhead for, you ask? I never got the airplane mechanic's medal and can't find out how to get it. Until the next time, I'll be thinking of the 34th Bomb Group.

****

FRED HAMPTON - ZIONSVILLE, IN
On the way back from Florida, just North of Savannah, we came across the MIGHTY EIGHTH AIR FORCE MUSEUM. We were glad we took the time out to see it. It was great!

****

MITCHELL GRENDZINSKI - MIAMI, FL
Oh boy - I forgot to send my membership on time. Oh well, blame it on old age. At least I remembered before the year was over.

On June 30th I was 81 years old and I hope I will remember the day. But I am grateful and thank the good Lord that gave me the years - and they were pretty good.

****

DON STUFFLEBEAM - LEWISTOWN, IL
Just a few years ago a bunch of guys made up the 34th Bomb Group. Now we're a bunch of old guys with a bunch of memories.

Sixty years ago yesterday I graduated from twin engine flying school in Blytheville, Ark. Fifty years ago today my wife and I exchanged wedding vows.

Sad to say that young people are now dying on the killing fields of the world. Peace seems to be so elusive.

****

JOHN REDDING - TORRANCE, CA
I'm enclosing check for 2004 dues. Also photo of M.D. Anderson's crew from 391st squadron. We joined the 34th group in 1944 during the switch over to B- 17's and finished our tour of 35 missions in February 1945.

I really enjoy Mendlesham Memories and look forward to receiving each issue. If available, I would appreciate a copy of the latest roster. Mine is dated July 25, 1997 and I seem to recall mention of updating a couple of years ago.

In any case, keep up the good work and I still hope to make a reunion.

The M.D. Anderson crew

Top Row: Ed Smouse CP, J. Reading Nav, M. Anderson P, S. Rakita B, F. Waltz E.

Bottom Row: B Summers BT, E. Dreyer TG, W. Davidson WG, L. Long R

****

Thought For Today:

"The past, at least, is secure."

- Daniel Webster
American statesman

PATRICIA HOLLOWELL - PASO ROBLES, CA
Here is a picture of the "Misschief" crew, 7th squadron, 34th Bomb Group.

Now there are only four of the crew still with us.

Crew of B-24, "Misschief"

Ed: *Mrs. Hollowell sent in Jim's obituary that appeared in the local newspaper. He was the pilot of the B-24, Misschief and passed away on December, 9th, 2003 at the age of 89. He received the Distinguished Service Cross after the crew completed their tour of 35 missions.*

****

DEXTER JORDAN - HUNTERSVILLE, NC
Sorry we had to miss the San Antonio reunion. We always enjoy them very much and are looking forward to 2004.

Beulah lost her only sister in August and I lost my only brother in December and we each have the responsibility of closing their estates; we will be busy.

Hope to see everyone in September.

****

BEVERLY POTTER - PEORIA, AZ
I just received your magazine regarding the reunion in Ohio. My husband, Daniel H. Staley passed away on December 20, 2003 after a brief illness. We had been married almost 55 years and have 3 girls. He is missed very much. It would have been nice to be with you all. Thanks for sending the information.

****

EUNICE SEATON - NICHOLS HILLS, OK
I want to inform you that my husband, Norris Seaton passed from this world to heaven on February 28, 2002.

I am sorry I have waited so long to let you know. He enjoyed the "Mendlesham Memories" very much.

****

HARRY TANNER - SULPHUR, LA
I sure liked that picture on front of the March, 2004 issue of MM. Brings back memories. On page ten I ran across a name that was familiar. - Flight Officer Donald L. Kidder. In a very undiplomatic way, I asked him if he rated a salute and also how come he was not a commissioned officer since he was an instructor. His answer was, "I guess I made somebody mad at me during flight training."

There was a rumor that that flight was going to Salina, Kansas for parts. Since I was due for a furlough, I was actually hunting for a ride to Salina and was shocked when I later learned that the plane blew up over Kansas.

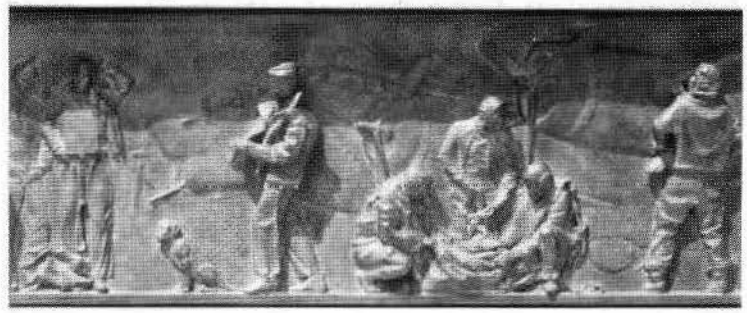
The letter from Oliver Bolduc reminded me of the day after D-day night when four of our planes were shot down on and near the base. In response to a rumor that German paratroopers were landing to knock out our air base, I lay on the grass with my gas mask and carbine watching a B-24 on fire S-SE of the base. I saw 10 dots come out and ten chutes open as the wing was on fire from end to end.

The next day nine guys came to the map store for a local, very detailed map. I had one but it being highly classified was not supposed to be given out without approval of an officer. I couldn't turn down their request after what they had gone through. I worried that I was going to catch "Holy Hell" but never heard any more about it. Cheers and all the best.

****

BERNIE FARLEY - VERONA, NJ
I was in Baltimore for a visit with our John this past weekend. We were able to go to the WWII Memorial on Saturday. Though the fountains weren't on, it was a wonder to see it all. Enclosed is a photo you might be able to use in MM.

We are both looking forward to seeing everyone at the Dayton reunion in Sept.



WWII Memorial

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EILEEN YOUNG - AUSTIN TX
My husband, Wooten L. Young passed away on April 7th, 2004.

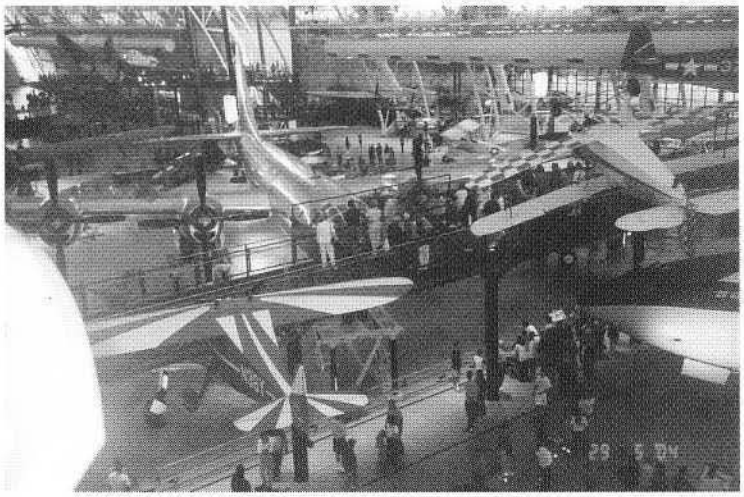
He looked forward to the issues of Mendlesham Memories. It would always be a special day. Thanks.

PAUL ANDERSON - EVERETT, WA
In the latter part of May, Beryl and I made a trip to Washington, D.C. area to visit our daughter and to see our grandson graduate from the US Naval Academy. We also wanted to see the new WWII Memorial and the Udvar-Hazy addition to the National Air & Space Museum. The air museum is very nice but they don't have a B-24 or B-17 on display. However, they do have a B-17 that they will begin restoring after the restoration facility is completed.

Our daughter got us down to the WWII Memorial bright and early before the crowds arrived. It was three days before the

dedication ceremony and they were setting up chairs and port-a-potties. I never saw so many in one place before. I thought the Memorial was very well done.

From there we went to Annapolis to catch the last three days of Commissioning Week. It was very interesting but involved a lot of walking for people our age. Our grandson graduated a 2LT. in the Marines and has been accepted for flight training.



The UDVA - Hazy Air Museum

****

SUSAN BARNEY - ROCHESTER, NH

This is the only photo I have of a group of men at Mendlesham. The only two I can identify are my dad, Fabian Bergeron and Joseph Bono. Perhaps other members could put a name to the other men. I have enjoyed the two copies of MM and am looking forward to the next. Thanks.

Jenning, Karpin, Bono
Bergeron, Webb
5/18/45 At Mendlesham, Suffolk England

****

TOM PHELAN - WALLA WALLA, WA

I found it interesting to see the B-17B on page 10 of the June 2004 issue of MM. I was with the 7th Bomb Squadron early in 1941 at Westover Field, Mass. At that time the 34th had a few planes but, as I remember, each squadron had one B-17B. Later they each had one LB-30 with British insignia. Air Force records lack a record of these planes with the 34th Bomb Group or at Westover except to mention they flew with crews from Westover to Pendleton, Oregon. It was not until I sent photos of one I was flying in that they gave me the mention here.

The 34th had nearly all enlisted bombardiers at that time. I was one of them.

It was not the 391st Bomb Squadron at that time. The 391st was a reconnaissance squadron, not sure but could have been the 1st Recon. Sq.

Lt. Col. Sutherland was CO of the 7th and I painted the first eagle insignia on a leather disk for his jacket. Curtis LeMay was a major at that time.

After being transferred from the 7th to the new 4th bomb squadron at Blythe AAB (the original 4th squadron from Westover became a cadre to form a new bomb group) I brought up the fact that I didn't like the hairs on the black widow spider's legs of the 4th squadron patch. I told the CO the spider had no hairs on it's legs. I looked up the 4th squadron patch from WWI and sure enough the spider had no hairy legs. They did not want to have new patches made so continued using the incorrect design throughout WWII. The history of AAF squadron patches of WWII shows the patch correctly but was never used during WWII.

I left the outfit shortly before the 34th went to England.

****

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND TO: **HAL PROVINCE, 153 NORTH HILL DR., CARRIERE, MS 39426**

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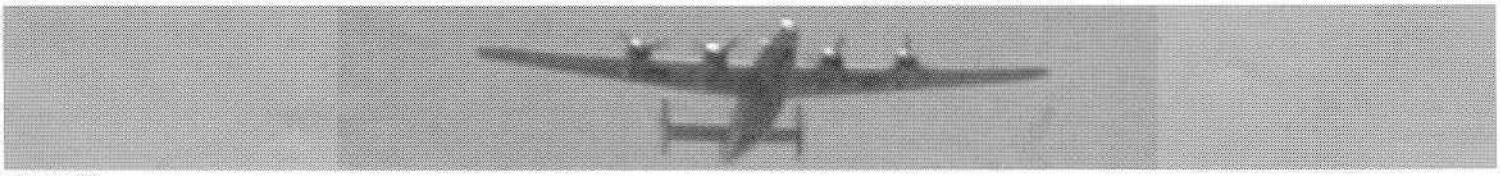

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ANDERSON	ROSE MARIE	391A	4292 3. MARSHALL AVE	GILBERT	AZ	85297
BABCOCK	LAWRENCE, W	391	509 E. MINOR DR APT 101	KANSAS CITY	MO	64131
BAKER	NATHAN, C	18	13039 PORT CT	HUDSON	FL	34667
BARRON	WILLIAM, M	7	22 EDGEMONT WAY	DURANGO	CO	81301
DEMKO	JOHN, W	18LM	615 SPRING FOREST RD BOX326	RALEIGH	NC	27609
GALLOWAY	JOHN, H	4	PO BOX 1314	GOODLETSVILLE	TN	37070
HART	WILLIAM, H	18	PO BOX 84	PAXICO	KS	66526
HENSON	HAROLD, R	18	705 E. PARK ST	PAYSON	AZ	85541
KRUGER	ROBERT, R	HDQ	12455 W JAMESVILLE RD	MUSKEGO	WI	53150
MAYOR	JOHN, D	4	8505 FLYING CLOUD DR #1208	EDEN PRAIRIE	MN	55344
MORTON	ROBERT		4015 BELVEDERE BLVD	YOUNGSTOWN	OH	44505
SLAUGHTER	HERMAN, F	391	242 TOWNSHIP RD 1525	PROCTORVILLE	OH	45669
STUTHERS	JAMES, A	18LM	430 PALMETTO DR	S. VENICE	FL	34293
TAUZIN	NORMA		PO BOX 253	SONORA	TX	76950
WADE	JEREMIAH, C	7	4214 METRIC PARK	WINTER PARK	FL	32792
WHITAKER	ALTA	18LM	3800 W 71ST APT 3215	TULSA	OK	74132

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
DAVENPORT	HENLEY, L	391	06-30-02	3123 PRISCILLA ST	NEWBERRY	SC	29108
HOLLOWELL	JAMES, S	7LM	12-09-03	419 OAK ST	PASO ROBLES	CA	93446
DESJARDINS	JOSEPH, R	7LM	04-24-04	11200 BEECH ROAD	ANCHORAGE	KY	40223
CREER	WILLIAM, E	HDQ	07-24-04	2619 BURTON AVE	LAS VEGAS	NV	89102
KELHART	ROBERT, E	7	?	111 LINDFIELD CIR	MACUNGIE	PA	18062
LINDEN	SAMUEL	18	03-17-04	430 GOLDEN ISLES DR APT404,	HALLANDALE	FL	33009
LUSCHER	RAYMOND, H	391	09-11-01	10341 SPRING VALLEY DR	ALTO	MI	49058
PALMER	DAVID, F		12-20-98	5305 E 98TH AVE	TEMPLE TERR	FL	33617
PALMITTER	RANDALL	475 SD	?	5839 LYMAN DR	BATTLE CREEK	MI	49017
REMY	JOSEPH, P	18	09-?-03	14 MUIRFIELD CT	NEWTON SQUARE	PA	19073
RENOWDEN	EDWARD, J	18	09-13-03	P.O. BOX 41	PINETOP	AZ	85935
SEATON	NORRIS, E	18	02-28-02	1721 HUNTINGTON AVE	NICHOLS HILLS	OK	73116
STALEY	DANIEL	7	12-20-03	10515 W. POTTER DR	PEORIA	AZ	85382
TOPOR	ALBERT, C	HQ	06-12-04	420 MORNINGSIDE DR	MIDLAND	MI	48640

A Reading

Once more the bugle call has sounded and another comrade, obedient to the signal, has laid down to his last sleep.

His battle of life has been fought. He has been relieved from his last post of duty and has crossed over the river to rest under the shade of the trees on the other side.

Let us leave him to his rest, and as the earth will hide him from our sight forever, let us bury in oblivion any recollection of human frailties, commemorating only the virtues of one who was our friend in peace and our comrade in war."

- from the funeral ritual used by United Confederate Veterans in the late 1880's

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
MEADOWS	JOHN R. DR.	4A	4771 WESLEYAN WOODS DR	MACON	GA	31210
RYERSON	ANTHONY M. JR		4859 MEADOW DR	VAIL	CO	81657
RYERSON	ANTHONY M. III		4859 MEADOW DR	VAIL	CO	81657
RYERSON	MARGO, J		602 P GREEN BAY ROAD	LAKE FOREST	IL	60045

NEW FOUND

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
SEASE	ROBERT	18	5980 COATS GROVE RD	HASTINGS	MI	49058

And Did They Ever!

Rosie the Riveter, shown in this 1940's poster, became a symbol of patriotic womanhood.

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34th Bomb Group

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From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXIX Number 4 December, 2004

MENDLESHAM MEMORIES

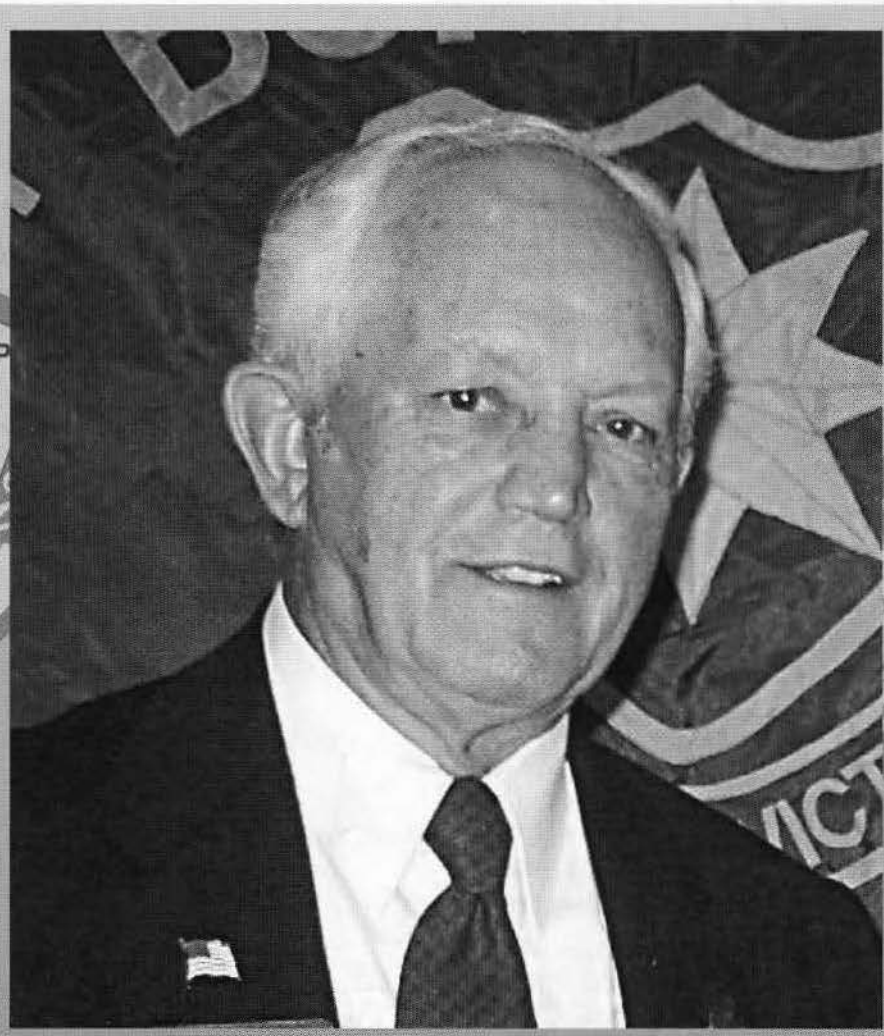
VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON



JOHN FEDA - President 2005

MENDLESHAM MEMORIES
Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/
This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:
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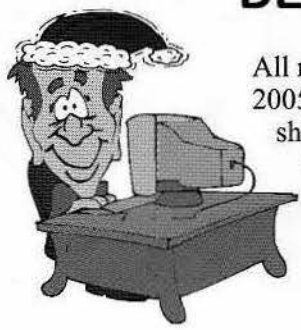

All material and items for the March, 2005 issue of Mendlesham Memories should reach me on or before January 15, 2005. All copy will be going to the publisher on that date.

Jack Share, editor

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Other web sites of interest:
www.mighty8thmuseum.com
www.air-museum.org/b17.htm

Passing the Gavel

At the Annual Reunion in Dayton, Ohio on September 11th, 2004, John Feda became the 21st president of the 34th Bomb Group Association.

John has been very active in the organization for many years and for the past seven has more than adequately filled the position of recording secretary.

John and his wife, Betty Mae live in Marshall, Minnesota where they raised their six children who have blessed them with eight grandchildren.

After his World War II service as a B-17 navigator on the Ferard crew, he returned to Marshall and attended college under the GI Bill. Upon graduation, he began his career in public education as a teacher, principal, superintendent of schools and Minnesota Commissioner of Education , retiring after 33 years of service.

The 34th Bomb Group Association is in good hands for the coming year and we wish John well in his term as our president.

Past President's Report

The 34th Bomb Group Association was organized back in 1983 for the purpose of preserving the incidents and memories of our time spent in Mendlesham and to share some quality time with those with whom we served. Through the years, many friendships have been renewed, many new ones made. But now that we are coming to the end of our active lives, we are turning to our offspring, 2nd generation members, to carry on the legacy. One of my goals, in my year as president, was to go out of office with more 2nd generation members involved in the operation of the organization than when I came in.

With already two of our younger generation members in crucial positions, Gary Ferrell, Archivist and Jack Steffen, board member, this year we have added two more to the board of directors, David Fieber and Scott Mackey and Bonnie Zyslsta as Treasurer to replace the retiring Hal Province.

It appears that the transition is rapidly taking place and the future of our association seems secure. If I had one small part in making this happen, I feel my term in office was a success. Whether or not I had anything to do with it is immaterial. What is important is that it is happening and that makes us feel good.

Jack Share

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SPECIAL $20 DUES $20 NOTICE

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At the general membership meeting of the 34th BGA reunion, held recently in Dayton, OH, the membership voted to raise the dues from $10.00 to $20.00

Our dues have been $10 since the 34th Bomb Group Association was organized twenty years ago. Due to the numerous life memberships that were purchased in the past, and with membership dues and interest on investments, we have always had ample funds to pay for the publication of Mendlesham Memories. In recent years, because no one is signing up for life memberships anymore and the low interest rates, it has become necessary to pay for the cost of the newsletter with our savings. If this continues, without taking some measures, we will be broke within a few short years or the newsletter will become a thing of the past.

The increase in associate members will help our situation, but not enough. It is for this reason that we feel obligated to increase the annual dues to $20, which is what most other organizations such as ours have been charging for many years. We have put it off for as long as we feel we can.

You might check the financial report we received from the treasurer at the recent Dayton, OH reunion for a look at our present financial situation. You will find that in the Board of Directors minutes in this issue.

Since most of our Life Members have been so for many years, along with raising the dues, the members also voted to request an additional $10 assessment from ALL present Life Members to help alleviate our precarious financial situation.

All of this information can be found in the Minutes of the General Membership Meeting published in this issue.

Thanks you for your cooperation in guaranteeing that our organization will endure for at least a few more years to come.

Your Board of Directors

Send your 2005 dues to:

HAROLD PROVINCE
31 SHORE CREST CIRCLE
CARRIERE, MS 39426

Thank you Hal, for your many years of selfless service to the 34th Bomb Group Association.

We all wish you well for the future. And thanks for helping us with the transfer of responsibilities.

Share - a thought...

Jack Share

The recent 34th Bomb Group Association reunion in Dayton, Ohio saw some significant changes in the organization. We were all extremely disappointed when our Treasurer and Corresponding Secretary announced that, due to personal reasons, it wouldn't be possible for him to continue with those responsibilities.

Hal Province has certainly been one of the main reasons for our success, having served in those positions since,1987. His timely investments have provided additional funds through the years to enhance our treasury that helped to keep our annual dues at the continuous $10 level for all these years.

His contacts with 34th families have contributed to their finally knowing what happened to their loved ones and the crew. He has been instrumental in providing important information for Mendlesham Memories and for all that, we are deeply indebted.

Replacing Hal will be a 2nd generation associate member of the 34th who is one of those dedicated to keeping the organization alive. Her name is Bonnie Zylstra and she is the niece of Norm Mayer, long time member and past president of the 34th BGA. The information as to where to send your annual dues will be found on the following pages of this newsletter

Also at the reunion, due to the seriously deflated funds in the treasury, the membership voted to increase the annual dues from $10.00 per year to $20.00. Also, since most of our life members have been so for a long time, we are asking for an additional assessment of $10.00. These measures are absolutely necessary in order to continue with the quarterly publication of this Mendlesham Memories newsletter.

Another of our problems is once again with the United States Postal Service. Those that have received their September issue should consider themselves fortunate. Many, many - and that includes me - never received them and our chances at this late date are not bright. That's all I can tell you since the post office turns a deaf hear and silent tongue when questioned. Perhaps we will receive them at a future date - but don't hold your breath.

Jack

PRESIDENT'S REPORT

John J. Feda

The Annual Reunion of the 34th Bomb Group Association was held in Dayton, Ohio, with 197 registered attendees. The Reunion Committee did a great job making all the arrangements. The self-guided tour of the Dayton Air Force Museum rekindled our memories of the WWII era. All the types of planes we flew were on display with descriptions of the role each played in that war period. Memorable displays included: POW camps, WASPS (Women Army Service Pilots), Tuskegee Airmen, the Home Front, Manna-Chowhound missions, a Holocaust exhibit, the history of flight, etc. The Memorial Garden included the 34th Bomb Group Plaque and the oak tree we planted years ago.

President Share followed this historical theme with a thorough resume of the formation and growth of our Association during his banquet speech.

During the Board of Directors' meeting and during the General Membership meeting a considerable amount of time was devoted to the FUTURE of the Association and of the MENDLESHAM MEMORIES. The consensus was that MM is our lifeline and all efforts should be made to continue with the quality publication we have enjoyed in the past. To make this possible and to adjust to our declining membership numbers, the general membership did adopt a $10 increase in dues for this next year and also a $10 assessment for all Life Members. The 2004 roster shows that 18% of our members are Life Members who do not pay yearly dues.

A few years ago we changed our by-laws to open the door for Associate Members to play a more active role in the Association. From the roster of 2001 to the roster of 2004, our Associate Membership has grown from 90 members to 194 members.

As we all grow older, the nominating committee has been challenged to get candidates who will accept offices in the Association. The Committee has turned to the next generation, our Associate Members. For 2004 - 2005, we have five Associate Members as officers in our Association. One is our Archivist, one is our Treasurer/Corresponding Secretary and three are Board members.

I consider being selected as your president for next year as a distinct honor. I will promise to attempt, in every possible way, to continue the exemplary leadership that has been given to our association in the past.

This edition will be coming to you in December, so I will wish you all a happy and healthy holiday season.

Sincerely,

John J. Feda

Reunion Committee Report

The 20th Annual 34th Bombardment Group (H) Reunion is now history. The Dayton Marriott Hotel did all they could to help make our reunion a wonderful opportunity to meet old friends and to make some more new ones. We had 197 people in attendance and we would have had more people if our Florida and surrounding area friends were able to attend, but the hurricanes prevented them from attending. They were in our thoughts and prayers.

Our visit to the Air Force Museum was well attended and we were impressed by how it has grown since our trips there with the 8th Air Force Historical Society in 1976. We did locate the 34th Bomb Group tree and the memorial marker. The memorial marker is loose which will have to be corrected. The United States Air Force Museum is the largest and oldest military aviation museum in the world. The displays ranged from the days of the Wright Brothers to the space gallery and the presidential aricraft. I was disappointed that the B-24 did not have a ball turret, but it was a replica of the Ploesti raids that were conducted at 500 feet. Those that have not visited the museum should put it in their future plans.

The Registration Committee was busy, as usual, and the registration location facilities were the best that they had had in 20 years. The Annual Meeting was well attended. Harold Province, gave his Treasurer and Scholarship reports. Harold Rutka, chairman, reported for the Reunion Committee. Jack Share, president and editor, spoke on the cost of Mendlesham Memories. We discussed the cost, but felt that without the newsletter there would be no 34th Bomb Group Association. Ken Paxton gave his PX report.

Many thanks, to all, for making Dayton another successful reunion. Our 21st annual 34th Bomb Group reunion will be in Albuquerque, New Mexico, September, 2005. The schedule will be in our next issue of Mendlesham Memories. We hope that we will show another increase of family members and guests in Albuquerque in '05.

We wish everyone good health, peace and much happiness in the coming year. Have a great holiday and a wonderful New Year.

The Reunoin committee:
Harold Rutka, chairman
Robert Wright
Bruce Sothern

Registered Attendees At The 2004 Reunion Of The 34th Bomb Group Assoc.

Clarence & Rita Arand
Paul & Beryl Anderson
Lawrence & Lucille Babcock
Charles & Roberta Barclay
Thomas & Madeline Belleau
Alfred & Doris Benardo
Paul Bourquin
Hollis B. Carlile
Claude & Genevieve Conklin
Charles & Lorraine Conway
Anthony & Mary Coutros & sons
Harry & Donna Crawford & four guests
John Denko & Andy Lauf & Mark Lauf
Robert L. Duacts
Harold & Darlene Dwyer
Bernadette Farley
John & Betty Mae Feda
Nancy Fieber
David & Sonia Fieber
Dale & Margie Finley
Abe & Ernestine Firestone
Carroll & Sylvia Forister, daughter Vivienne & Stuart Kueneke & son Emmett
Robert, Martha, Rick & Sherill Fox
Dale & Esther Frank
George F. Gillespie
Willis Griffis & Ed Morrison
Walter & Dorothy Grimes
Carolyn Guertin & Florence Anthony & Joan Habiger
Herbert & Doris Hall
Ambers & Jean Hanson
Glenn Henry
Pop & Lula Mae Hetherington
Jim & Dickie Hinchee
Verbal & Betty Holcomb
Norman H. Hyman
Lloyd & Marla Inman
Al & Agnes Israelsen
Kivett Ivey & daughter
Mike & Margie Jacobbauski
William M. Jaqua
Lois Johnson
Dexter & Beulah Jordan
Ray & Ruth Kubly
Betty Lampey & son Scott
Eric & Alice Mackey
Scott Mackey
James F. Martin
Gerald, Betty, Gary May & Carol Groves & Marlene & Joe Maher
Norman Mayer & Louise Crew
Paul & Hazel Mueller & six guests
Fred & Ginny Muente & daughter, Marilee Nord
Paul & Twyla Meeder
Clayton Mink & daughter Pamela
John & Liz Noe
Bobb & Ginny Pacholski
Valerie L. Payne
Ken & Kathleen Paxton, sons, Keith & Richard & Boyd Niederlander
Philip & Frances Podulka & Dick Strang
Harry & Mary Prillaman
Hal & Jan Province, son Kieth & Phyl Gamble
Floyd & Miriam Richmond & Thelma Warfield
Herb & Joyce Roy
Harold & Genevieve Rutka
Robert & Jennie Schoeder & George & Debra Garbiso
Jack & Marian Share, daughter Diane Marlette & grandson, Scott Carruthers
Donald L. Shee
Paul & Pauline Shull
Charles & Henrietta Siragusa
Frank & Alda Sivret
J.C. Smith
Oren & Lois Smith
Bruce Sothern & son Gregg
James & Virgiline Spenser
Jack & Linda Steffen
Carl & Peg Stemen
Donald & Evelyn Stufflebeam
Walter Sturdivan
W. Hal & Ruby Thorpe
Charles Thurner & his five children
Henry & Audrey Tobiason
Vito & Christensen Violante
Frederick & Blanche Voss
Oral Walker & two guests
Benson & Margaret Workman
Robert H. & Esther Wright
Benjamin and Edith Zeldes

RAY SUMMA -34th BOMB GROUP SCHOLARSHIPS 2004 WINNERS

After considerable deliberation by the judges, the following Scholarship Applicants were judged the winners of the 2004 Ray Summa Scholarship awards:

First Award $1,000.00

Jonathan Bonnet of Springboro, Ohio, sponsored by Clarence Arand 391st BS.

Second Award $750.00

Megan Lauf of Wake Forest, NC, sponsored by John Demko 18th BS.

Third Award $500.00

Victoria Garcia of Snohomish, WA, sponsored by Wallace B. Lee of the 18th BS.

Each sponsor was contacted and requested to notify the respective applicant of the award. As usual, the sponsors were happy to hear the news and happy to pass along the news to the winner. A letter of Congratulations, with the check, was sent with a request to provide the Editor of Mendlesham Memories a photograph of the winner and sponsor (if possible) for publication in March 2005 Mendlesham Memories.

All of the 2004 Applicants and their sponsors, and the membership of the 34th BG are to be congratulated for their participation in the important Ray Summa 34th Bomb Group Scholarship Awards Program.

John Feda, Ambers Hanson, and Robert Vaughn, once again served as judges and deserve the thanks of the 34th Bomb Group Association for the diligent work of judging the 2004 Ray Summa-34th Bomb Group Scholarship Awards Program.

Respectfully submitted,
The Scholarship Committee
John Feda, Ambers Hanson, Robert Vaughn, Hal Province

REUNION IN CALIFORNIA

Joe Rapisarda and I, Bruce G. Bleeker trained together at several bases in the USA and then joined the 34th Bomb Group in Blythe, CA. We shipped overseas with the group after D Day on Capt. William L. Kelley's plane called Shakey or perhaps at that time Asphodel. Among others on that flight were F/O Edward J. Gronkowski, the navigator, and Cas Surek and Carl A. Benson as passengers. Details of that flight are chronicled in a previous Mendlesham Memories.

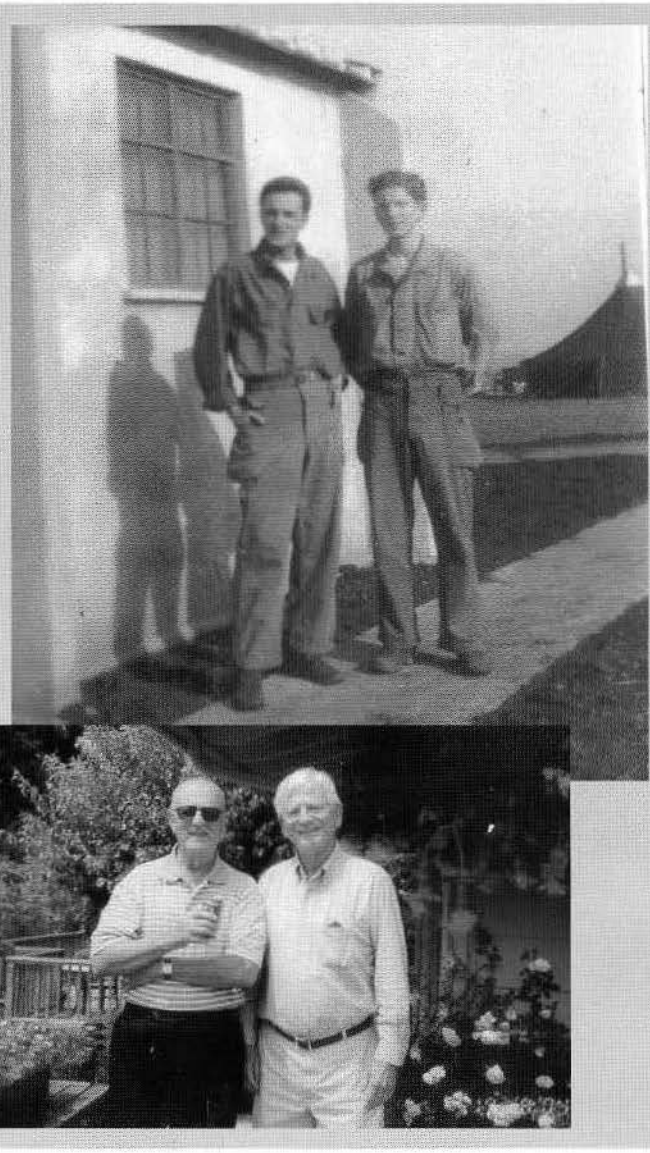
Joe recently visited me for a mini-reunion. We had only seen each other once in the past 60 years. As fuzzy recollections quickly sharpened, it seemed as if we were recalling events that had happened only last Tuesday.

One of the many events remembered was the chow missions over Holland. We had both flown on those missions and were deeply impressed. My son's father in law was then a boy in Holland who stood watching the food fall from the planes and he says without that food they may have starved to death.

My tennis partner also relates the same experience - one they'll never forget and to this day are very grateful.

The pictures show Joe, on the left, and me, on the right. One was taken in 1944 outside the Radar shop and the other 60 years later outside my home in Santa Cruz, CA.

We would be happy to hear from our old buddies.



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RapJos@aol.com

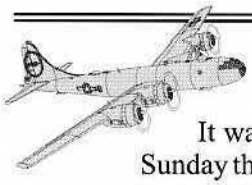
PX Order Form

AUTO WINDOW STICKER - 2"X4 BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $ 3.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce ..... $ 5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5" ..... $ 1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $ 1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR..XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $25.95ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows
Our bright red rudder. Nice for warm weather & very colorful ..... $14.00ea.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $11.50ea.
MEN'S ROYAL BLUE POLO SHIRT $22.00
HAT PIN - "Valor to Victory" $5.00

- PLEASE CIRCLE ITEMS DESIRED -
AND INCLUDE YOU TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over Send check or money order to:
34th B.G. PX, Ken Paxton, 6402 E. 11th St., Wichita, KS 67206, Tel: (316) 683-2900, e-mail: kenpaxton@sbcglobal.net



PX Report

It was thrill to look at all of the Air Force planes and everything at Wright Patterson, Dayton. We returned on Sunday the 12th. It was a wonderful reunion.

We are looking forward to our 34th Bomb Group license plate being back in stock right away. It is the same beautiful design and colors as our previous plates, however, it will be on plastic, or composite and will hold up extremely well. It will sell for $10.00 and will be arriving in a quantity we can handle without going into the next century. Thanks to Bob Wright for locating this supplier.

Next new item arriving is a new royal blue polo shirt, with the pocket, and our same logo on it. It is a mostly cotton shirt and will sell for $5.00 less than our other polo shirts; which, incidentally, are still in stock.

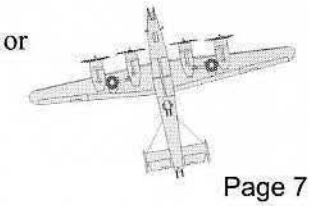
Our new belt buckles that we had our Dayton reunion are good looking and popular. Chose of B-24, B-17 or "Right to Bear Arms".

One new video is in stock, "Behind the Wire" is the story of our men in prisoner of war compounds during WWII and their attempt to escape. Our other video, "Start Engines Plus 50 Year" had Paul Shull in it and has been in stock but can buy either now for $19.95.

Kivet Ivey has brought his book up to date including WWII, Korea and includes some battles in Viet Nam. It is beautifully done in full color. He prints these on his home computer for individual orders but you may have trouble keeping up with large orders. You can order this by sending $25.00 to our PX and he will mail it to you postage paid. You saw this at the Dayton reunion.

We have another book available written by another 34th crew member, Walter Sturdivan. "Red Tailed Devils from Mendlesham" tells of many of the 34th Bomb Group missions including some tragic stories. It is very informative on our history, personnel and operations. To order this book, please send $20.00 to Walter Sturdivan at 5901 N El Dorado St., Stockton, CA 95207 and he will mail it to you postage paid. His inventory of this book is limited.

Remember, many of these items can be treasured for the future and make wonderful gifts for Christmas or anytime.



Wishing everyone a Merry Christmas and Happy New Year.

Ken Paxton, PX Manager

Minutes Of BOARD OF DIRECTORS MEETING Sept. 9, 2004

PAGE 1

The annual meeting of the Board of Directors of the 34th Bomb Group Association was called to order by President Jack Share on September 9, 2004, at 1400 in the Dayton Marriott Hotel in Dayton, Ohio. The Pledge of Allegiance was led by Chaplain James Martin.

Pres. Share asked for a roll call. Present were: Pres. Jack Share, 1st VP Bennett Richmond, 2nd VP Kivett Ivey, Rec. Sect. John Feda, Treas. and Cor. Sect.Harold Province, Chaplain James Martin, PX Manager Ken Paxton, Board members Claude Conklin, John Demko, Jack Steffen, Raymond Hinchee and Verbal Holcomb , Reunion Committee members Harold Rutka, Bob Wright, and Bruce Sothern. Absent were: Archivist Gary Ferrell, Past-Pres. Fred Waltz, and board member Robert Pacholski.

Motion by Rutka, second by Sothern to approve the minutes of the Sept. 11, 2003, meeting as printed in the December 2003 issue of the MENDLESHAM MEMORIES. Motion carried.

The treasurer's report was given by Harold Province.

The 2003-2004 finances of the 34th Bomb Group (H) Association and its various funds are represented in the following tables. The totals reflect all acounts through September 5, 2004.

Working accounts	2003	2004
Money Market Hancock Bank	$ 1,446.89	$540.00
Edward Jones	4,081.42	73.22
Sub total	$ 6,594.48	$ 613.22
34th Bomb Group Funds:		
Life membership fund	$ 13,118.24	$ 12,181.35
Scholarship fund	14,995.87	12,811.87
General fund	2,550.04	0.00
Pete Grey fund	770.00	620.00 (A)
Grand total	$ 32,550.04	$ 25,613.22
Location of Funds:		
Money Market Edward Jones	$ 3,937.77	$ 73.22
CD Edward Jones	25,000.00	25,000.00
CD Edward Jones City Bank	(4.90% 05/15/07 25,000)	
Money Market Hancock Bank	1,383.77	540.00
GRAND TOTAL:	$ 32,550.04	$ 25,613.22

A : Sending MM to 15 widows - $150

There is an outstanding bill at this time: TrueTex (MM Sept) $5,492.70. I shall have to convert the Edw. Jones CD to $20,000 to cover this expense.

Respectfully submitted.

Harold Province, Treasurer

PAGE 2

Motion by Sothern, second by Richmond to approve the Treasurer's report. Motion carried.

Pres. Share appointed an audit committee of K. Ivey and J. Steffen to prepare a report for the General Meeting to be held September 11.

The PX report was given by Ken Paxton.

8/31/2003	Beginning balance	$1,045.87
8/31/2003	Outstanding check for $121.81	924.06
Oct - Aug.	total receipts of $3,183.73	4,107.79
Oct - Aug.	total expenses of $2,068.88	2,038.91
2/12/2004	paid to general fund $1500.00	538.91
8/04/2004	Ending balance	538.91

Respectfully ~~submitted~~,

Ken Paxton, PX Manager

Motion by Rutka, second by Ivey to approve the PX Report. Motion carried.

Report of the reunion committee by Harold Rutka.

The committee paid $825 to the general fund after the 2003 bills were paid. 200 are registered for this year. A few had to cancel out because of the Florida weather. To economize the menu will include chicken and turkey rather than beef. Next year we will look at the West or South for a location. Several places are being explored with New Mexico as a good possibility.

Motion by Conklin, second by Hinchee to approve the report. Motion carried.

Scholarship committee report given by Harold Province. From twelve well qualified candidates the committee recommended the following for the 2004 Ray Summa Memorial scholarships:

First place of $1000 to Jonathan Bonnet of Springboro, Ohio, sponsored by Clarence Arand of the 391st Squardon.

Second place of $750 to Megan Lauf of Wake Forest , North Carolina, sponsored by John Demko of the 18th Squadron.

Third place of $500 to Victoria Garcia of Snohomish, Washington, sponsored by Wallace B. Lee of the 18th Squadron.

Respectfully submitted by the scholarlship committee of Ambers Hanson, Robert Vaughan, John Feda and Harold Province.

Discussion followed on the balance of the scholarship fund and the utilization of the funds as the organization phases out.

Motion by Sothern, second by Martin to approve the report.

An amendment was offered by Feda and seconded by Hinchee to authorize the payment of $100 to all the other worthy candidates in future years. Vote on the amendment passed. Motion on the approval as amended then passed.

PAGE 3

The MENDLESHAM MEMORIES report was given by Editor Jack Share. This being the Association's largest expense a discussion took place on how it might be reduced. Two factors inflated the cost this past year that should not repeat again. One was the number of pictures in the reunion issue and the inclusion of an updated roster. The consensus was that both were very worthwhile and justified the cost. It was also the consensus that the publication is the lifeblood of the organization and must continue. Jack was complimented on the quality of the past issues. Additional support to keep it funded will be discussed at the General Meeting on Saturday.

Nominating committee report was given by Bruce Sothern. Openings include the 2nd VP, Treasurer and corresponding secretary, and two board member positions. Discussion followed on seeking volunteers and second generation associate members to get involved in the leadership of our organization. Sothern and Martin will accept any suggestions for ~~the slate to be presented at~~ the General Meeting.

Motion by Conklin, second by Steffen to approve the report. Motion carried.

Pres. Share called for any old or new business. None was offered.

Motion by Sothern, second by Hinchee to adjourn at 1530. Motion carried.

John J. Feda

Tamarac Travel Information

Information from Tamarac Travel regarding a reunion back to England to celebrate the 60th Anniversary commemorating the end of World War II states that the departure date is 25 May, 2005, returning 2 June, 2005. If interested, contact Richard G. D'Amato 1-888-486-9922. This will include attending Memorial Day services at the American Cemetery on Monday, May 30, 2005.

Some of our members have inquired about a return and this will probably be the last chance for many of our members.

Minutes Of The GENERAL MEMBERSHIP MEETING OF Sept. 11, 2004

The Annual Meeting of the 34th Bomb Group Association was called to order by President Jack Share at 0900 on September 11, 2004, at the Dayton Marriott Hotel in Dayton, Ohio. The Pledge of Allegiance was led by President Share. The invocation was given by Chaplain James Martin.

This day being the anniversary of the 9/11 disaster, President Share asked all to stand and observe a minute of silence for those who lost their lives on that day.

Motion by Province, second by Sothern to approve the minutes of the 2003 General membership meeting as published in the December, 2003 issue of the MENDLESHAM MEMORIES. Motion carried.

The Treasure's report was given by Hal Province. (Please refer to the Board meeting minutes of Sept. 9, 2004 for the detailed report.) Considerable discussion followed on the declining balance in the General Fund. Cutting expenses, raising dues and assessing life members were all suggested. Motion by Feda, second by Martin to raise the dues for next year by $10 and to assess all life members $10 for this next year and direct the Board to bring a recommendation to next year's meeting for financing the future years of the Association. Motion carried. Motion by Conklin, second by Hanson to approve the Treasurer's Report. Motion carried.

The Audit Committee Report was given by K. Ivey. All finances of the Association were reviewed and found to be in order. Motion by Sothern, second by Richmond to approve the report. Motion carried.

The Scholarship Report was given by Harold Province. (Please refer to the Board meeting minutes of Sept. 9, 2004, for the detailed report.) Motion by Martin, second by Sothern to approve the report. Motion carried.

PX Report was given by Ken Paxton, the PX Manager. (Please refer to the Board meeting minutes of Sept. 9, 2004, for the detailed report.) During the past year, the PX transferred $1500 to the General Fund. Ken described the books, the videos, the shirts and other things he has added to the inventory. motion by Ivey, second by Conklin to approve the report. motion carried.

The REUNION Committee report was given by Harold Rutka. There were 197 registered for this reunion. The committee turned $825 to the General Fund from the 2003 reunion. The committee does not bill the Association for all the telephone calls they make when making Reunion arrangements. Next year's location will be in the Southwest. The committee is exploring seven different possibilities for early September. New Mexico is a strong possiblity as of ths date. We will know by December. Motion by Conklin, second by Stemen to approve the report. Motion carried.

Archivist Gary Ferrell updated us on the new data he has put into the web site for the 345h Bomb Group. The data on the 177 missions is covered in 584 pages. The data is for each plane and the missions it flew as well as for each pilot's crew and the missions they flew. He requested any ground crew equipment he could photo and put on the web site. He has been paying the monthly web site charge himself. A volunteer offered to pay for the next twelve months and any help beyond that would be appreciated. The web site is listed in each issue of MM. The group commended Gary for his efforts to preserve the history of the 34th and making it available to each of us on the internet. Motion by Ivey, second by Conklin to express our gratitude to Gary for his excellent work. Motion carried.

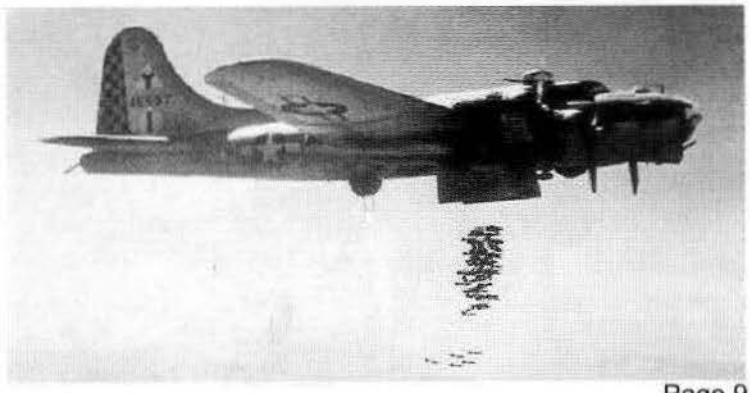
Nominating Committee Report was given by Bruce Sothern. Replacement officers for 2004- 2005 being place in nomination were: President Bennett Richmond, 1st VP John Feda, Treasurer and Corresponding Secretary Bonnie Zylstra, Board members Scott Macky (07) and David Fieber (07). Bennett Richmond declined the nomination for President. He agree to remain as 1st VP. John Feda was then nominate d for President. President. Share called for nomination from the floor. none was offered. Motion by Demko, second by Rutka that nominations by closed and the secretary cast a unanimous ballot for the slate that was presented. Motion carried.

President Share thanked the retiring officers for their years of service to the organization and also thanked the non-elected officers who are continuing in their positions for another year.

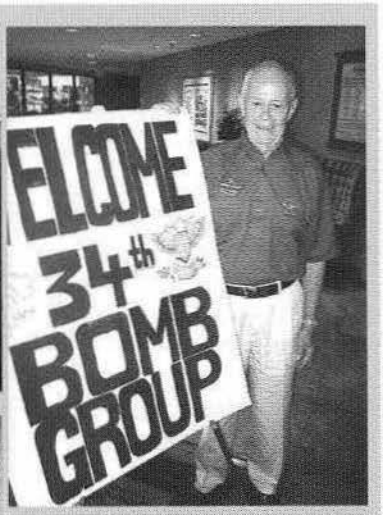
President Share gave a brief report on the MENDLESHAM MEMORIES. He thanked all for the articles submitted and for the photos of the Reunion. He will continue to work with the same publisher. He request that all photos be sent to him by October 15 for the December issue of MM.

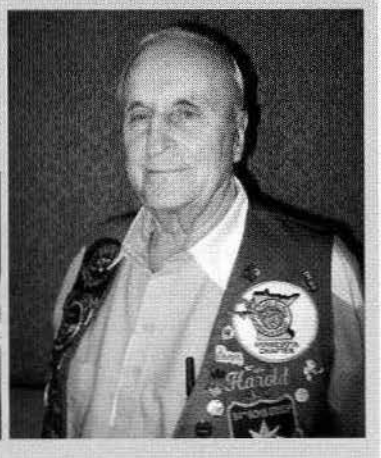
President Share asked for any old or new business. None was offered. Motion by Mayer, second by Hanson to adjourn at 10:30. Motion carried.

Respectfully submitted,
John J. Feda, Recording Secretary

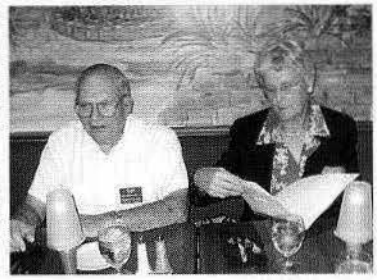


WELCOME

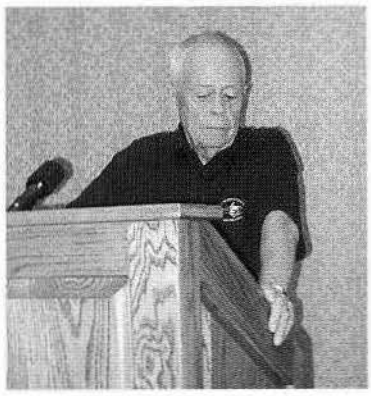


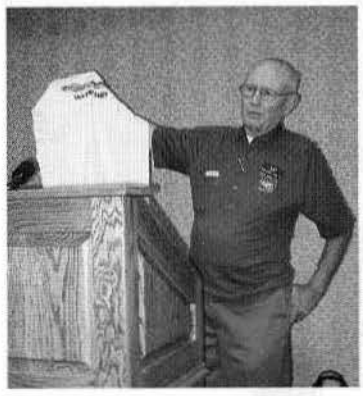


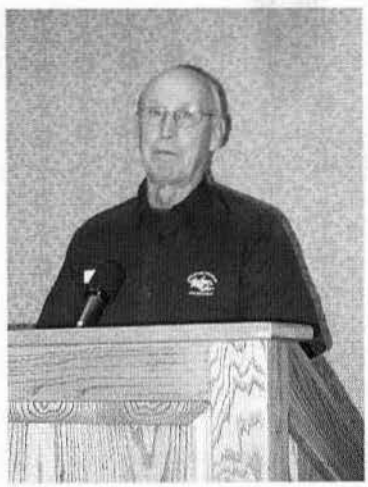
FRIDAY NIGHT

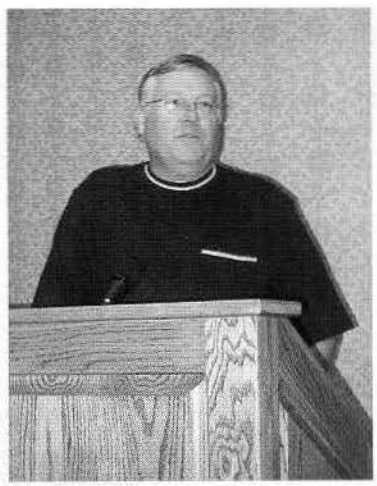


GENERAL MEETING









TOUR

AIR FORCE MUSEUM

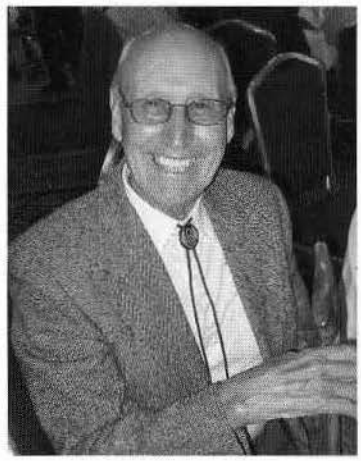
IMAX

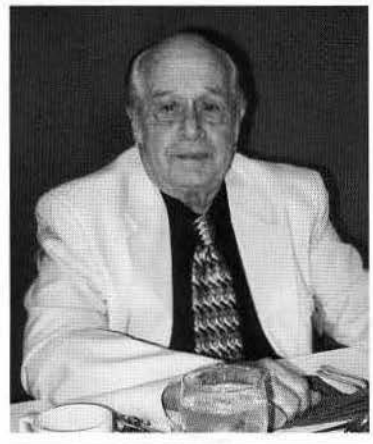
Shoo Shoo Shoo BABY

24
STRAWBERRY BITCH

ON YOUR OWN

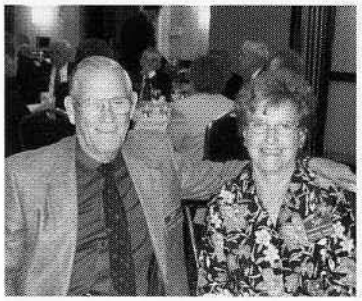
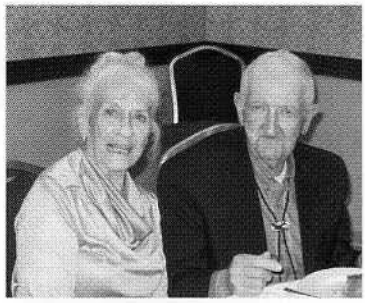
Gala Banquet

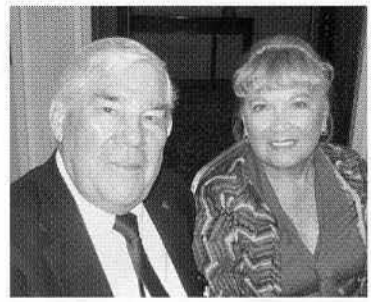


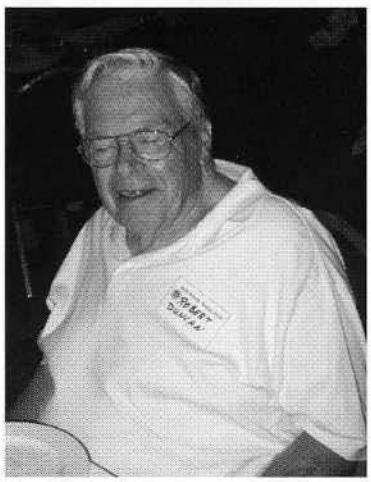


34TH. BOMB GROUP H

& Gala Banquet





The Nearlighted Robin Grey Dayton 2004
Ben Workman
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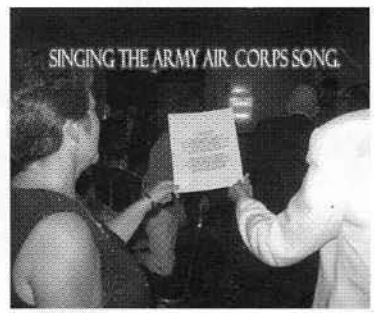
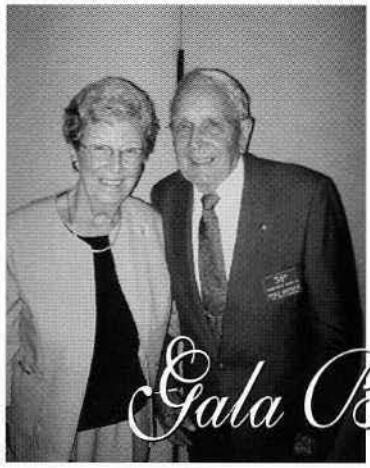
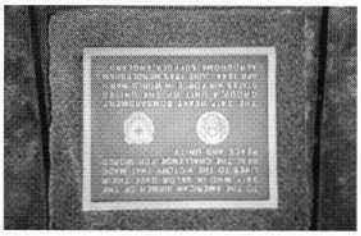
Dorian Jordan
Fred Maestas

SINGING THE ARMY AIR CORPS SONG



Gala Banquet

Annual Reunion
of the 34th Bomb Group
Dayton, Ohio
September 11, 2004



Thanks for attending!

FRIENDS WRITE

KAY AND JOE MARKS - SALT LAKE CITY, UT

It is with sadness that Joe and I will be unable to attend the reunion this year. We are both doing well, but I am currently caring for a sister who is terminally ill. We have been to most of the reunions and have thoroughly enjoyed seeing old friends and all the planned activities. Our hat is off to the committee for all the work they do so others can enjoy. Thanks to all of you!

Thanks again too for Mendlesham Memories. It is a great voice for the group and we look forward to receiving it. Have a great reunion - we miss you all!

****

DARLENE DWYER - HASTINGS, NE

I am sending a picture of our group taken on Friday night at Dayton. Jack and Liz Noe couldn't stay for the Saturday Gala dinner as they had to return on Saturday morning because of death in the family so this is probably the only picture of them at the reunion.

We all had a good time and you folks do a good job working on the reunion. You did a lot of research on the history of the reunions and I would like a copy of the history that you read on Saturday night. It was very interesting and how they got started. Thanks and thanks again for all your work.

Jack and Liz Noe
Darlene & Harold Dwyer Ruby & Hal Thorpe

****

C. PATRICK CANNON - ROCKLAND, MA

My older brother, Dale Cannon was in the 34th Bomb Group, 7th Sqd. My wife and I went to Mendlesham where he was stationed. When we were there we met this wonderful woman, Beryl Donze who married William (Bill) and they lived there together since 1946.

He died 2 years ago and is buried in the St. Mary's church yard. They had one son, Wesley. She asked us to please let people of the 34th Bomb Group Association know we were there.

Toni and Pat Cannon
99 Payson Ave
Rockland, MA 02370
e-mail: tonipatcan@aol.com

****

VIVIENNE SCHWAB - FENTON, MO

I'm sorry for the delay in getting this letter off to you as a follow up to the 34th Bomb Group reunion at Dayton, Ohio. I almost didn't get to go so I find myself very lucky that everything worked out and I was able to attend. To my greatest delight my little brother, Emmett plus my younger son, Stuart joined me and we three drove together. It was a first for both of them. They finally got to see first hand what I've been bragging about for years, you could scour the world over and not find a finer group of people! It was also fun seeing and visiting with spouses and other family members. They are always so selfless in allowing the guys to have the limelight. Needless to say, Dad (Carroll Forister) was tickled pink to have two of his kids and one of his grandsons attend the reunion. Emmett and Stu were as impressed as I was on my first reunion to Des Moines a few years back. Nothing takes my breath away as much as learning about the skill and guts the 34th Bomb Group had when getting into those planes and going on their missions. I can't even fathom what that must have been like. In fact, I have a dirty little secret, don't like to fly. You will always be my favorite heroes. Just listening to some of the men again share their World War II experiences reminded me how lucky we all are that these fine men fought for the greater cause there by making this world a safer and saner place to live in. If only the enemies our troops are up against today were as defined as Germany and Japan were back then!

Thanks again for the terrific job the reunion committee did in organizing the event. The tour on Friday was incredibly interesting and educational. It is almost mind boggling to see what mankind has accomplished in less than one hundred years to mimic birds and take to the skies. Now even the sky is not the limit! We seem to have created no boundaries where flight takes people or equipment now a days. Who'd have thunk!!! Can you imagine what Wilber and Orville, or even Charles Lindberg would think now?

I'll do my best to be at next year's reunion. So until then, I wish for you a year of good health and happiness.

****

SUSAN BARNEY - ROCHESTER, NH

Some time ago I forwarded a picture of my dad with four other men who served in Mendlesham in a direction finding station. Hal Province identified everyone in the photo for me and kindly asked if my dad's name could appear in the TAPS section of Mendlesham Memories. To date, I have not seen his name in this section. Also, I have received an inquiry from one of the gentlemen in the photo if I knew when ,and if, that would appear in the publication. Although I cannot provide any stories to go along with the picture, three of the gentlemen in the photo are able to do so. I have the their phone numbers if anyone would care to contact any one of them.

I truly enjoy and look forward to Mendlesham Memories. It has been very rewarding to learn about that time in history. The stories that are in MM are not found in the history books.

****

continued on next page

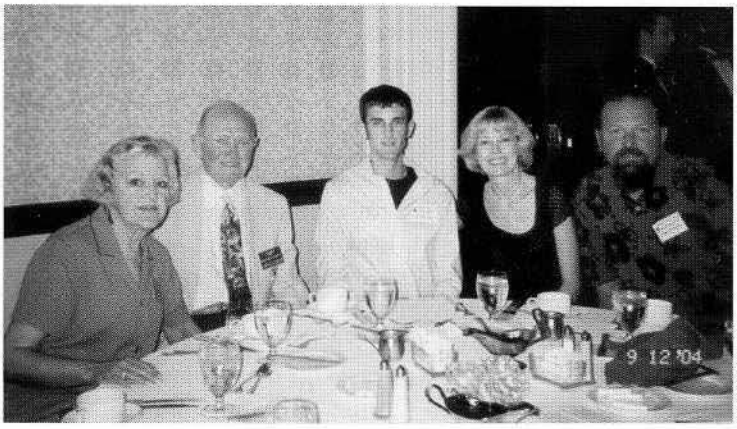
CARROLL FORISTER - SAINT LOUIS, MO

What beautiful weather for a reunion. We really enjoyed our days spent in Dayton and the Air Force Museum. Hotel accommodations - excellent. Great to see old friends and meet new ones. How wonderful seeing so many second and even third generation in attendance. In our family, besides Sylvia and myself, our daughter Vivienne came for her third reunion, her son Stuart (first time) and our youngest son Emmett (first time). All three of our kids thoroughly enjoyed themselves. Both Vivienne and Emmett expressed the desire to join as Associates.

Although the museum was a special treat, our children were even more thrilled meeting and conversing with my 34th Bomb Group friends and listening to their stories. Sylvia and I were especially pleased to introduce at least part of our family to my comrades of 60 years ago.

Praying all got home safely and enjoyed themselves as much at we did.

Special thanks to our very dedicated "Lead Crew" whose constant hard work provided us with yet another outstanding reunion.



The Forister Family

****

PAUL ANDERSON - EVERETT, WA

Beryl and I enjoyed the reunion very much. It is always good to see old friends again. And of course, having done volunteer work for the Seattle Museum of Flight for twenty years, I was really happy to have a chance to see the Air Force Museum. It is as large as advertised. If we walked every week as much as we did the week of the reunion we would be in better shape. Our museum in Seattle is quite nice also. If you are ever out this way, you should schedule some time for a visit. I hope my pictures are not too late for the next Mendlesham Memories.

****

EDWARD EVANS - NORTHBROOK, IL

My wife Charlotte is listed in the latest roster as having been deceased. She and I want everyone to know that that was an error. She is very much alive and well.

Ed: We are indeed sorry for that unexplainable error and we sincerely hope you will forgive us.

We are very happy that it is not the truth and wish you both well.

****

MARGARET BLOCZYNSKI - MARSHFIELD, WI

Just received the Mendlesham Memories in the mail, today. It was a reminder that I should inform you that my husband, John Bloczynski, died on June 24, 2004. He was in the home hospice program with our local hospital for six months. His health had been failing for the last two years. He was always the brave soldier through it all.

He loved belonging to the 34th Bomb Group Association and enjoyed all the reunions we attended so much. We missed the last two. His health just wouldn't permit our being there. Our memories of all the wonderful people we met will remain with me, always.

I was sorry to see Major General William Creer's picture on the front cover - my sympathies to his wife and daughters, and the 34th Bomb Group. I am sure that John and General Creer are enjoying their Eternal Reward. Gold bless you all. A B-17's navigator's wife.

****

LOIS JOHNSON - HUNTINGTON BEACH, CA

Here are a few pictures from the reunion that you might wish to use in the newsletter. Had a wonderful time at the reunion.

****

EARL ZESCH - CORONA, CA

Along with one of our daughters and her two children, my wife, Dolores, and I recently visited the World War II Memorial in Washington, DC. We found the memorial to be a stately and dignified tribute to all of those Americans who served in uniform and to the civilians who supported them on the home front during World War II. Seeing the memorial was inspiring and a reminder of the dedication and sacrifice to our country during that difficult time in our history.

On the lighter side, as we walked around the memorial, one of our grandshildren remarked, "There are so many people here that look like Grandpa!"

****

DALE CANNON - WAUSAU, WI

Thank you for your service. I have a story that may be of interest to the members.

Last week, my younger brother and wife, Toni, made a trip to England for the purpose of looking up our old base at Mendlesham. Upon arriving in Mendlesham, they asked the first person they saw about looking over the old base. They were directed to a lady of 82 years., Beryl Donze, who gave them the "BIG" tour. They saw everything including the only two remaining pubs. Her husband, Bill, and American was a bomb loader for the 34th . He has since passed away.

They even sent me a sprig of grass from the air field along with a brochure about the cathedral and memorial and some candies from the bakery.

****

continued on next page

GARLAND CAITO - WET LOAKE, OH

Today I received a copy of Mendlesham Memories. I am not sure to whom, I owe a thank you. I thoroughly enjoyed reading it. I do recall a phone call from a gentleman who had been a gunner on my husband's crew.

Lt. Anthony M. Caito and I were married on a post chapel at Gulfport, Mississippi. My husband was a quiet man who seldom spoke of his service days, but I know he was extremely proud of having served his country as a pilot. We enjoyed nearly 58 years of a happy marriage and were blessed with two fine sons.

Sadly, God called him home on November 11, 2002 after suffering for three years with Alzheimer's disease. He had a military funeral with an honor guard from Dayton Air Force Base. At one point late in his illness, his son took him to an air show and aboard a B-17. He pointed out every instrument. In my son's words "Dad could have flown that plane that day!"

I would truly enjoy hearing from anyone who remembers my husband. Thank you again for Mendlesham Memories.

****

DAVID FIEBER - BAKERSFIELD, CA

Just wanted to let you know Mom, Sonia and I had a wonderful time at the Dayton reunion. The accommodations and events were just superb and it was so much fun visiting with all or friends. The museum at Wright Patterson was very impressive and one of the best tours I've been to. I wish Dad had been around because he would've had such a great time.

I want to thank you and let you know how much everyone appreciates all of your hard work and effort that you put in to MM. I Also, I want to thank you for asking me to speak at the reunion. That was on of the highlights of my life and I will never forget it. I am excited to be a Board Member and it is a great honor for me to be associated with such a great organization and so many special people. Please don't hesitate to ask if there's anything I can do for the 34th BG or MM.

****

CHARLOTTE SANDSTROM - SHENANDOAH, IA

It is with great sadness that I wish to inform you of the death of my husband, Keith. He passed away September 29, 2004. He always looked forward to receiving Mendlesham Memories and read it from cover to cover.

****

TONY & JOAN HABIGER - TOPKA, KA

Some pics we took at the Dayton Reunion.

My two sisters were both ill and one passed away. So we have been very busy.

We had a very nice time in Dayton. Hope to see you next year.

****

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

CHANGE OF ADDRESS

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BASS	RUBIN	391LM	7755 JERICHO TPKE	WOODBURY	NY	11797
ISRAELSON	ALLEN, O.	4LM	11405 EAGLE ROCK AVE. NE,	ALBUQUERQUE,	NM	87122
LURSEN	AUGUST, H	GRPLM	375 HWY 67 DUPLEX E	DOUSEMAN	WI	53118
MORTON	ROBERT, J	391	4015 BELVEDERE BLVD	YOUNGSTOWN	OH	44505
PROVINCE	HAROLD, E	392LM	31 SHORE CREST CIR.	CARRIERE	MS	39426
REED	J. RUSSELL	4LM	201 E. FOOTHILL BLVD. APT. 118,	MONROVIA,	CA	91016
RIEDEL	WILLIAM		588 STRATFORD RD%REICHLE,	UNION	NJ	07083
SOUDER	HARRIET, MRS		3016 MIDDLE RD.	KEOKUK	IA	52632
TAUZIN	NORMA	7A	PO BOX 253	SONORA	TX	76950

TAPS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BERGERON	FABIEN	7	FRANKLIN ST	ROCHESTER	NH	03867
BLOCZYNSKI	JOHN	18LM	612 S. CHERRY AVE.	MARSFIELD	WI	54449
CAITO	ANTHONY	18	25605 WEST HEDGEWOOD DR,	WET LAKE	OH	44145
SANDHOLM	KIETH, E	391	402 GARFIELD ST.	SHENANDOAH	IA	51601
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Volume XXX Number 1 March, 2005

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

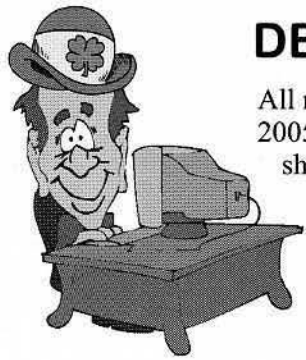
391ST SQUADRON

Our Past

Our Future

2005 Scholarship Application Form In This Issue

MENDLESHAM MEMORIES
Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/
This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:
Jack Share, editor
Mendlesham Memories
22 So. Avonlea Cir.
The Woodlands, TX 77382-106
Phone: (936) 273-3561
Email: jshare@houston.rr.com



DEADLINE

All material and items for the June, 2005 issue of Mendlesham Memories should reach me on or before April 15, 2005. All copy will be going to the publisher on that date.

Jack Share, editor

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Other web sites of interest:
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://members.tripod.com/valortovictory/index.html

Share - a thought...

Jack Share

Congratulations! If you're reading this column, you have survived the holidays, and more importantly, another year. It is now well into year 2005 - 60 years since the end of World War II. Who would have thought back in the war years, when we didn't know what our fate would be from day to day, that we would still be going *strong!* some 60 years later. We can be proud of another thing also. Whether because of modern medicine, good genes or just plain good luck, we keep increasing the life expectancy tables year after year.

However, all this said, several of our comrades and friends did fly their last missions this past year and they will be greatly missed. Our condolences go out to their families who can take some solace in knowing that those they lost were a credit to their country, both in time of war and peace

We hope you all saw in the December issue, and are now aware, that our **annual 2005 dues are being increased to $20 and that an assessment of $10 is being asked of all the Life Members**. Hopefully, this will alleviate our financial problem and that we can continue publishing this newsletter. Even with that help, it will be necessary to make some publishing changes. These changes will be rather subtle and, although not drastic, we will make every effort to reduce the costs.

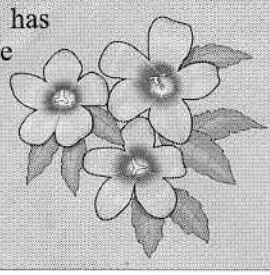
Marian's and my Christmas came a bit early this year, on November 22nd, when our eldest grandchild, Denise, gave birth to an 8 lb, 7oz baby boy, our first great grandchild. As I write this column in December we are expecting them to pay us a visit in January to witness the blessed event. Can't wait.

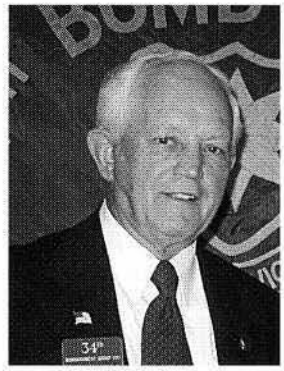
I would like to take this opportunity to thank all of our members who sent us holiday greeting cards keeping us informed of their annual activities. We hope your New Year is off to a good start and everyone is making plans to attend the September reunion in Albuquerque. See you there.

Jack

Important Notice

Bonnie Zylsta, the newly elected Treasurer and Corresponding Secretary for the 34th Bomb Group Association, has found it impossible to accept the position and has submitted her resignation to President John Feda. **Hal Province**, who has held the position for many years, has graciously volunteered to continue in the position for the remainder of the year. Please continue sending your dues to Hal until further notice.





John J. Feda

PRESIDENT'S REPORT

The New Membership Roster

The September 2004 Roster lists 1680 members which includes 194 Associate Members. The roster lists 313 life members which includes 40 Associate Members. During 2003-2004 we had 308 who paid the yearly dues. The total of 621 paying members and life members this past year compares to 909 who were either life members or dues paying members during 1993-1994.

Association Finances

At our general membership meeting last September in Dayton, we had a good discussion on our Association's finances. I have reviewed the audited treasurer's reports for the last ten years. These are some of the highlights.

- The MENDLESHAM MEMORIES has been our largest single expense. With four issues each year the average per issue cost over those ten years was $2358 per issue. Our editor, Jack Share, has found a good printer in the last three years. The average cost per issue for those three years has been $2277 per issue.
- In ten years our Life Membership Fund has gone from $30,467 to $13,204.
- In ten years our Scholarship Fund has gone from $4386 to $12,811.
- In ten years our General Fund has gone from $4924 to ZERO. The largest expense was a $5000 contribution to the 8th Air Force Museum.
- The grand total of all funds including investments in CD's has gone from $40,834 to $25,613 in ten years. If we subtract the $5000 contribution to the 8th Air Force Museum from the balance of ten years ago we have decreased our balance about $1000 per year. When we consider the drop in active and life members from 909 to 621 during that ten years we seem to be close to holding our own.

With the action we took to assess all life members $10 per year and raise the annual dues from $10 to $20 per year, the increase in revenue should be about $5000 to $6000 per year. That should solve our financial problems for a few years.

We spend $2250 for scholarships each year. We could consider shifting the $5 from the registration fee to the general fund instead of the scholarship fund for a few years.

Between now and our next reunion in September of 2005 I will ask our Board to evaluate several alternatives to address our finances for future years. This will be presented to the general membership at our next meeting.

Scholarships

It is the time of year when your grandchildren are searching for a specific college to attend. They are also searching for ways to finance that new venture. To encourage and assist them, the

Continued on Next Page

REUNION COMMITTEE REPORT

Our 21st Annual Reunion has been scheduled for 20 September through 25 September 2005 at the MCM ELEGANTE HOTEL, 20 Menaul Blvd, NE. Albuquerque, New Mexico 87107. Remodeling of the hotel was started in January and will be completely finished before we arrive in September. We welcome everyone to our next "Gala Reunion" of the 34th Bomb Group (H) Association. The MCM Elegante hotel has 360 spacious guest rooms with spectacular views of the Sandia Mountains, over 7,400 square feet of banquet and exhibit space, complimentary shuttle service to and from the airport, malls and historic old town, an indoor swimming pool and sundeck, whirlpool spa, sauna and a fully equipped exercise room. The restaurant features delicious Southwestern cuisine and tender steaks. There also is a gift shop for all necessities.

Albuquerque weather in September averages a high of 81 and a low of 55 degrees, very low humidity with 310 days of sunshine annually.

The MCM Elegante Hotel rate for double occupancy is $72.84, including tax and $84.05 for occupancy of three or four. Rates include a complimentary breakfast. Rates are valid for three days before September 21st and for three days after September 25th. Telephone number for the hotel is: (505) 884-2511.

Friday 23 September 2005 will be our tour day featuring Destination Southwest with DSW Tours. Greetings from New Mexico, The Land of Enchantment, a state rich in Native American and Hispanic cultures, beautiful scenery and warm hospitality.

Start making your reunion plans now. Reunion and hotel registration forms will be included in the June 2005 issue of Mendlesham Memories.

Wishing everyone the best New Year.

The reunion committee,
Harold Rutka, Chairman
Robert Wright
Bruce Sothern

$20 DUES $20 REMINDER

ANNUAL DUES HAVE BEEN INCREASED TO $20.00

As was reported in the December issue of Mendlesham Memories the annual dues have been increased to $20 and we are asking all life members to contribute $10.00 to help defray some of the costs in publishing this newsletter.

Some of our annual dues paying members have been sending $10.00 towards their 2005 dues. This is understandable since you had not received your December copy announcing the dues increase. We would appreciate it if you would send Hal an additional $10.00 to cover your 2005 dues. Thank you for your help in guaranteeing the continuance of the 34th Bomb Group Association.

Send your 2005 dues to:

HAROLD PROVINCE
31 SHORE CREST CIRCLE
CARRIERE, MS 39426

Thank you Hal!!

President's Report, continued

34th Bomb Group awards three scholarships each year. The application for the 2005 scholarships can be found in this issue. If your offspring meet the qualifications please have them apply and mail the completed application to Hal Province by July 15, 2005.

Taps

Each issue of the MEMORIES includes a "TAPS" section of our comrades who have been called to the "Great Beyond". One individual, His Royal Highness Prince Bernard of the Netherlands, passed away on December 1, 2004 at the age of 94. Although not a member of our group, he meant a lot to all of us who flew the mercy missions in May 1945. His involvement in the Food and Freedom Foundation made all of us thankful for what we were able to do for his people after their near starvation diet of the 1944-1945 winter. He expressed his Thanks to us in many ways.

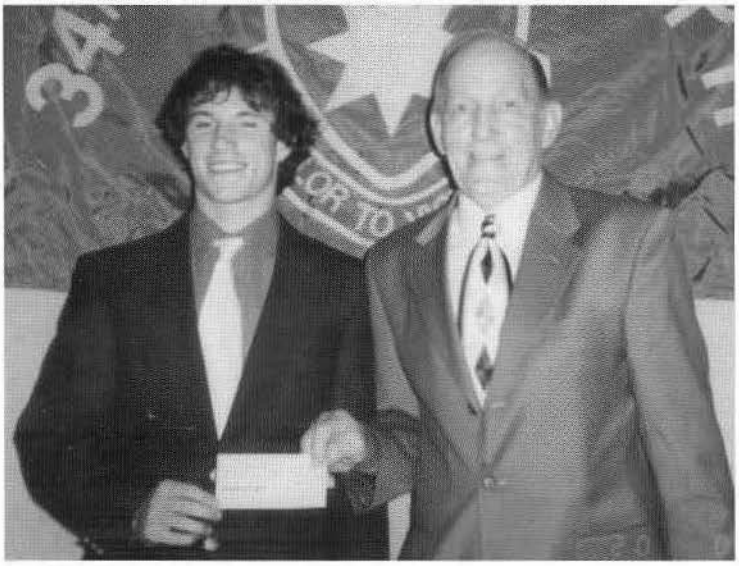
2005 Reunion

Our reunion committee has selected the MCM Elegante Hotel in Albuquerque, New Mexico for our 2005 reunion. I personally visited that hotel last fall and was VERY IMPRESSED. The sales manager has helped to arrange eleven military unit reunions in the past. She promises to make our stay very enjoyable. Mark your calendars for September 22 -25 NOW. The registration forms will be in the June issue of MENDLESHAM MEMORIES.

John Feda, President

SCHOLARSHIP AWARD RECIPIENTS

JONATHON BONNET - 1ST HONORS



JONATHON BONNET AND GRANDPA CLARENCE ARAND

Dear 34th Bomb Group Association Members:

I want to thank you for awarding me the Ray Summa scholarship. This award is truly a great honor and it is particularly special because it represents the continuing generosity of a group of true heroes. On behalf of my generation, I also want to thank the 34th Bomb Group for all of your sacrifices and the courage you demonstrated to make our country what it is today.

I was fortunate enough to be able to attend the 34th Bomb Group's meeting in Dayton, Ohio with my grandpa and grandma Clarence and Rita Arand and I was impressed with what I saw and heard. My grandpa was a pilot in WWII and at the meeting I met two members of his crew, Ambers Hanson and Verbal Holcolmb, who flew missions with him. That was really exciting for me. The 34th Bomb Group is a wonderful group of incredibly supportive people and I am honored to accept their award. I have just begun my long journey toward hopefully going to medical school and becoming a doctor at Ohio State University. I am tremendously grateful for the award and I will always try to honor the legacy of the 34th Bomb Group.

Sincerely,
Jonathon Bonnet

And from grandpa Clarence:

I want to thank everyone on the scholarship committee for awarding my grandson Jonathon this scholarship. I know he is very honored to receive it.

Thanks,
Clarence Arand

MEGAN LAUF - 2ND HONORS

MEGAN LAUF

Dear 34th Bomb Group Members,

I would like to send out my heartfelt thanks to each and every one of you for awarding me the second scholarship award. John Demko, my grandfather and a World War II veteran, has always encouraged my hard work and academic success in school, so great thanks is due to him as well.

I am currently enrolled at UNC-Wilmington and I am loving every second of school on the beach! I finished off my first semester with a 3.7, which places me on the Dean's list, and hope to be as fortunate next semester. Although I'm not sure yet of my major, I am toying with two different ideas; psychology or art. I might even attempt to combine the two. Whatever I choose, I would just like to say thank you again for making an investment in my future. I will always remember your kindness as I proceed through these years ahead.

VICTORIA GARCIA - 3RD HONORS

VICTORIA GARCIA WITH GRANDPA WALLACE LEE

To the members of the 34th Bomb Group Association:

I want to thank you for the privilege of being awarded with this scholarship. It will certainly be a help in achieving my dream. It means more because my grandfather was involved in my earning it. Hopefully, I will be able to use the scholarship to its fullest potential in maximizing my education.

I also understand that a college education is a privilege that many do not enjoy. I am forever grateful to both my parents and my grandparents for playing integral roles in my education. I am currently enrolled at Henry Cogswell College in Everett, Washington and am studying Mechanical Engineering and hope to pursue a career in automotive research and design.

I want to thank you again for awarding me with the Ray Summa Scholarship and for giving other college students like myself the opportunity to further their education.

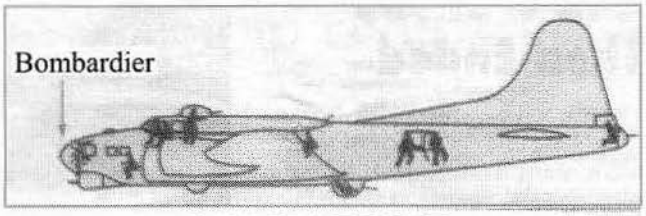
Sincerely,
Victoria Garcia

And from mother Linda Garcia:

Thank you for awarding my daughter this scholarship. It is a real help right now.

Thank you,
Linda Garcia

MEET THE CREW

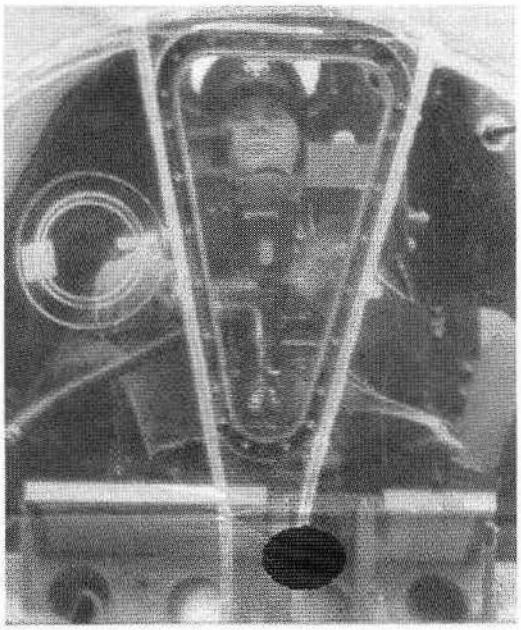


BOMBARDIER

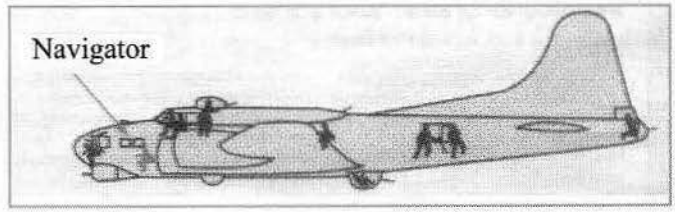
The basic principle of any bombing mission was to deliver the bombs accurately on the target. To navigate through clouds or to evade and counter the enemy's defenses was an achievement in itself, yet everything depended upon the bombardier's ability to hit his target. The bombardier's main tool was the Norden bombsight, a top secret piece of equipment the Allies guarded throughout the war. On a mission, the bombardier's real job began; from this point on, the bombardier would fly the airplane through the bombsight linked to the autopilot. The plane would have to be flown straight and level to the release point through flak and fighter attacks. Few, if any, bombers equaled the B-17 in visibility afforded to the bombardier. Sitting behind the bombsight in the Plexiglas nose gave him an unrestricted view for his mission. The Norden bombsight simplified the bombardier's job considerably by taking into account factors of altitude, airspeed, ground speed and drift to automatically calculate the bomb release point.

The optical sighting mechanism of the bombsight would first locate the target by looking over the instrument and through the Plexiglas nose. Once the target was located he was would try to line it up in the telescope, often requiring several head up glances to find the target again. There were two cross hairs on the telescope, one to show drift, left or right of the target, the other to show rate of closure. When the two indicators met the bomb would automatically release.

Originally the bombardier had a .30 caliber machine gun in the Plexiglas nose but this was soon changed to a more effective .50 caliber. In late 1943, a powered chin turret was added to help combat frontal attacks and became standard equipment on the B-17G.



(This presentation is part of a Living History created by the Arizona Wing of the Commemorative Air Force, Mesa Arizona. Special thanks to the CAF, the Sentimental Journey and The Echo, newsletter of the 306th Bomb Group).



NAVIGATOR

Air navigation is simply defined as determining the position of the aircraft in relation to the earth. A task far from simple in practice, navigation is a highly exacting art demanding a quick mind and a knowledge of mathematical calculations. A navigator had to know the position of his aircraft at all times, even in war time when situations changed rapidly and a crew couldn't afford not to know where they were when over enemy territory. Navigation was the key to avoiding heavily defended areas, reaching the target and returning to base; the pilot flew the plane, but the navigator supplied the course they must fly. Navigation could be by pilotage (visual reference to the ground), dead reckoning (using true airspeed, winds aloft, heading and time to calculate new position from last known), radio, celestial, or any combination of these four.

The navigator's table was fixed at the rear of the nose compartment, against the left side, behind the bombardier's station. Above the table were mounted two vital instruments; the gyro-magnetic compass and to its right, the radio compass. The radio compass was linked to a rotating loop antenna inside a tear-shaped housing located just forward of the bomb bay and to a fixed sense antenna, slung along the bottom of the nose. The signal received by these antennas was presented visually on the compass face as a relative bearing to a radio station. On the opposite side from the table was a drift meter. This was used to determine the angle between the heading of the aircraft and its track over the ground. The amount of drift was essential in the calculation of the wind aloft element of dead reckoning.

Throughout the mission the navigator would inform the pilot of their position and time estimates to various check points. When the initial point was reached for the bomb run, the navigator would then inform the pilot.

The navigator operated the two cheek guns in the nose when not at his regular duties

SCHOLARSHIP APPLICATION

The Ray L. Summa, 34th Bomb Group Association Scholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.

2. Applicant must have maintained a 3.0 grade point average on a 4-point scale during his/her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4-point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4-point scale.

2005 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name:_____ Phone:_____

Address:_____

Name of Sponsor (paid-up 2005):_____ Squadron:_____

Address:_____

_____

Age of applicant:_____ Grad. Date:_____ Best SAT/ACT Score:_____ GPA:_____

Will pursue Academic Major:_____

Colleges and Universities of interest to you:_____

_____

Summary of academic achievements (e.g. scholarships, awards, honor society):_____

_____

Extracurricular activities:_____

_____

Community activities you have participated in:_____

_____

Hobbies and Special Interests:_____

_____

List any non-government funded jobs which you have held: (Full or part time, with dates):_____

_____

_____

(Use additional sheets as needed.)

Applications must include and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: Copy of your ACT/SAT test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class (your positioning the number of students in class).

Applications must be postmarked no later than July 10, 2005.
(Please include a self addressed post card if you wish acknowledgment of receipt of application).

Winners are expected to be announced at the 2005 34th Bomb Group Reunion in September.

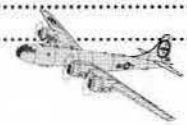
Mail completed application to:

Scholarship Committee,
c/o Hal Province
31 Shore Crest Circle
Carriere, MS 39426

PX Order Form

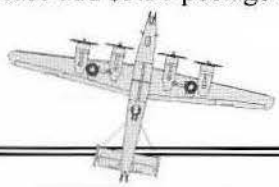
AUTO WINDOW STICKER - 2"X4 BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and Eighth Air Force. ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50 Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege) ..... $25.95ea.
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $8.50ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows
Our bright red rudder. Nice for warm weather & very colorful ..... $14.00ea.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $11.50ea.
MEN'S ROYAL BLUE POLO SHIRT $22.00
HAT PIN - "Valor to Victory" $5.00



- PLEASE CIRCLE ITEMS DESIRED -
AND INCLUDE YOU TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over Send check or money order to:



34th B.G. PX, Ken Paxton, 6402 E. 11th St., Wichita, KS 67206,
Tel: (316) 683-2900, e-mail: kenpaxton@sbcglobal.net

The sergeant was in a rare mood as he was drilling his company. He barked out an order. All right you ninnies, fall out!

The men fell out, but one rookie stood still.

The sergeant stared, as the rookie replied, "There were a lot of them, weren't there, Sarge?"

MASSIVE FIRE DESTROYS YANKEE AIR MUSEUM

Submitted by Gordie Breeding, 18th Squadron

The Yankee Air Museum, a popular air history attraction at the Willow Run Airport near Ypsilanti, Michigan, burned to the ground on Saturday evening, October, 4th 2004. The fast moving fire swept through the building, destroying priceless aviation artifacts and two airplanes.

Three of the museum's prized aircraft - a C-47, B-25D and a B-17G all restored to flying condition - were saved because the crew of the B-25 had just returned from a flight and was able to move the planes out of the burning hangar.

The 50,000 square foot building was built in 1941 by Henry Ford for the production of B-24 Liberator bombers.

The preliminary loss of the hanger and it's contents has been estimated at 5 to 7 million dollars.

The 23 year old museum, which hosted some 100,000 visitors a year, was filled with historic aviation displays such as uniforms, equipment and medals from World War I and World War II along with a library and displays on Korea, Vietnam, Women in Aviation, and the B-24 Bomber.

The museum has about 3,000 members from around the country and depends on thousands of hours of volunteers to operate the facility. Among those volunteers and the one who sent in this article from the local newspaper is our own 34th member, Gordie Breeding from Alpena, Michigan. Pictures of the Dugan Wagon crew and the aircraft which Gordie donated to the museum were destroyed in the fire. Luckily, he has the negatives and will send them the replacements of the ones lost when the museum is re-stablished.

For More information log on to:
www.yankeeairmuseum.org/
www.michiganaerospace.org.

Contributions to Recovery of Museum may be sent to:
Michigan Aerospace Foundation
Yankee Air Museum Recovery Fund
P.O. Box 8282
Ann Arbor MI, 48107-8282

LONG OVER DUE

On October 15, 1944, the 34th Bomb Group flew a mission to Cologne, Germany. On this mission was radio man Tech Sgt. Tom Chrisman and his B-17 crew from Mendlesham. They came under extreme anti-aircraft fire. A shell exploded right under the plane with shrapnel hitting Sgt. Chrisman in his right arm and hand. The aircraft lost two engines and damaged a third and was forced to leave the formation. After regaining control, they headed slowly home to England where they successfully crash landed.

Although he did seek medical attention for his wounds, Sgt. Chrisman wanted to finish his tour with his crew, so continued flying. He finished the remainder of his tour allowing his wounds to heal with the shrapnel still in his hand.

Sixty years later, to the day, on October 15, 2004, Mr. Tom Chrisman was presented the Purple Heart medal by Col. Mike Spencer, 355th Wing Commander, Desert Lightning Team in Arizona.

With tears of joy streaming down his face, and with his family; wife, children, grandchildren and a great grandchild looking on, Tom accepted the medal while reflecting. "I, like so many young men, went to war when the country needed me. I never asked for anything except for a place to live my life the way I wanted to live it. Thank God for the United States of America. I am very proud to receive the medal and if I were able and my country needed me, yes, I would do it all over again."

MOVING?

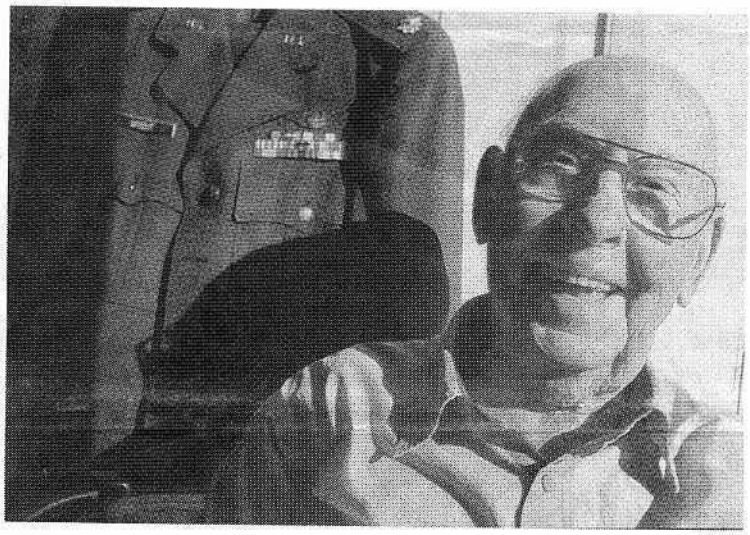
IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.



Dangerous Damsel

(The B-17 that forever tied 10 lives)

On Veteran's Day 2004 a local newspaper in the area of South Bend, IN paid tribute to the veterans by honoring Bob Wright, one of the 34th Bomb Group Associations most active members. Bob, a B-17 pilot, and his crew, in WWII flew 35 missions out of Mendlesham, England. They named their Flying Fortress "Dangerous Damsel"

In the article Bob related that they had numerous close calls and on their 32nd mission to Dresden, Germany, they had one of their engines shot out and were taking flak pretty good; limping back to England out of formation. They celebrated their safe return with bourbon and hot chocolate. Bob continued his military career with service in Korea and the reserves for 39½ years of service, retiring as a Lieutenant Colonel.

Bob, and his wife, Esther, have served on the 34th's Reunion Committee for many years. He has recently undergone rotator cuff surgery on his right shoulder and since the war, relates that he has been on the operating table 29 times. Everything from open heart surgery to the removal of throat cancer to knee replacements to hernias.

Congratulations, Bob, on your well deserved recognition. A better representative for the country's veterans would be hard to find.

James Russell Reed, Jr.

(Lead Navigator & 4th Squadron Navigator, May to November, 1944)

Russell Reed joined the 34th Group at Blythe, California in 1943 after serving as a navigation instructor at Harlingen Air Force Base and as the navigation staff officer with the Barnard Provisional Group. This Group provided 2nd and 3rd phase training of B-24 replacement crews. Following those assignments he was very active at Blythe in early 1944 with the organizing and training of the 4th Squadron for going into combat.

When the 34th Bombardment Group (H) arrived in England, intensive training continued for about 5 weeks before the first combat mission on May 23rd (see Gary Ferrell's http.members.tripod.com/VALORtoVICTORY/index.html "THE MEN-Record of the May 1944 Training Flights"). During this period, Russell continued to assess the progress in training and the combat readiness of the 4th Squadron crews.

It was obvious to all of us that the B-24 navigator was handicapped by his limited visibility from the navigator's desk. He had great visibility above the airplane for celestial navigation but could not see forward or down - the directions he needed to see for daylight bombing missions. To address this problem it was decided to have a two navigator team on each lead crew, the lead navigator at the navigator's table on the flight deck and the second navigator to ride in the nose turret serving as the pilotage navigator and also as the nose gunner.

In organizing these two-navigator teams, Russell Reed volunteered to join my crew as the lead navigator in addition to his assignment as 4th Squadron navigator. His navigation was superb. Mission after mission he kept us precisely on the planned course at the scheduled time. This was extremely important in avoiding known antiaircraft emplacements and in staying under the friendly fighter cover that was so effective in 1944. His was an important contribution to the successful missions of the 34th Bomb Group in 1944.

Russell passed away on Christmas Day, 2004 from complications following an operation for a brain tumor. He is survived by his wife Martha, his daughter Stephanie and two grandsons - Todd and Ryan.

Submitted by Al Israelsen

MANNA/CHOWHOUND

Memorial Trip To Amsterdam - *May 2005*

All crew members who flew the Chowhound flights delivering food to Amsterdam in May of 1945 are members of the Chowhound Society. If you, your widow or children are interested in commemorating this event by returning to Amsterdam in May of 2005, please let me know by regular mail or email. Give the names of all interested persons with addresses and email addresses; if you have one. We will be contacting other Bomb Groups to see if they are interested and also the Manna Society in England as they already have a trip planned.

Those of you who gave me your names at the reunion in Dayton, Please send your information again as your data was misplaced.

HERBERT ROY
2115 CRAYTON RD.
NAPLES, FL 34102

Tel: 239-649-71799
E-mail: yor365@comcast.net

THE SECOND GENERATION

By Jack Steffen

My name is Jack Steffen, and I am a second generation member of the 34th Bomb Group Association. At the gala banquet at the reunion in Dayton, and also in an article in the June issue of Mendlesham Memories, second generation member David Fieber made a "call to arms" for the second and third generations to get involved with the group. I would like to tell you how I came to be a second generation member of the 34th Bomb Group Association.

My uncle, Lt. John P. "Jack" Steffen was a member of the 34th Bomb Group in World War II. He and his crew were involved in a crash near Mendlesham on the evening of January 17, 1945, while training in a B-17. Two crew members survived, my uncle and the remainder of the crew perished.

Since I was young, I always wondered about my uncle, the person that I am named after. Of course, my dad and other relatives told me many stories about him. Stories about the kind of person he was, the fun they had together growing up, about what he meant to each of them. I heard about the sports he played, the girls he dated, and the joy people took in spending time with him. But I always wondered about his service in World War II, and about how he spent the last few years of his life in the company of new friends, learning to be a pilot. I saw his formal portrait in the military uniform, his picture by his trainer airplane, and a picture of his crew standing next to their B-24. But he died before I was born, and I never had the opportunity to know him.

A few years ago, after reading Tom Brokaw's book "The Greatest Generation", I again began thinking of my Uncle Jack and what it was like to be a member of the Eighth Air Force in World War II. On the internet, I located a web site for the members of the 34th Bomb Group, and saw three books for sale about the unit. I decided to order one, called the phone number of the PX, and talked to Ken Paxton.

I began to explain to Ken what I was looking for, and told him some of my uncle's story. Ken then told me about someone he know from the 34th BGA reunions named Herman Fieber, and remarked several ties that Herman's story and mine sounded a lot alike. Ken had Herman's phone number, and said that the next time he talked to Herman he would mention our conversation. I ordered a book, and left my phone number with Ken to pass along to Herman.

About a week later, the most incredible thing happened. My wife Linda called me at work to say that she had just talked to Herman Fieber. He was one of the two crew members to survive the crash. I called him that evening and we had a nice, long talk. Herman invited me to the 34th BGA reunion in Buffalo, and we immediately made plans to go.

In Buffalo, we met Herman and his wife Nancy. Linda and I quickly became friends with both of them. Herman related stories about their crew, its training in the States, its trip overseas, and the horrible crash that ended the lives of most of them. It was so clear that even after all these years, he missed the friends and crew mates that were so suddenly taken from them.

At the reunion in Buffalo, we met Ken Paxton, my initial telephone contact, and saw the great work that he and Kathleen do in the PX. At one of the group dinners, we sat with Jack and Marian Share, and subsequently became familiar with Jack's outstanding work as editor of Mendlesham Memories. We met Harold Rutka, Bob Wright and Bruce Sothern, who repeatedly do a great job putting together the annual reunions. At that first reunion, we also met many other members of the 34th BGA, too numerous to name

We have now attended five reunions, and have enjoyed every one of them. We have never met a friendlier or nicer group of people. Through conversations with Herman and other members of the group, I have gotten a feel for what it was like to be an aviator in World War II. I have gotten a feel for what the uncle, I never knew, was doing in the last few years of his short life. There is history in the history books, and history as experienced by those who lived it. I prefer the latter. There is no better way to learn about history than from those who lived it.

Sadly, my newly found friend, Herman Fieber, passed away on April 11th, 2004. I missed him at the most recent reunion in Dayton, and I think of him often. He was a kind and decent man that was willing to share his time to help me to understand what he, my uncle and the rest of their crew had done back in 1944 and 1945. His friendship will always mean a lot to Linda and me. My only regret is that I did not find him sooner, know him longer, and enjoy his friendship for many more years.

If I had not made that random phone call to Ken Paxton five years ago, it is likely that I would never have met Herman and Nancy Fieber. I would not have found the 34th Bomb Group Association, and would not have met many nice veterans and wives that I have had the pleasure of meeting. I have met other second generation members, was asked to join the group's board of directors, and accepted the assignment with a feeling of pride. In Dayton, David was elected to the board of directors, as was second generation Scott Mackey. Second generation member, Bonnie Zylstra, was elected treasurer. So, some second generation members are now active, but more are needed.

I have noticed an increase in the number of second and third generation members at the last few reunions. Maybe you have a son or grandson, niece or nephew that has shown an interest in your military service, or an interest in the historic events of World War II. Ask them to become active with the group. It has truly been a rewarding experience for me. I hope that in some small way, my participation recognizes and pays tribute to the men of the 34th Bomb Group for everything they did in service to our country.

Military Aviators Killed by Enemy Action

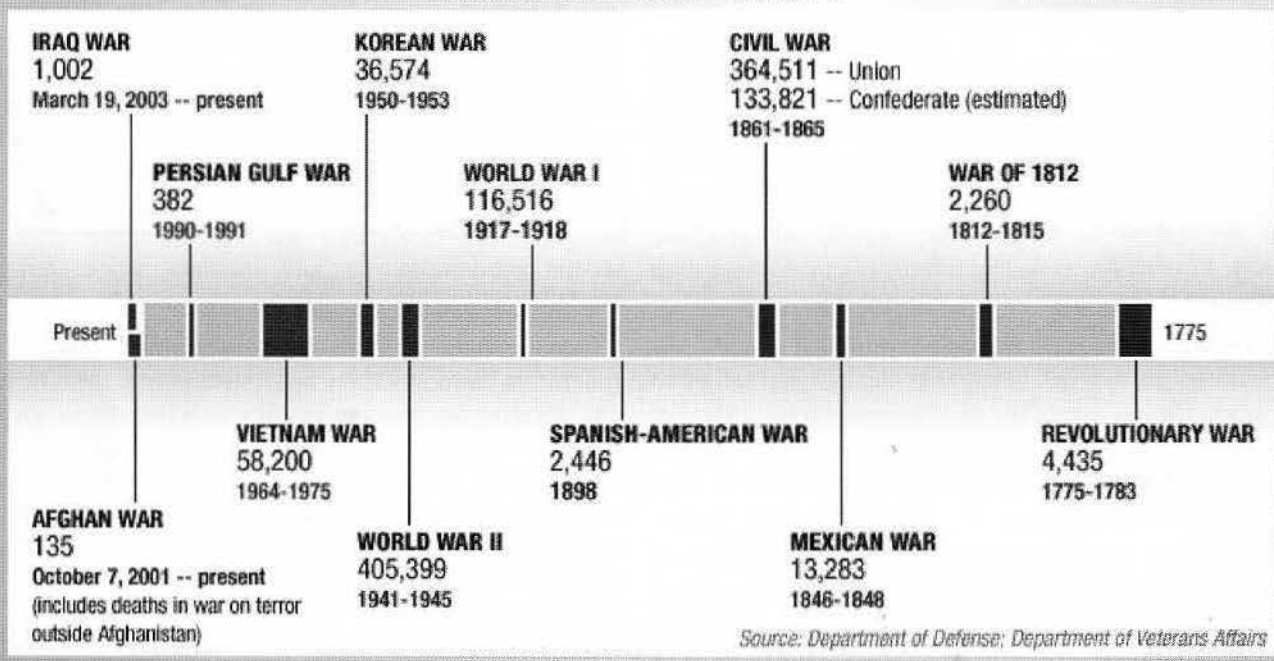
WAR/OPERATION	DATES	AIR FORCE	NAVY	MARINES	ARMY
World War I	1917-18	237	50*	3	See A.F.
Nicaragua	1927				2
World War II	1941-45	53,007	3,951	563	See A.F.
Korean War	1950-53	1,238	177	258	16
Cold War	1946-65	93	78	1	-
Korea DMZ	1955, '61, '77, '94	2	-	-	-
Vietnam	1961-73	1,521	414	423	1,830
Cambodia (Koh Tang Island)	1975	2	-	-	-
Grenada	1983	-	-	3	1
Lebanon	1983	-	1	-	-
Honduras	1984, 1991		-	-	-4
Libya	1986	2	-	-	-
Panama	1989		-	-	-2
Persian Gulf War	1991	20	6	3	15
Peru	1992	1	-	-	-
Somalia	1993	-	-	-	5
Afghanistan	2002				1
Iraq	2003	2	-	-	-
Total		56,125	4,677	1,256	1,880

Note: This chart includes both fixed-wing and helicopter crew members. Coast Guard losses are included under the Navy. In WWI, the Army aviation arm was called the Air Service and during WWII the Army Air Forces (the Air Corps became a subordinate element June 20, 1941.)

** Rough estimate. Approximately 85 aviators of the Naval Air Service died overseas during WWI - 55% in France. But a KIA breakdown was not available.*

www.vfw.org

KIA in US Wars

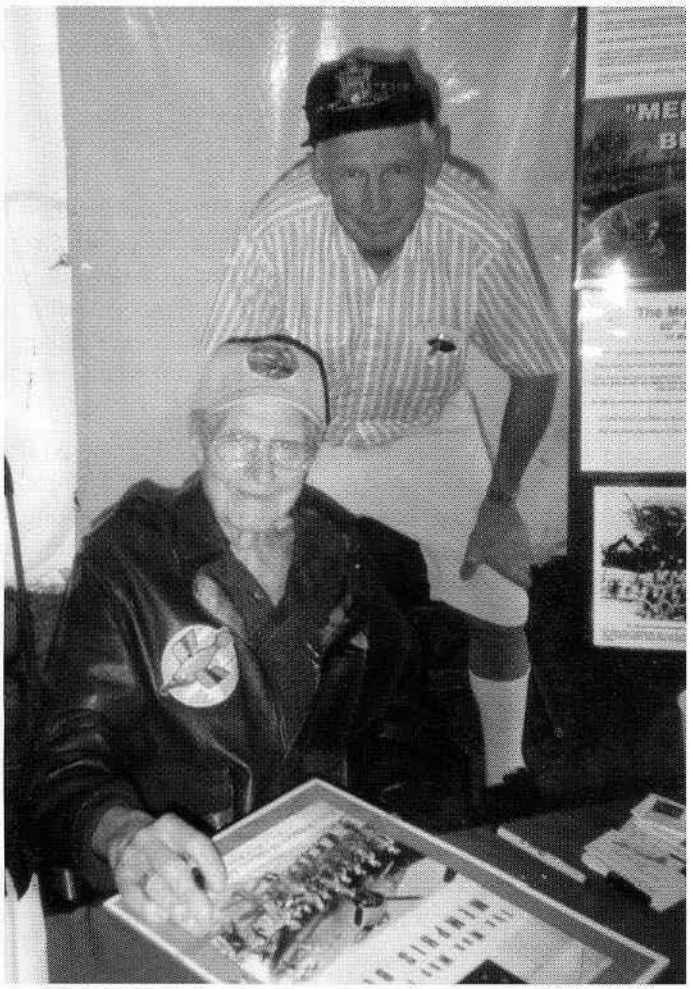


FRIENDS WRITE

Fred Berglund - Titusville, Fl

Just received the Sept. issue of MM. Great picture of Major General Creer who passed away in July. My condolences to his wife Vivian and daughters Carolyn and Elizabeth. He was a great C.O. I will never forget when I was reunited with him at the 1980 Orland reunion. I showed him my original 10 shilling bill he signed - my first "short snorter".

Enclosed is a picture of me and Col. Robert Morgan, pilot of the "Memphis Belle" taken at the Tico Air Show here in Titusville last April. He got pneumonia in May and passed away.



Col. Robert Morgan and Fred Berglund

****

Verb Holcomb - San Bernardino, CA

I recently received a letter from a gentleman in The Netherlands thanking us for the food we dropped for them. This is the second one I have received. They wanted to thank us for all the food and would be interested in communication with anyone who was involved. He took pictures of the planes and the people as they were running out to get the food. He didn't know how many legs were broken. I took several pictures along the way showing people running from every direction headed for the food drop zone.

On a completely different matter, I don't know whether it is of interest to anyone, but when England was involved in the war, they couldn't train pilots fast enough, so they sent men to the States for training. My home town, Miami, Oklahoma, had a large airport where the English started sending their men for pilot training. During their training, their were several accidents, some fatal. They were buried in the local cemetery and the ladies club always decorates each grave on Memorial Day, displaying the British flag along with large wreaths and flowers.

****

Birgit Longergon - Fort Myers, FL

Received the latest issue of MM and always read every word. Must join you for another reunion before I join the Taps list. Also happy to have new roster, fun to see who is still around

****

Walter Sturdivan - Stockton, CA

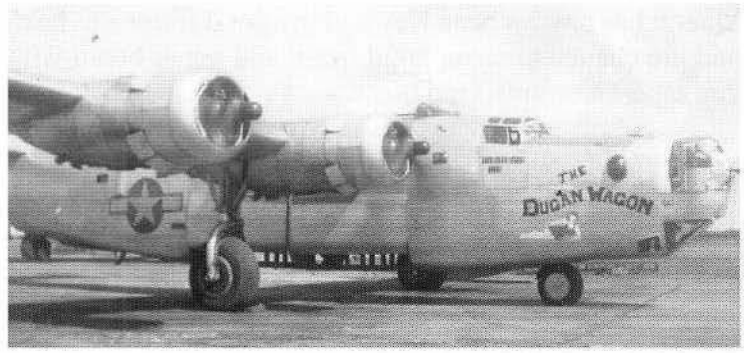
I received my copy of MM yesterday along with the valuable roster. Thanks to all who made the roster possible.

When I arrived at the airport at Dayton, Ohio ,on September 9th, who should I meet but Jack Share and his wife, Marian. They were there waiting for their daughter to arrive for the reunion. They offered me a ride to the Marriot Hotel. As we were waiting and visiting who should arrive but Carroll Forister and his wife, Sylvia. Jack offered them a ride also. Soon we were driving through the streets of Dayton on our way to the reunion with a full car of passengers and a loaded truck. A car full, indeed.

As I thought of this, my mind went back to June 8th, 1944, the day after the Nazi intruders hit us at Mendlesham Airbase as we were coming in to land at another airbase, Lt. Russell Paulnock, also flying the June 7th mission, landed on our tail with little room to spare.

We spent the night and because we had damaged our wing after landing, we all piled into Paulnock's B-24 for the ride back to Mendlesham on June 8th. Two crews totaling 20 men made the space rather crowded. A plane full indeed.

When our pilot, Capt. Russell T. (Swede) Lindstrom, named our B-24 DUGAN WAGON, we were puzzled about the meaning of the name. It seems that there was a bakery in Swede's hometown, Plainville, CT that delivered bread in wagons. The bakery was called the DUGAN BAKERY. When he considered this, he said,"We'll deliver bread (bombs) to the Nazi's instead." The photo below is of DUGAN WAGON II, the first having been shot down on July 24, 1944, with another crew aboard. There were no survivors.



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Wallace Brauks - Afton, MO

Hi everyone. Just wanted you to know I haven't forgotten you. I use a walker to get around, and am blind in my left eye, ah! the rewards of old age. In the words of Bob Hope, "Thanks for the Memories". I shall always remember you and the trips we took.

****

Oliver Bolduc - Chaplin, CT

Where did the past year go. December already and dues time, find enclosed. Trust you're busy with all you do for the 34th, especially the MM. There is so much history being published in it now. The whole staff needs to be congratulated.

While in the hospital in November with pneumonia, I learned my doctor likes WWII history but has trouble finding much information. When he said he didn't know of any one who was in that war, I told him I was a veteran. He grabbed my hand and squeezes it saying he honored all veterans of WWII.

He wanted to hear something about my experiences and I told him of the first flight crew, whose plane I maintained, were fired on by the German intruders at Mendlesham and how I watched as the Eastman crew, flying my plane, being shot down in flames killing all but two of the crew. I was shaken up telling him and we both sobbed over it.

Since that, I have taken him my 34th Bomb Group History Book, Walter Sturdivan's book "The Red Tailed Devils from Mendlesham" and letters about the Holland food drops. He was deeply moved by all the information and said," This is history the young people of this country need to know about, how true. I have saved all the issues of MM and next I'll take those in for him to look at. That will enlighten him even more.

Wishing you, your family and all the MM staff a Merry Christmas and Happy New Year and God Bless the family of Gen. William Creer with his passing.

****

Jim Stuthers - Venus, FL

Congratulations! I just received my copy of the Mendlesham Memories and learned that the 34th B.G. Association elected John Feda to be our president for the coming year. Kay and I are very glad to see the group has chosen another outstanding person to head up the association again this year. We are indeed in good, reliable hands with outstanding leadership. Best regards and good health to you and Betty Mae. It has always been Kay and my good fortune to have had the chance to share good times and break bread with you at past reunions. God Bless.

****

Kivett Ivey - LaGrange, NC

I want to wish a late Happy New Year to all. I am looking forward to the next reunion at Albuquerque. I am sure the reunion committee will do a fine job, as usual, but Dayton is going to be hard to beat!! For a bunch of old "fogies" I think we all are going to be a hard act to follow. Think *young*, y'all!

****

Hal Schmitt - Port Orange, FL

My dad, Hallard S. Schmitt, passed away on December 24, 2004. Dad was a member of the 34th Bomb Group, 7th Sqd. All his life he was proud of two things, his family and his military service. To the best of my knowledge, he was a crew chief on the "Betta Duck" while serving in England. I have also found pictures of "Shadrack", "Dies Irae" "Paper Doll", "Big Dealer", "Collapsible Susie" and some others. I must assume he spent time on those aircraft as well. Dad maintained quite a photo album. I think back fondly of the many stories he would tell of the men and missions. He would always put the right words together so as not to tell horrible stories of war but of the heroics of his comrades.

In his memory we have asked donations be sent the the 34th Bomb Group Scholarship Fund. Thank you an God Bless all of you who served.

****

Andy Doppelt - Northbrook, IL

I regret to inform you my father, Sidney Doppelt died on Oct. 25th, 2004. He served as a navigator in the 34th Bomb Group. I just received his forwarded copy of Mendlesham Memories December issue and must say I am very impressed with the depth to which your group stays in touch with each other, as apparent from the quality newsletter (which I am reading for the first time).

I have a good amount of memorabilia my father saved from his service years, which I have not yet gone completely through. But, I am sure there is a listing of dates of his missions among the collection. He often spoke of his pilot, Murphy (who I am sure had a first name, but he always referred to him simply, as Murphy) whom he had infinite praise for and attributed his surviving the war - thanks to this man. One particular friend he made there and kept in touch with was Lee Sacherman who lived in Woodland Hills, CA before he passed away several years ago. Perhaps these names are familiar to some of your group.

My father was fiercely proud of his service in the war, which I referenced at length in the part of his eulogy that I delivered. Please include him in the next newsletter's TAPS section. You are to be commended for preserving the memories which obviously mean so much to so many, of which my father was proud to be among.

****

Reid McCloskey - Carlsbad, NM

I hope you have a good holiday season and a healthy 2005. Thanks for all your hard work on the 34th Bomb Group. It's been much appreciated. The best to you for the future. 2005 dues enclosed.

****

Willard Stelling - Ottawa, IL

Enclosed is my dues for 2005. Keep up the good work. I know it must take a lot of time for all you men who keep the 34th Group going as well as the Mendlesham Memories. I appreciate all you do.

****

continued on next page

Irving Levy - Phoenix, AZ

I would like to add my thanks for all you have done for the 34th Group. I enclose my dues for 2005 despite my Life Membership. I wish all of you good health.

****

Larry Sherman - Hopkinsville,

Enclosed find check for $100.00 to be used as follows: $20.00 for my '05 dues, remaining $80.00 to be added to the fund for future publications of the Mendlesham Memories.

****

Ed Evans - Northbrook, IL

Keep up the good work, Hal. Also thank you for all the workers on keeping MM alive.

****

Congratulations!!

to
Genevieve and Harold Rutka
on their
60th Wedding Anniversary
which they celebrated on
November 14th, 2004.

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BEE	ROBERT, H		2231 WESLEY WAY #A	REYNOLDSBURG,	OH	43068
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WILLIS	LYNN	391LM	306 W. DUFFIELD ST	BLOOMFILELD	IA	52537
YOCKEY	CHARLES	4LM	1905 E STATE HWY 383	DELAWARE	AR	72835

TAPS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
DOPPELT	SYDNEY, M	391LM	6909 NORTHLAKE DR	MILWAUKEE	WI	53217
HALE	ROBERT, D.	391	13297 CLEMENT HWY	MORENCI	MI	49256
NEEDHAM	THOMAS, M	391	6132 GUILFORD CIR	MAGALIA	CA	95954
REED	RUSSELL, J	4LM	201 E. FOOTHILL BLVD, APT 18,	MONROVIA,	CA	91016
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J. RUSSELL REED, JR, NAVIGATOR, 4TH SQD. & LEAD NAVIGATOR, CREW #1	SURVIVING MEMBERS, CREW #1: AL ISRAELSEN, CHARLES BARCLAY, DAVID ASHLEY

A Few Memories From Mendlesham

April 29, 1998

The little village of Mendlesham in East Auglia where the boys of 34th Bomb Group lived.

Stow Market train station in East Auglia, England, close to Mendlesham Airfield (8th Air Force)

The remains of Mendlesham Airfield close to Sow Market in East Auglia, England, where the 34th Bomb Group lived and flew our B-17 Bombers from in WWII.

Housing for the boys in 34th Bomb Group (8th Air Force) during WWII in Mendlesham (The Village)

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

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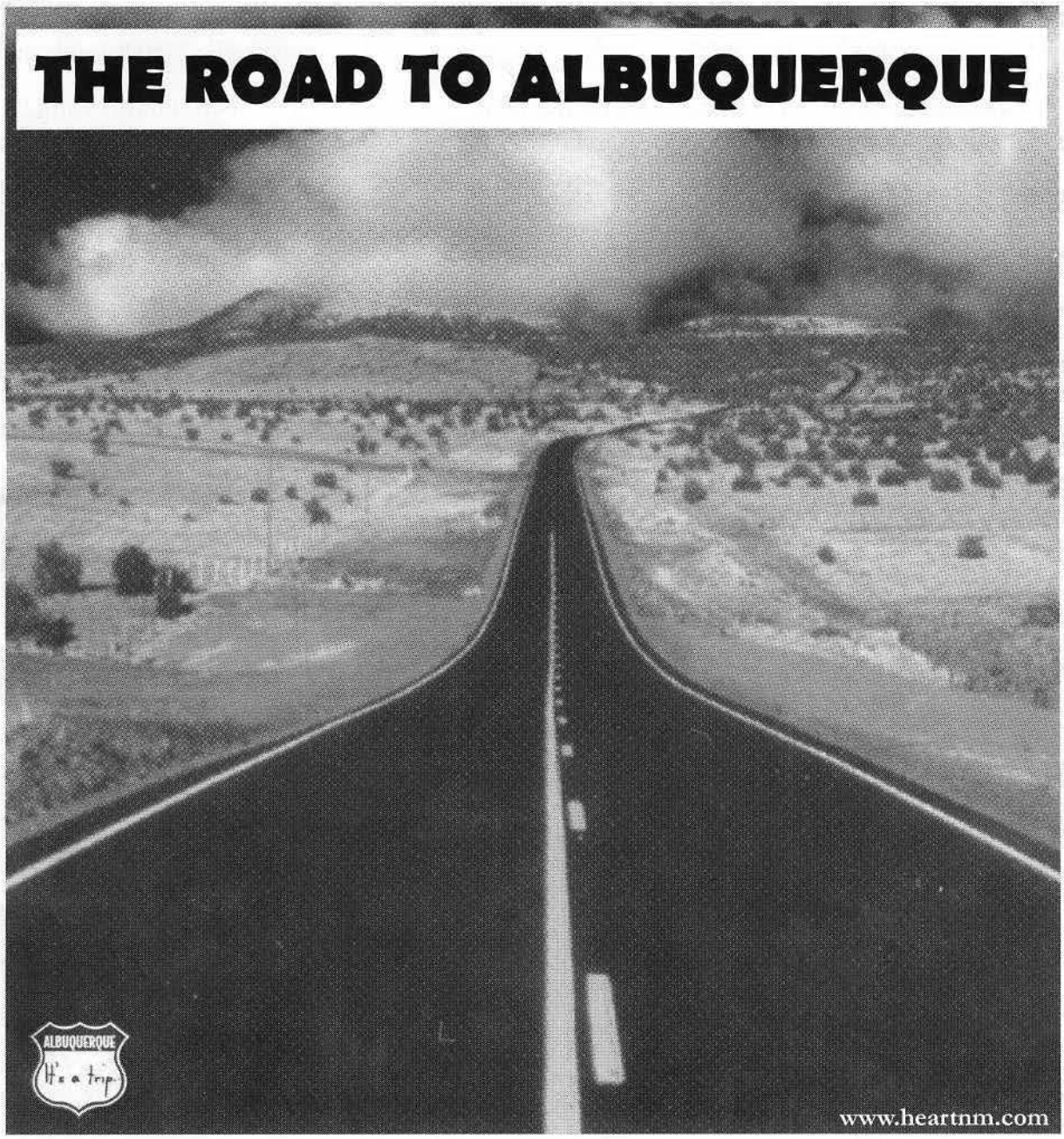
From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXX Number 2 June, 2005

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

THE ROAD TO ALBUQUERQUE

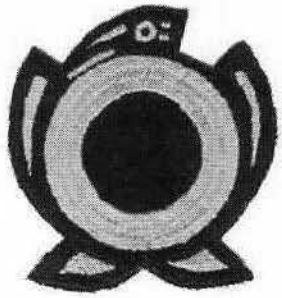


22ND ANNUAL REUNION OF THE 34TH BOMB GROUP ASSOCIATION
ALBUQUERQUE, NEW MEXICO
SEPTEMBER 21ST - 25TH
HOTEL AND REUNION REGISTRATION FORMS IN THIS ISSUE

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON


391ST SQUADRON

MENDLESHAM MEMORIES
Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/
This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Mendlesham Memories
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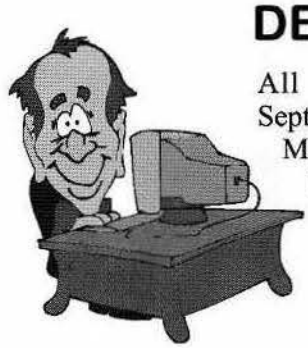
The Woodlands, TX 77382-106
Phone: (936) 273-3561
Email: jshare@houston.rr.com



DEADLINE

All material and items for the September, 2005 issue of Mendlesham Memories should reach me on or before July 15, 2005. All copy will be going to the publisher on that date.

Jack Share, editor

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(612) 789-2225
e-mail: Bsothern@ATT.net

Other web sites of interest:
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://members.tripod.com/valortovictory/index.html

Share - a thought...

Jack Share

Wow! With a tough winter behind us, the good weather ahead should turn our thoughts to the better things ahead - like maybe the September 34th Bomb Group reunion in Albuquerque, New Mexico. This issue of Mendlesham Memories has all the information you'll need to register and reserve your room plus the reunion agenda. From all reports the hotel is spectacular, the weather in New Mexico in September is superb and the committee's programs are always exciting. This year's promises to be no exception.

It is always advisable to get your registrations in early, at least as soon as you and your families plans have been formulated. A sizeable turnout is anticipated since our newer members are becoming more involved in the organization's operations. What better way to spend a family vacation than with old and new friends.

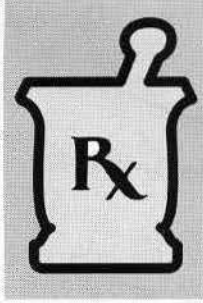
This being the 60th anniversary of VE Day, and in its effort to keep history alive, the British government is providing funds to schools giving young people a chance to take part in a variety of activities to remember and learn about the events of World War II. One of those schools taking an active part in this program is the Stoke Ash Community Primary School located just outside of Mendlesham. Under the direction of head teacher (principle) Gordon Leathers, they have become very involved in the project and are in the process of establishing a museum to honor the veterans who served in the 34th Bomb Group.

Mr. Leathers has written an article for this issue of our newsletter describing the project and would be very interested in hearing from members of our group, some of whom have already contributed information and memorabilia for the museum. He and the student body should be commended for honoring our bomb group and our cooperation and participation is very important for the success of the project.

The members of the 34th Bomb Group should be complemented on their acceptance of the recent dues increase. Many of our life members have sent in extra funds to help the organization stay afloat. It is hoped that the increase will provide ample funding for the continuance of our programs and a respectable Mendlesham Memories newsletter. Our financial situation will be discussed in full at the reunion at which time we will know where we stand regarding our future.

Have a great summer and we're hoping see you all in Albuquerque in September.

Jack



Thought for the Day:

"There's no fun in medicine, but there's a lot of medicine in fun."

-Anonymous

Hal Province

From Hal's Computer (again)

Jan and I express our thanks for the many cards and best wishes we received from the 34th BG members. You are special to us and we love you all!

Little did I think (back at Dayton) that I would again be addressing a letter to you as the treasurer but here it is. I have worried many days over how to transmit the records I developed on the old EPSON computer that I bought in 1989 when I took over the job from Ray. That old Epson has been long gone and replaced by three other computers. But the Epson program still provided the means to do the jobs that I requested and is still doing those same jobs! Before we can transfer the file data to another program it will have to be worked over and a more modern program substituted. I shall be diligent in working on the job and can almost promise you that it will be ready for the new treasurer to assume his responsibilities.

I wish to commend the membership for your reaction to the raise in annual dues and the assessment for Life Members. Many of you have responded and some have even sent in additional money so that we can continue to keep Mendlesham Memories coming your way. I am certain that we will be able to continue publishing MM and also certain that our second generation members are staunch in their desire and will continue to make the 34th BG Assn. a viable organization in the coming years.

Speaking of the second generation - are there any members who have NOT TOLD their children of their eligibility to become associate members of the 34th BGA? We need to talk up the role of membership and keep adding our children as members - if they show an interest. Don't forget to remind them of their children's eligibility to submit an application for the 34th BGA Ray Summa Scholarship also! I believe this is one of the finest programs we have initiated.

Now I need some help from you. Over the years I have always checked your return address when you sent in dues. Those who are Life Members, I may have your address and telephone for your residence when you sent in your LM dues but there have been many area and zip code changes in the last few years. While I am working on reformatting your individual files I would like to present an up-to-date file with accurate information in it. For you snow birds - if you have changed your schedule or addresses since I first received such information, NOW would be a good time to make it official. Please send me any pertinent changes in your status, this applies to all members! We have no way of correcting your data and we frequently lose track of our members when they move. We have to pay the USPS 70 cents for each returned newsletter due to no forwarding address. A useless waste of funds.

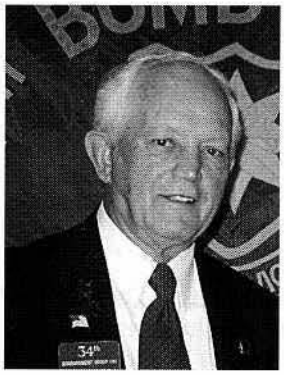
And, if you have any old 43 - 45 year old photos that you would like to share with membership, please send them to Jack Share, Gary Ferrell or Hal Province. We will scan them and return them immediately.

I believe I've rambled enough for now so will close. Be good to yourself and others!

Jan and I wish you ENOUGH! Hope to see you in Albuquerque.

May God abundantly bless!

Hal



John J. Feda

PRESIDENT'S REPORT

Sixty years have passed since V-E Day. Many of us have answered questions about where were you and what were you doing during events that took place during WWII? We have answered those questions from our own personal experiences. How would we answer those same questions if we were to answer on behalf of the 34th Bomb Group?

WHERE WAS THE 34TH BOMB GROUP ON DECEMBER 7, 1941?
We had been activated in January of 1941 and were in training when the Japanese bombed Pearl Harbor. Our training took place mainly at Blythe Army Air Field in California.

WHERE DID THE 34TH BOMB GROUP PARTICIPATE IN ENGAGEMENTS WITH THE ENEMY IN WWII?
The Group was sent to the European Theater and stationed at Mendlesham, England, near the English Channel. Our first bombing mission was on May 23, 1944. Our last bombing mission (which was our 155th) took place in April of 1945. Our missions included five to Berlin, Four to Hamburg, four to Cologne, and three to Nurnberg - all on different days.

HOW DID THE 34TH BOMB GROUP GET TO ENGLAND?
The original planes and crews were flown to England from Florida via Brazil and Africa and then to Mendlesham. During the stop in Dakar, Africa, four of the planes were sabotaged. Support personnel and replacement crews traveled to England by troop ships. One of the ships was the Queen Elizabeth which carried 14,000 military troops for each crossing of the Atlantic.

WHAT PART DID THE 34TH BOMB GROUP HAVE IN THE NORMANDY INVASIONS?
The Group flew four missions in support of the ground troops during the three days of the main invasion. No planes were lost over the targets but the German fighters did attack the group as it was landing at the base and four planes were shot down.

WHAT TYPE OF TARGETS DID YOU HIT ON YOUR 155 MISSIONS?
The targets were industrial sites, military bases, bridges, seaports, oil refineries, oil storage sites, air fields, rocket launch sites, marshaling yards and other installations serving the enemy's military operations. The targets were located in Germany, France, Belgium, Holland and Czechoslovakia.

WHAT EXPERIENCE DID THE 34TH HAVE WITH FLAK AND GERMAN FIGHTERS PLANES?
Flak was encountered on almost every mission. 797 aircraft suffered damages that needed repair before they could be flown on another mission. Most of the damage was caused by flak. Only once was the Group seriously attacked by fighters. We did not lose any bombers but our gunners claimed 8 fighters destroyed. 2 probables, and 8 damaged. The Group had a reputation of "good tight" formation flying which discouraged fighters from attacking us. During the combat months the Group lost 35 planes to all causes which included flak, weather, collisions, and mechanical failures.

DID ANY GERMAN V-1 OR V-2 ROCKETS HIT YOUR BASE?
None hit our base but our location in East Anglia exposed us to the sounds of buzz-bombs and the contrails of the rockets being shot towards England.

WHAT TYPE OF CASUALTIES DID YOUR GROUP SUFFER?
As of April, 1945, a report prepared by Capt. Robert Provence listed 90 men killed in action, 46 wounded in action, 203 missing in action. 76 as prisoners of war and 8 interned in Sweden.

DID YOUR GROUP HAVE ANY HUMANITARIAN MISSIONS?
Yes, we dropped food to the starving Dutch six times in early May before the war was over. Then after the war, we transported French displaced persons from Linz, Austria, back to Paris, France. The Germans had used them as forced labor in a radio factory in Austria.

WHERE WAS THE 34TH BOMB GROUP ON V-J DAY?
We had been returned to the States via the North Atlantic route in June. We were given 30-day leaves. We were then slated for training in B-29's and action in the Pacific. After V-J Day that plan was scrubbed.

(All of the above can be confirmed by reports in the published histories of the 34th Bomb Group dated 1947, 1988 and 1999.)

$20 DUES $20 REMINDER

ANNUAL DUES HAVE BEEN INCREASED TO $20.00

As was reported in the December issue of Mendlesham Memories the annual dues have been increased to *$20.00* and we are asking all life members to contribute *$10.00* to help defray some of the costs in publishing this newsletter.

Please send your 2005 dues to:
Hal Province
31 Shore Crest Circle
Carriere, MS 39426

Thank you for your help in guaranteeing the continuance of the 34th Bomb Group Association.

REUNION COMMITTEE REPORT

We welcome everyone of you again to the 22nd Gala Reunion of the 34th Bomb Group (H) Association to be held this year from 21 September 2005 to 25 September 2005 at the MC Elegante' Hotel, 2020 Menaul Boulevard, NE, Albuquerque, New Mexico 87107. This issue of our Mendlesham Memories newsletter has our hotel reservation form and details of our seven hour city tour that includes Old Town, the Pueblo Indian Cultural Center, the Turquoise Museum and the National Atomic Museum. There will be time for attendees to have lunch, on their own, (Furr's Cafeteria is nice) in Old Town.

On Friday, 23 September, you will board a deluxe coach and head to Old Town and a brief walking tour of the historic Plaza area. Old Town was the original center of Albuquerque founded in the early 18th century. It includes San Felipe de Neri church and many historic buildings that form an architectural record of the city's past. There will be time to explore hidden courtyards and stroll under covered portals and shop, on your own, at the many fine specialty stores and galleries around the plaza. You can also visit the Albuquerque Museum which features a permanent exhibit devoted to the "Four Centuries of Albuquerque" and is the largest holder of Spanish Armor in the U.S.

Next is the National Atomic Museum with history and artifacts that tell the story of the Atomic Age. Then we continue on to the Indian Pueblo Cultural Center with all the preservation and perpetuation of Pueblo Indian culture, history and art. The museum, gallery, shop and restaurant will be of interest.

Next stop will be the Turquoise Museum with the largest, private collection in the World. Here you will learn about the many degrees of turquoise and see one of a kind turquoise specimens from over fifty mines, four continents and six countries.

NOTE: The deluxe buses will leave the hotel at 9:00 A.M. and return at 4:00 P.M., on Friday, 23 September, 2005.

PLEASE REMEMBER: To ensure accurate reservations, please complete the hotel reservation form, in this issue, and return it before **AUGUST 20, 2005** - the cut off date. Our rooms are guaranteed until that date. After that date you will have to contact the hotel. Rates are valid 3 days prior to and 3 days after reunion dates. Hotel phone number: 505-884-2511 fax - 505-881-4806

TRANSPORTATION TO HOTEL: We have complimentary shuttle service to the hotel from the airport. Make your way to the Baggage Claim Area, pick up your luggage and call the hotel, direct, from the complimentary phone by the information desk. Tell them you have arrived and the hotel shuttle will pick you up.

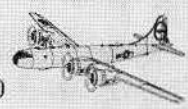
AIRLINES serving the Albuquerque area: American West, American, Continental, Delta, Frontier, Mesa, Northwest, Rio Grande Air, Southwest, and United.

- Albuquerque weather is simply amazing. Very low humidity and comfortable temperatures.
- Travel will be by deluxe motor coach with tour guide and bottled water.
- If anyone desires to be a balloon pilot contact Harold Rutka at 218-724-1667.
- Early registration - Wednesday, 21 September, 2005 - 1300 to 1600 hours. (Main Floor).
- Registration on Thursday, 22 September, 2005 - 1000 to 1600 hours. (Main Floor).
- Board of Directors' Meeting - Thursday, 22 September, 2005 - 1400 to 1600 hours.
- Friday, 23 September, 2005 - Tour "Destination Southwest".
- Saturday, 24 September, 2005 - 0900 A.M. - General Membership Meeting. Gala Banquet - 1900 hours.
- Post Exchange and hospitality suite to be open at hours yet to be announced.

We hope to see all of you "Special Folks" at our Gala Reunion in Albuquerque.

The Reunion Committee:
Harold Rutka, chairman
Robert Wright
Bruce Sothern

Mistaken Identity



From Oliver Bolduc - 391 Sqd.
(Crew chief - Lt Hazen Eastman's crew)

When the 34th deployed for overseas duty, I was scheduled to fly to England with my assigned B-24 crew. But at roll call time some one else answered to my name and left in my place so, consequently, I went to Massachusetts with other ground echelon for the boat ride over. When we were to load on the ship, I found I was not on the boarding list. After some confusion, they did allow me to board but when we docked in England, of course, I was again not on the list. Again, even though I was not on the list, someone accepted me as one of the 34th. When we met with the flight crews of our assigned bombers at Mendlesham, Hazen Eastman, pilot of my B-24 told me that who ever took my place to fly with him to England was not the man he was expecting which displeased him through out the trip.

I never knew who the mechanic was that took my place. I do know that quite often there were names, if not pronounced correctly, would often be a problem, as was probably so in this case.

–Yank March 45

Mission of Happiness
Return to the Homeland

In the many years Mendlesham Memories has been published, we have read many stories of our bombing missions and of the mercy missions delivering food to the starving people of Holland.

But, there were other acts of humanitarianism carried out by the 34th Bomb Group that not much has been said. That being the operational missions over Europe to pick up Nazi prisoners of war and labor camp survivors and returning them to their respective native homelands.

Hugo Andrew Chiesi, a flight engineer and top turret gunner on a B-17 crew flying with the 7th squadron was one of those who remembers those post war acts of kindness carried out by the 34th Bomb Group.

He remembers while flying into Orley Field, Paris, France, seeing this poor wretched mass of humanity set up at the airfield in the form of a huge star.

He relates how these beautiful, gracious people were loaded into the B-17's, "packed to the gills" and flown to their respective homelands.

Andrew describes the devastation he saw while flying these people home. "We flew low over many cities in Germany on these operational missions. It was awesome to see all those cities bombed into concrete rubble. The church of Cologne was the only building standing in that city. Today: it is incredible to see all the beautiful cities that have emerged from the rubble".

FROM THE FILES OF WALTER STURDIVAN:

The ground echelon of the 34th Bomb Group who sailed over to England in 1944 on the *USS Wakefield* will recall setting sail on April 13, 1944 with thousands of other troops on board. Among them was the 489th Bomb Group heading for Hailsworth, England in the 2nd Bomb Division. Like the 34th Group, the 489th sent the air crews by the Southern ferry route and the ground personnel on the Wakefield. Whereas the 34th Group stayed in Europe until the end of hostilities, the 489th Group ceased operations on November 14, 1944 and returned to the United States in preparation for the war in the Pacific. Many of the personnel were, however, retained in Europe and dispersed to other bomb groups. Those who returned to the United States began training on B-29's. However, the end of hostilities came before they could be assigned to the Pacific combat area. Similarly, there were many of us from the 34th who trained on B-29's after returning home upon completion of our missions and were doing so when the war with Japan ended.

Flight to Glory

(To Our Proud and Brave Buddies Who Never Came Back)
By Charles W. Nanney

In the days of Hitler's folly
When the bombs were falling free,

From the firelds of dear old England
To the heart of Germany/

Fromthe Forts and Liberators
Led by Jugs and Little Friends,

Fell a stream of thousand pounders
Only highest bravery sends.

Up there in the brains of Pinetree
Where they settle all accounts

Were the records of a Fortress
That they called the Jersey Bounce.

There it was upon the records
Like thing of guilt and shame,

"Seven times she flew to battle,
Seven times she turned back lame."

Came a crew of lazy bastards
Short on brains and long on lip,

"We've no plane to fly tomorrow,
Let us fly the hoodoo ship."

The C.O. took up his pencil
With a curl upon his lip.

"put 'em down upon the roster.
We'll be rid crew and ship."

The flak was thick, the fighters eager.
At the high altitude they rode.

No one drifted near the hoodoo,
Fearing that she would explode.

From 12 o'clock they made their passes,
Rolling over in their turn.

But those watching in amazement
Saw the hoodoo would not burn.

They could see her props were feathered
As she plowed on through the flak,

And the Jerries split asunder
As she nosed into the pack.

But they saw upon each engine
Something soft and full of light,

Like four angels from the glories
Now descending from the light.

On she flew. They could not stop her,
And then all attention drew

To the bright and shiny halos
On the faces of the crew.

To the I.P. and the bomb run,
"Bomb doors open. Bombs Away!"

And she clobbered the whole target
More than any ship that day.

In the days to come they sought her,
Sending searchers near and far,

And they wrote her off as "mystery!"
And stayed busy with their war.

No, they never found her wereckage,
Parachutes nor any thing.

Jersey Bounce had flown to glory
With four angels on her wing.

34th Bomb Group Project

Stoke Ash Primary School in England is currently running some commemorative projects based on the 34th bomb group. Our school is about 3 miles from the Mendlesham Airfield site. We have lots of local contact who remember you guys from the war!

Our projects include:

& Developing a school museum based around the 34th bomb group - this will be taken to various open days and air shows to promote the memory of the 34th bomb group.

& A memorial service in Stoke Ash Church for the 34th. Our pupils are also designing a memorial for the church as well.

& A school memorial banch in our school grounds which will list all missing airmen for the 34th.

& Produce a series of short films based around veterans stories and memories. Decorate leather jackets with nose art from famed 34th bg planes.

& Re-frame photographs in local pubs (anyone remember The Fleece?) and include new ones where possible.

& A website which will provide an interactive tour of the Mendlesham air field site as it is today - visit the airfield from your home in the USA!

All of the above will be recorded onto a CD and DVD which we will mail out to all contributors later on this year.

We need your help! Our pupils have found your history really interesting and we are looking for some volunteers to answer questions, write stories for our website and museum, send photographs and or artefacts (photographed is just fine!) and also tape record their stories for a series of short films about the 34th that our pupils will be producing soon.

Please contact me if you can help in ***any way***. The 34th does not have a museum in the UK. There has been the suggestion that we could become a permanent museum using donated resources. We could open our doors to visiting vets and their families and be a point of contact for anyone else interested in the history of the 'Red Tailed Devils!'.

My main aim is to keep the 34th flying in the hearts and minds of our local communities and educate the younger generation about your heroism, sacrifice, courage and bravery.

My contact details are:

Stoke Ash Community Primary School
Freedom to discover your own potential and the skills to achieve it.

Gordon Leathers, Headteacher
Stoke Ash Community Primary School
Stoke Ash
Suffolk, England, UK
IP237EL
01379678288
gordonleathers@hotmail.com

Our website address is:
http://redtaileddevils.mysite.wanadoo-members.co.uk

We look forward to hearing from you soon!

Florida Chapter, 8th AFHS Reunion

Jim Stuthers announces from Florida that the Florida Chapter of the 8th AFHS is having it's semi-annual reunion at the Holiday Inn in Venice, Florida from November 17th thru the 20th, 2005. All past and present members of the "Mighty Eighth" are encouraged to attend.

For information, membership applications and registrations forms please call the reunion chairman, Jim Stuthers Sr. at 941-323-2676 or write him at 430 Palmetto Drive, Venice, Fl 34293.

The planned reunion last November 2004 had to be cancelled because of the hurricanes. Hopefully, all will go well this time as they anticipate a very large turn out.

34TH Bomb Group's 22nd Annual Reunion

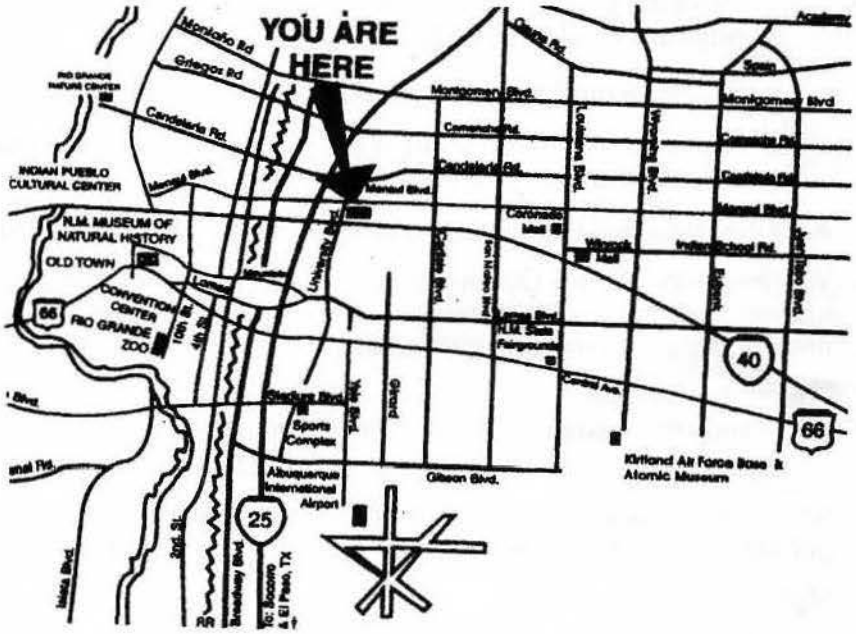
MCM ELEGANTE' HOTEL

2020 Menaul Boulevard, NE
Albuquerque, NM 87107
(505) 884-2511 * Fax (505) 881-4806

TRANSPORTATION TO HOTEL: ENJOY OUR **COMPLIMENTARY SHUTTLE SERVICE** - WHEN YOU ARRIVE AT THE AIRPORT MAKE YOUR WAY TO THE "BAGGAGE CLAIM AREA", ONCE YOU HAVE YOUR LUGGAGE, **GIVE US A CALL.** THERE IS A COMPLIMENTARY PHONE ON THE INFORMATION DESK THAT CALLS US DIRECT, JUST TELL US YOU HAVE ARRIVED AND WE WILL PICK YOU UP.

THE MCM ELEGANTE' HOTEL IS PLEASED TO HOST THE 34TH BOMB GROUP ASSOCIATION'S REUNION 20 SEPTEMBER - 25 SEPTEMBER 2005.

(TO ENSURE ACCURATE RESERVATIONS, PLEASE COMPLETE THE RESERVATIONS REQUEST AND RETURN IT BEFORE AUGUST 20, 2005.)



Room type preference: Single____ Double____ Triple____ Quad____

# of Rooms: _____ # of People: ____

Please list any special requirements Conf. # # 23480 # 34209

Name:_____ Arrival Date:_____

Address:_____ Departure Date:_____

City/State/Zip:_____ Additional Guests:_____

Telephone:_____

____I have enclosed a check in the amount of one night's room charge plus tax $72.84 - DOUBLE OCCUPANCY. INCLUDING TAX. $84.05 FOR OCCUPANCY OF THREE OR FOUR. INCLUDING TAX.

____Please charge one night's room charge plus tax to the following credit card:

____Master Card ____American Express ____Visa ____Diners Club ___Discover

Card Number:_____ Expiration Date:_____

I understand that I will forfeit my deposit in the event that I do not arrive or cancel less than 72 hours prior to arrival.

Name of Credit Card Holder:_____ Signature of Credit Card Holder:_____

Check-in time after 3 PM; Check-out time is 12 NOON.
All hotel accounts are subject to credit arrangements at time of registration and payable on departure.

REUNION 2005

The 34th Bomb Group will hold it's Annual Reunion **from 20 - 25 September 2005** at the MCM Elegante Hotel, 2020 Menaul Blvd NE, Albuquerque, New Mexico, 87107. Phone (505) 884-2511, Fax (505) 881-4806, www.mcm.elegante.com

Hotel reservation forms are included in this issue. Send your check or credit card number directly to the Hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:
Robert H. Wright
411 Parkovash Ave.
South Bend, IN 46617-1029
TX 574-232-4287

Make checks payable to **34th Bomb Group Association.**

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLARSHIP FEE $15.00 EACH PERSON X___=___
NOTE: Both Member and Spouse or Guest must pay

9/23 Friday	Albuquerque Tour $30.00 per person (lunch on your own)	X___=___
9/23 Friday	Dinner $25.00 per person	X___=___
9/24 Saturday	Gala banquet $25.00 per person	X___=___

TOTAL

Name_____ Spouse/~~Guest~~_____

Address_____

City_____ State_____ Zip Code_____

NOTE: All prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags _____Yes _____No Telephone #_____

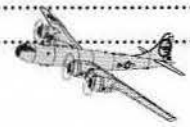
REGISTRATION DEADLINE IS 20 AUGUST 2005

Full refund given (less $5.00 for Scholarship Fund) if notice of cancellation received by 14 September 2004.

PX Order Form

AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

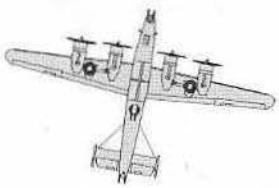
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
FRONT LICENSE PLATE (34th Bomb Group) ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce. ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege) ..... $25.95ea.
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $8.50ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows
Our bright red rudder. Nice for warm weather & very colorful ..... $14.00ea.
SWEATSHIRT - GRAY (Proud to be a veteran on front - 34th Bomb Group on back) ..... $20.00ea.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $11.50ea.
MEN'S ROYAL BLUE POLO SHIRT ..... $22.00ea.
HAT PIN - "Valor to Victory." ..... $5.00ea.



- PLEASE CIRCLE ITEMS DESIRED -
AND INCLUDE YOU TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over
Send check or money order to:

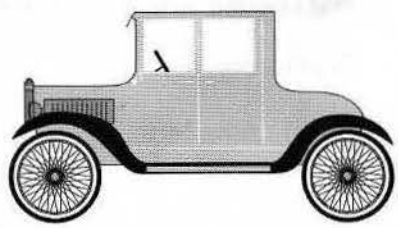
34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net



HAVE YOU EVER NOTICED -

ANYBODY GOING SLOWER THAN YOU IS AN IDIOT,

AND ANYONE GOING FASTER THAN YOU IS A MANIAC?



PROPOSED AGENDA
34th BOMB GROUP REUNION

MCM ELEGANTE HOTEL
ALBUQUERQUE, NEW MEXICO

CHECK THE HOTEL BULLETIN BOARD FOR ROOM LOCATIONS

WEDNESDAY 21 SEPTEMBER 2005

1300 - 1600 hours	EARLY BIRD REGISTRATION (lobby area)

THURSDAY 22 SEPTEMBER 2005

1000 - 1600 hours	REGISTRATION (lobby area)
1400 - 1600 hours	Board of Directors Meeting

FRIDAY 23 SEPTEMBER 2005

0900 - 1600 hours	Tour group departs for Destination Southwest. Lunch will be on your own, available in Old Town. Tour lasts until 1600 hours.
1800 hours	Cash Bar
1900 hours	Dinner

SATURDAY 24 SEPTEMBER 2005

0900 hours	General Membership Meeting
	Lunch on your own/free time
1800 - 1900 hours	Cash Bar
1900 hours	Gala Banquet

SUNDAY 25 SEPTEMBER 2005 Farewells until 2006

Post Exchange and Hospitality Suite to be open at hours yet to be determined.

FRIENDS WRITE

BERT OLIVER - WORCHESTER, MA
Another year and they go by much to quickly. Sorry to hear Hal is stepping down. He has down a wonderful job and I wish him the best of luck.

Enclosed is a stamped envelope to return my '05 membership card. Take care and be good to yourself.

****

BETTY LOU LAMPEY - AURORA, OH
Good to see you all at the reunion. The kids and I had a great time and I look forward to the next one.

I am enclosing my check for the 2005 dues. This will cover Scott and Todd Lampey and Lynn Bachouros.

Hope you are having a good winter and I am sure you wish you were up North here with 2 feet of snow.

****

WILLARD STELLING - OTTAWA, ILL
I received my copy of Mendlesham Memories the other day and I noticed that the dues have been raised. I had already sent my check for $10.00 in December so am forwarding an additional $10.00 to cover the increase.

Also I notice Hal is retiring as our treasurer after many years. He has done a great job and deserves a rest.

****

C. EDWARD HAYES, JR. - SALISBURY, MD
Thank you Hal, for the many years of service you've given the 34th Bomb Group Association. At this date, I know of only three members of our crew that are still living and my health is not the best.

I enjoy reading the Mendlesham Memories. Brings back some unforgettable memories.

Enclosed is check for $50.00 for 1 years dues and the balance for the general fund of the association.

****

DICK CUTTING - ST PAUL, MN
I am a long time life member and am enclosing a check for $50.00. $10.00 for extension of my life membership and $40.00 for general purpose.

****

REGINA GIVEN - SILVER STAR, MT
I am enclosing dues for Regina Given , Ganel Given, Wade Given and Rick Given.

I've been in contact with the four surviving crew Dick flew with and have learned so much.

Have a great year.

****

GERTRUDE TURKO - WATERLOO, IA
I just want to share with you the sad news that my husband, Walter passed away on February 2nd after a long illness. We haven't been to a reunion in several years but Walter always enjoyed receiving and reading Mendlesham Memories. Thank you so much.

****

RITA HILTNER - FREEPORT, MN
I know I have my dues paid for 2005, but I see they have gone up to $20.00 so I'm sending the extra amount. We need to keep this organization going. I really enjoy reading Mendlesham Memories. I don't make the reunions anymore but I really like to read about all our friends.

My son, Peter, just retired from the Army after 32 years of service.

****

HANNAH SUMMA - ANDERSON, IN
Enclosed is my check for the $10.00 life member assessment to keep the Mendlesham Memories alive. I enjoy every issue and don't want to miss any. Hal, you have had over 11 years and I know you are ready to give it to someone else.

I miss the reunions and all the members. We had such a good time together. Hope everyone is feeling better.

****

PAUL & BETTY BRESH - FORT MYERS, FL
The best for 2005. When reading Mendlesham Memories, the notice of Richard Given's death was a way to connect with his family. I had no contact in all these years so Mrs. Given and family have been glad to receive our condolence note. Richard was our very fine flight engineer, none better. For our Christmas, the Given's family sent a box of beautiful Montana fir to decorate our home. We have exchanged notes, letters and info on Richard's life. Sad it took all these years and lost contact.

****

WALTER STURDIVAN - STOCKTON, CA
I'm already looking forward to the next reunion of the 34th BGA at Albuquerque, NM in September.

****

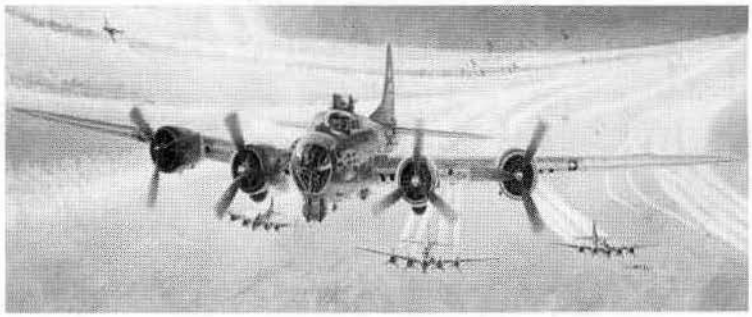
OLIVER BOLDUC - CHAPLIN, CT
Additional $10.00 for 2005 dues enclosed and I proudly have my 2005 membership card. Trust your winter has gone well and health wise you're up to par in these "Golden Years". Winter here has been brutal with many below 0 temps and snow. More on the way they say, possibly 12 to 26 inches. I guess we live here because we like the challenges - or something. I was hospitalized for 6 days last October and am now more or less housebound trying to stay out of the wife's way but helping where I can.

****

ROBERT SCHROEDER - AMERICAN FALLS, ID
Thank you for sending the last Mendlesham Memories.

We sent in our dues plus those for our two daughters who we want as associate members

****



VIVIENNE SCHWAB - KIRKWOOD, MO

It is with great sadness that I write to you about the death of my mom (Sylvia Forister). She had not been in good health for the past several years and it all caught up with her on February 28th. She had been in the hospital the last two weeks but we never expected such a sudden ending. Dad (Carroll Forister) is doing quite well but still in the early stages of mourning after nearly 57 years of married life together. Going to the reunions without her will be very hard but I plan to come with Dad. She would want that tradition continued.

****

FRANK McCULLOUGH - ALLENTOWN, PA

I would like to make you aware of the fact that Ray Machalz passed away in July 2004. Ray and I were on the same "SLIC-CHIC" B-17 crew, 391st squadron, 34th Bomb Group. We had completed 34 missions and were both happy to have finally been awarded the DFC in 1999 and 2001.

I kept in touch with him over the past 20 years and it was always good to talk about the missions we flew. I was shocked when I called him last year and his wife, Betty, told me he had passed away. I miss our phone conversations.

We attempted to locate some of our other crew members but were unsuccessful. If any of our crew reads this I would really like to hear from you. My address is 2807 Andrea Dr., Allentown, PA. Our e-mail address is: ritamm@enter.net

Thanks for doing such a great job with Mendlesham Memories. I always look forward to receiving it.

****

ALICE PAWLOWSKI - DUNKIRK, NY

Enclosed are my dues for the year 2005. I am happy to pay the increase to help the Memories of Mendlesham to be published

****

DALE FRANK - WINTERSET, IA

Please find enclosed a check for $50.00 to help on the Mendlesham Memories. I am a life member and we both enjoy the newsletter so much that we would hate to have it discontinued.

Hope to see you all in September.

****

GRANVILLE PIERCE - DALLAS, TX

Enclosed please find our personal check for $10.00 to cover the increased annual dues for 2005

We so enjoy the Mendlesham Memories. It is super.

We received a very good telephone call from Bob Burgner from Ohio 2 weeks ago. A very nice surprise.

****

BERNIE FARLEY - VERONA, NJ

Here's John and my assessments for '05. I know from my 200 newsletters how much everything costs - plus the mailing 3rd class.

****

RAYMOND PALMER - WICHITA, KS

Enclosed is my life membership voluntary contribution of $10.00. I haven't been able to attend the conferences since Boise due to Bula's deteriorating health with Alzheimer's. I was always able to take care of her at home until she passed away on 13 May 2004. She had collapsed in the bathroom with heart failure and was gone in five seconds. The EMS team is housed about four blocks away and got there by the time I had her laid on the floor, but never got a response. It has been a terrible thing to go through after nearly 62 years of marriage. The only salvation is my children, all live in Wichita and keep close tabs on me.

****

GERALDINE WIRTHLIN - SAINT GEORGE, UT

I just received the latest MM and thought I should ask you to remove my name from the mailing list. It is becoming difficult for me to read any more so I am not getting the good from it that I used to. I hate to waste things and feel it is a waste of your money. I have enjoyed it in the past but we all know that things change over our life time.

Thanks for all the memories of the WWII years. I wish the best for all of you in the future and hope that the younger generation will never forget our generation and our contribution to a great nation.

****

DON BENSCOTER - LAPWAI, ID

Enclosed is the payment for 2005 dues. The reading that is in the Mendlesham Memories is worth every cent. Any more I read every issue twice. Thanks to all for the effort that goes into this publication.

In this last issue there was a letter from a member from New Mexico. His name was McCloskey. The co-pilot on the crew I flew with was Bruce McCloskey. The pilot was Luther (Luke) Richardson and he was never able to find McCloskey. To my knowledge, I am the only remaining crew member. There were only three members that we were not able to locate.

Maurice Anderson, the radio operator, put together a book of the history of our time together. It would be interesting to have the co-pilot listed in this record. I would be very grateful if you would send me the address of this man. If it would take much effort it is not that important.

****

LESLIE LUMMIS - MENDLESHAM, ENGLAND

Having seen in the latest copy of Mendlesham Memories that you are increasing membership fees to $20. As I have been sent a free copy for many years, I feel I should help by applying for associate membership, if this is allowed. I enclose a cheque for $25 as there may be some bank charges changing an English cheque. If I am not allowed to become a member please accept the cheque as a donation towards further copies of MM.

You may be interested to know that to commemorate the sixty year anniversary of WWII, a local Primary School at Stoke-Ash, just up the road from the airbase, is opening their own museum to ensure the 34th Bomb Group's part in our local history is not forgotten. Myself, and other local people have provided them with various items and photographs to help in their project.

****

WANDA PINE - BLACK EARTH, WI
Sorry I'm so late with this. Just wondering if we Life Members have to pay this every year.

****

ROBERT DELOYE - LANESBORO MA
Enclosed is $50 for 5 years dues to help make up the short fall. I really enjoy my membership and MM.

Sorry I can't make reunions. My days with 34th Bomb Group started June 30, 1941 at Westover Field. Bob Gay, Gen. LeMay and many others I have lost track of.

I really appreciate the efforts of so many of you to keep the Association alive.

P.S. I am only 60 miles from Westover and have been there many times over the years for air shows, etc.

****

BILL IHLO - MEW MILFORD, CT
I recently learned that my cousin, ALBERT PEGG, JR. served with the 34th Bomb Group and was KIA on mission #150 on March 23, 1945. I'm looking forward to learning more about what you all went through and perhaps finding someone who knew Albert.

My mailing address is: MR. WILLIAM F. IHLO
BOX 605
NEW MILFORD, CT 06776

Thanks.

****

WILLIS GRIFFIS - VERNON HILLS, IL
It might be of interest to those who are planning on attending the reunion in Albuquerque that the Albuquerque International Balloon Fiesta starts on Saturday, October 1st, the weekend following our reunion. This is a great event and lasts a week, although, the first week-end is the best. There should be around 700 hot air balloons of all shapes and colors. For more information, the web site is www.balloonfiesta.com. For more information on Albuquerque, contact Albuquerque Convention and Visitors Bureau, 800 284 2282 or on the web at www.abqcvb.org. There are shuttle buses from some of the malls to the fiesta. Hotel space does get a bit tight.

****

ISABELLE JENKINS - VANCOUVER, BC
It saddens me to finally contact you to say my husband, Richard (Dick) F. Jenkins of the U.S. Army Air Force passed away on the 23rd of March, 2004 at the age of 79 after along and characteristically valiant fight against cancer.

My husband grew up in Charleston and graduated with a BS from the Citadel gaining his Master in Science at Clemson. With the U.S. 8th Army Air Force, Richard flew daylight bombing raids in WWII. After many missions he was shot down over Germany and spent time as a POW.

Returning to the U.S., Richard married his first wife, Frances and had two sons. Moving to Canada in the 1960's, where we met in Vancouver, B.C. and were married for 33 years.

He is missed by all who knew and loved him.

****

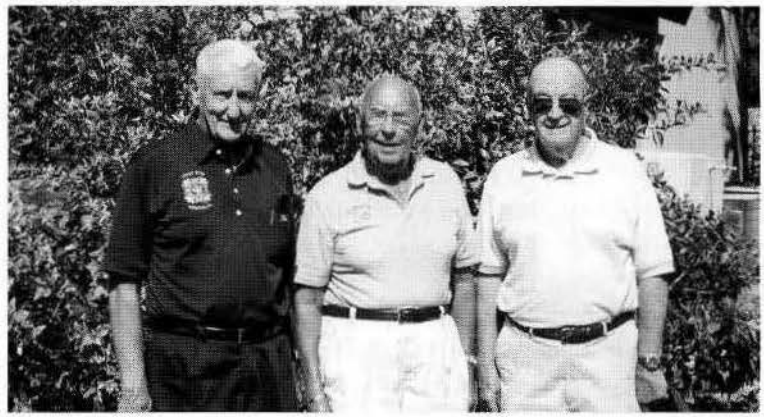
FLOYD BENNETT - RICHMOND PASCO, WA
It is with sadness that I relate the death of my sister, Thelma Warfield, and associate, life member of the 34th Bomb Group Association on March 20th, 2005. She attended the past fourteen reunions with us. She made friends easily and never met a stranger.

I recently had replacements on both knees, nerve repair in my left elbow and wrist and am recuperating very well.

Miriam and I are planning to attend the reunion in Albuquerque and hope to see lots of friends there.

****

BOB WRIGHT - SOUTH BEND, IN
We had a luncheon at Punta Gorda, Florida at Fisherman's Village in March.



L to R James Stuthers, Bob Wright and Jim Scully
All members of the 34th Bomb Group Association

****

CAROLYN TRESCOTT - MENDLESHAM, ENGLAND
I type the Mendlesham Newsletter, organize both the Street Fayre every year and the reunion lunch at the Community Centre when the veterans of the 34th Bomb Group come to visit.

I have had the privilege of meeting veterans of the 34th when I was invited to join you for a meal on your last visit, together with the people who put flowers on the 34th Bomb Group Memorial.

I have been speaking to Bob Lummis and it seems their will be no one coming to visit us this year. I realize that everyone is getting older and the trip must be very tiring. When you have visited in the past I have always thought it is rather a shame that it was all such a rush. No one had time to stop and reflect and maybe have a slow walk around Mendlesham, the church and airfield.

I am thinking that it would be great to offer veterans or their families, who felt able to make the trip, a more relaxing trip and staying with a family in Mendlesham for a few days and be able to explore at their leisure.

I intend to bring this subject up at a meeting tomorrow evening at the Mendlesham Community Council but would like to know what you think. Tony Butts from Suffolk Veteran Vehicles Trust has told me this evening that Horkham village has decided to dispense with "Mr. Tomato" and organize their own reunion! Maybe Mendlesham could do the same.

Hope this finds you well. Spring has at last arrived in Mendlesham this weekend.

****

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

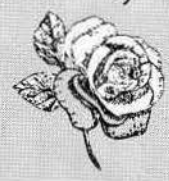
Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Congratulations
Claude and Genevieve Conklin
60th
Wedding Anniversary
July 8th, 2005



CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BLAIR	JAMES, C	4ALM	680 W. HWY 54	CAMDENTON	MO	65020
DINENNO	ALFRED	391LM	1041 PINE CIRCLE THE LAFAYETTE AT VALLEY FORGE F-107	KING OF PRUSSIA	PA	19406
HAVRON	WILLIAM, R	7LM	487 LK FOREST DR	BLUE RIDGE	GA	30513
LAMPEY	TODD	18A	751 WEST J STREET	BENICIA	CA	94510
RICKER	CONRAD, L	7	509 S. SANTA FE #134	EDMOND	OK	73003
SLAUGHTER	HERMAN, F	391	242 TOWNSHIP RD#1525	PROCTORVILLE	OH	45669
STEMEN	CARL, B	7LM	821 LANRECO BLVD	LANCASTER	OH	43130
STUTHERS	JAMES A, JR.	18A	38TH TERRACE EAST	BRADENTON	FL	34208
STUTHERS	STUART A	18A	22499 SACRAMENTO AVE,	PORT CHARLOTTE,	FL	33954
WALKER	ORAL, D	391LM	3241 LAKE SHORE DR	BATTLE CREEK	MI	49017

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BLAIR	JOHN, A	4LM	07-02	345 WEST 54 HWY	CAMDENTON	MO	65020
BRIDGE	GLENN, M	7	01-05	P.O. BOX 775	ROANOKE	VA	24019
HUNTER	THOMAS, G	4LM	12-27-04	238 MELROSE DRIVE	NORTH SYRACUSE, NY		13212
JENKINS	RICHARD, F	7	03-23-04	3793 WEST 20TH AVE	VANCOUVER	BC	V65
MACHALZ	RAYMOND,J	391	06-04	4729 N NEW ENGLAND AVE,	HARWOOD HEIGHTS,	IL	60656
SEASE	ROBERT, D		02-05	5980 COATS ROAD	HASTINGS	MI	49058
TURKO	WALTER	4LM	02-02-05	1326 MAXHELEN BLVD #2B,	WATERLOO	IA	50701
WARFIELD	THELMA,	ALM	03-20-05	725 NORTH 9TH	WALLA WALLA	WA	99362

NEW MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
IHLO	WILLIAM, F	ASSOC	PO BOX 605	NEW MEDFORD	CT	06776
TOWNSEND	DAVID, J	ASSOC. UK		NORWICH	NORFOLK CO	
LUMMIS	LESLIE, R	ASSOC. UK	CHURCH ROAD	MENDLESHAM	SUFFOLK	IP14ST.Q

DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

IN MEMORY OF	DONOR
HALLARD S. SCHMITT	LAUREN & L. BRADFORD SCHMITT
HALLARD S. SCHMITT	JOHN & MARY LYNN LOFINK
HALLARD S. SCHMITT	JOHN & BETH WASELKO
HALLARD S. SCHMITT	FRED & DEB ROST
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HALLARD S. SCHMITT	MR AND MRS WILLIAM LEWIS

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22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

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Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

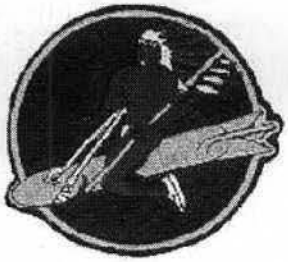
Volume XXX Number 3 September, 2005

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON


18TH SQUADRON

391ST SQUADRON

DEDICATION OF THE 34TH BOMB GROUP MEMORIAL
in the
ST. MARY'S CHURCH, MENDLESHAM, ENGLAND
by the
STUDENTS OF STOKE ASH COMMUNITY PRIMARY SCHOOL, STOKE ASH, ENGLAND

MENDLESHAM MEMORIES
Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/
This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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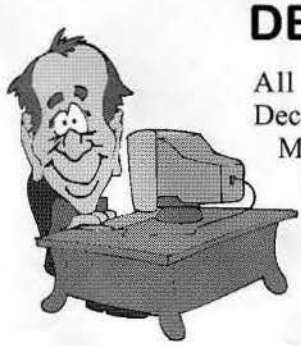
22 So. Avonlea Cir.
The Woodlands, TX 77382-106
Phone: (936) 273-3561
Email: jshare@houston.rr.com
Cell Phone: 713-870-4323



DEADLINE

All material and items for the December, 2005 issue of Mendlesham Memories should reach me on or before October 15, 2005. All copy will be going to the publisher on that date.

Jack Share, editor

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OTHER WEB SITES OF INTEREST:
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://members.tripod.com/valortovictory/index.html

Share - a thought...

Jack Share

It is with much regret that I must inform the 34th Bomb Group members of the tragic death of our beloved friend and archivist, the Reverend Gary Ferrell, on June21st in an automobile accident.

Gary was inspired by his uncle's Dexter Jordan, service as a crew chief in the 34th Bomb Group during World War II. As his interests grew, he began to research many Air Force records to obtain information about the various activities of the group, it's cew and ground crew members, casualties, POW's, and the B24's and B17's the group flew. This eventually led to the development of his VALOR TO VICTORY website which has provided much valuable information, not only to those that were there, but also for future generations to learn more about loved ones who never returned or have since died.

Rev.Gary Ferrell

Gary was taken from us much too soon and will be greatly missed by his family and all the many people he touched in his short lifetime. Our extreme sympathy goes out to his wife, Susan, their children, his congregation, and all his many friends and acquaintances.

This being the final publication prior to the reunion, I'd like to take this opportunity to thank all of you for providing the material and photos for the past years editions of Mendlesham Memories. It is through your contributions that we can continue providing the membership with this newsletter.

We look forward to seeing, and meeting, you all in Albuquerque. It looks like another great reunion has been planned but their only as good as the people that attend.

'Till then

Jack

John J. Feda

PRESIDENT'S REPORT

It has been a pleasure to serve as president of the 34th Bomb Group (H) Association this past year. As we celebrate our twenty second year of existence we are thankful for the individuals who started our Association. Many others have since donated their time and talents to make our organization one that we enjoy and one in which we can take pride.

Our reunion committee has done a commendable job over the years in selecting sites and arranging tours. The selection of Albuquerque and the tour they have arranged this year appear to be no exception and should make for a truly memorable reunion.

A museum for the 34th Bomb Group was dedicated in an elementary school near the village of Mendlesham, England this past month, spearheaded by the headmaster, Gordon Leathers. Although it was planned in a school and memorialized in a church, it will be housed in THE FLEECE, a pub in Mendlesham - a location that may be familiar to many members of the 34th Bomb Group. We are very fortunate that Mr. Leathers will be attending our reunion and will be our banquet speaker.

Since our last issue of Mendlesham Memories, two of our officers have experienced tragedy in their lives. Reverend Gary Ferrell, our archivist, lost his life in an automobile accident. He did extensive research in creating the 34th Bomb Group web site which contains an unbelievable amount of information on our group history.

Hal Province, our longtime treasurer and corresponding secretary has developed a serious illness and has been ordered to cut back on his volunteer activities. He also serves as the coordinator of the Scholarship Committee. Replacements for these offices will be sought.

It seems only yesterday that Jack Share, our efficient MM editor, was pushing me for a President's report for the December 2004 issue. It has been a pleasurable experience and I thank you all for your cooperation and understanding.

Sincerely,

John Feda, President

IMPORTANT MEMBERSHIP NOTICE

Effective immediately, Hal Province has stepped down as treasurer and corresponding secretary of the 34th Bomb Group Association's due to his continuing ill health.

In a directive issued by President, John Feda dated June 29, 2005, those responsibilities will now be handled by:

JACK STEFFEN
6670 Powner Farm Dr.
Cinncinnati, OH 45248
E-mail - jsteffen@cinci.rr.com

Please send all dues payments and Memorial gifts to this new address.

REUNION COMMITTEE REPORT

Destination Southwest to Albuquerque, New Mexico for the 34th Bomb Group's twenty second gala reunion from 21st to 25th September at the MCM Elegante Hotel, 2020 Menal Boulevard.

The June issue of Mendlesham Memories newsletter has all the necessary information for the reunion. It has the Registration Form for the hotel, the seven hour Albuquerque tour that includes Old Town, the Indian Pueblo Cultural Center, the Turquoise Museum and the National Atomic Museum. There will be time for the attendees to have lunch, on their own, in Old Town. Also mentioned in the June issue was that on Friday, 23rd September you will board a Deluxe Coach and head to Old Town for a brief walking tour of the Historical Plaza area. Yes, you will be able to shop on your own at many fine specialty stores and galleries around the plaza. Lunch, on your own, in Old Town's Furrs Cafeteria.

Please Note - The deluxe coaches will leave the hotel at 9:00AM and return to the hotel at 4:00PM, Friday, 23rd, September, 2005.

Please remember to provide accurate reservation information, complete the reservation request and return it before August 20th. 2005 - our cutoff date.

Complimentary shuttle service from the airport to the hotel. When you arrive at the airport make your way to the baggage claim area. After you have claimed your luggage, call the hotel from the phone by the information desk that contacts the hotel directly and the hotel shuttle will pick you up.

This will be a wonderful opportunity to meet old friends and to make some new ones. We wish you all good health and hope to see you all at the Albuquerque reunion. Many thanks to all who help make our reunions successful.

Take care and God Bless.

The reunion committee,
Harold Rutka, Chairman
Robert Wright
Bruce Sothern

DUES REMINDER

Annual Dues Have Been Increased to $20.00

As was reported in the December issue of Mendlesham Memories the annual dues have been increased to *$20.00* and we are asking all life members to contribute *$10.00* to help defray some of the costs in publishing this newsletter.

Please send your 2005 dues to:

JACK STEFFEN
6670 Powner Farm Dr.
Cinncinnati, OH 45248

Thank you for your help in guaranteeing the continuance of the 34th Bomb Group Association.

60th Anniversary Celebration of "Manna/Chowhound" Flights to Holland

Herb Roy, 391st/4th Sqds.

I was the only member of the 34th to go back for the 60th anniversary celebration arranged by the Dutch "Food Droppers" committee. After a long flight from Miami, we were met at Schipol airport by Margo and A.J. Voogd, committee members, who picked us up and drove us to Den Haag where we were staying.

On Saturday, we went by bus to Viaardingen for a ceremony in front of the City Hall where we were welcomed by the mayor and serenaded by the village choir. The mayor unveiled a Plaque to be installed in the wall of city hall and we were presented with a framed copy of the plaque. After lunch, we rode in old military vehicles to the "drop zone" where their air forced staged a flyby and dropped hamburger buns in re-enactment of the drops. That evening we were guests at a cocktail reception and dinner on the waterfront.

Sunday, we were driven to a church in Barandrecht for a traditional remembrance service given by both their pastor and a RAF chaplain. There was a ceremony by very young children and the high schoolers, all of whom have been taught that were it not for the food drops they might not be there as their future parents and grandparents were starving to death. That afternoon, we were guests of the Duingen race track for lunch and to enjoy the race program. The 34th had dropped at both Schipol airport and the Duingen race track. Evening dinner was hosted by Col. Arie DeJong, chairman of the "Food Droppers".

Monday, was a repeat of the other celebrations at Valken kamp before we parted company and left for Amsterdam. For 60 years the Dutch have been teaching their children the price of freedom and that they must fight to keep from losing it. When they are young they sing songs about the "Drops". As they get older, they visit Ann Frank's house and learn the story of why the Germans killed her and finally, as teenagers, they take a trip to the Auschwitz concentration camp where Ann Frank was killed.

All during our visit we had people come up to us in the street and say "Thanks, if it hadn't been for you, we would not be here as our parents would have starved." The thanks were for every member of the 34th who flew those missions.

The 8th Air Force lost one plane and crew on those flights and it was surmised that they had gotten off course and flew too close to the German submarine pens along the French coast. There was never any news about where they were shot down.

HOLOCAUST MUSEUM IN RICHMOND, VA

Recently the Holocaust Museum here in Richmond opened a new exhibit and my husband, Gordon Alling, was asked to speak about his experience during World War II. The following is what he had to say. It reflects the sentiments of all the wonderful servicemen who gave so much to keep our country free.

Pat Alling

I appreciate the opportunity to take part in this celebration and share a few of my memories of what it meant to be part of the army of liberation. I must go back some 62 years. The war in Europe was underway when I turned 18 and signed up to serve my country.

At that time the schools put more emphasis on the study of American History. Students were impressed with what Liberty and the Pursuit of Happiness really means. We had read about England's entry into the war and what had happened on December 7th - my wife's birthday. She still says that when I put the flag out it is for her birthday. Like most of my friends, I was eager to do my part.

I spent most of my 3 years in England as a member of the Army Air Corps Eighth Air Force, 34th Bomb Group. I was not a member of a fly team. My job was to arm the bombers so they could protect themselves in aerial combat and complete their mission. From the cooks in the mess hall to the captains of the B24's and B17's there was unified spirit of cooperation and unity of purpose. We were certain that some day soon we would go home with pride that we had done our job and the world would be a better place for ourselves and our families.

Our base was located in the English lowlands, northeast of London. This was farm country. It was the custom for the farmers to stack their hay in mounds 10 to 15 feet high. One morning when the sun was breaking through and another beautiful day was dawning, I was on my way back to my barracks and several of those haystacks were in flames. A warm and wonderful feeling came over me. I knew we had done our job and the war in Europe was over. For the past several months our planes had been able to land in France and Germany and were able to bring back good German beer. Needless to say, there were a lot of corks popped that day.

About 10 years ago my wife and I met with 12 other couples in London, all members of the 34th Bomb Group. We stayed several days in Cambridge. On the weekend, at the invitation of the people in the town of Mendlesham, we visited the old air base. I will never forget the warm and friendly greeting we received. Only about 200 feet of the old runway remains. Crops now cover the landscape. The mayor, wearing a large medallion on a gold chain, a symbol of his authority, greeted us. With other towns people we visited a roadside area about a half acre in size where the town has established ,with perpetual care, a small memorial to the Americans. Bench, flowers and a stone marker that says, and I'm paraphrasing, "Thanks to the American Airmen for what you did for us". On Sunday our group attended church. The little church has a history dating back to the 18th century. In the afternoon we were invited to an old fashion churchyard picnic. After 50 years, the people of this small English village are remembering and we are ever thankful for our part in standing with them.

Some say that my generation was the greatest American generation. I believe the greatest American generation began with George Washington, Ben Franklin and men like Thomas Jefferson who nurtured the principles that my generation fought to preserve. Would I do it again? Yes I would.

Today we have troops operating around the world who have made the same commitment to preserve those principles. This is the greatest nation on earth. The sacrifices made by our GIs in World War II and by the thousands of those on the home front was worth it all.

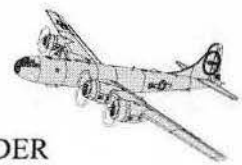
Thank you,

Gordon C. Alling

PX Order Form

AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

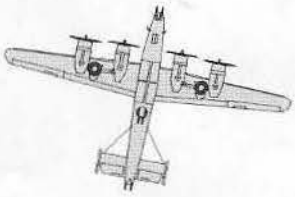
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce. ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege) ..... $25.95ea.
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $8.50ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows
Our bright red rudder. Nice for warm weather & very colorful ..... All Sizes $12 each or 2 for $22.00.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $11.50ea.



- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)

THANK YOU FOR YOUR ORDER



Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

WE CAME AS BOYS, WE LEFT AS MEN

By Carol Elliot

(Here are some thoughts I came up with as I think so much about all the men who made our World better. Lloyd (7th sqd.) is my husband of 57 years, but I had rather think this message was written by everyone).

Our men were mostly born in the late teens and early twenties. Life in those years, and also the thirties, were different times than we have today. Not many people owned an automobile, some homes did not have electricity nor indoor plumbing. Only one room of the house was heated and when nighttime came it was off to a cold bedroom. Schools were sometimes one room schools, two room schools and as you got older then you went to TOWN to school and your life changed. In rural areas, food usually consisted of what was raised in the garden and canned during the summer months. There was not meat on the table every day. A person usually experienced their first soft drink when they were eight years old. Not knowing how to drink a Coke, when the first burp came, it went up your nose and you felt near death. Most people had milk 'cause they owned a cow, ate a lot of chicken and always had eggs for a lot of meals. Hence, here's a new recipe for the ladies and it is strictly from the new and improved world and is never fail:

Chicken and Dumplings

- ★ Buy a whole fat chicken (not a cut up one, as it is cheaper).
- ★ Put it in a pot, add a lot of water and simmer for a couple of hours.
- ★ When done, remove the chicken and let it cool, then de-bone it.
- ★ You will have a nice pot of chicken broth.
- ★ Buy a package of flour tortillas.
- ★ In a plastic bag, dump in some flour, then cut the tortillas into two inch squares and put in the bag of flour, add some salt and pepper.
- ★ Shake vigorously. The flour will coat the tortillas.
- ★ While the broth is boiling, drop several pieces of the tortillas into the broth.
- ★ Do not stir, just push down. Add more pieces of tortillas. The flour will thicken the broth.
- ★ Turn heat down to low and simmer, covered, for about twenty minutes, then add the cut up chicken.
- ★ To add more calories, you might add some butter.

With this said, then the forties came along, the boys went to war to make our world free. The boys became men real fast. Thanks to them, our world has remained free, our way of life is better. It took all of these elements to make our life as wonderful as it is today. We know we live in the greatest, most wonderful country in the world. Our men made it this way. THANK YOU.

FLORIDA CHAPTER - 8TH AFHS REUNION

Jim Stuthers, reunion chairman, has finalized the agenda for the Venice, Florida reunion. Headquarters hotel will be the Holiday Inn with the schedule of events beginning Thursday, November 17th for early bird registration and check in. The board meeting at 3:00 PM. The Hospitality Rooms 105 - 106 will be open each day from 3:30 to ?. Dinner on your own at one of the many good places in the area.

Friday: Free breakfast, every morning for registered guests. Registration from 1PM until 5PM. Many things to do. Relax around the pool and spa, play badminton, golf, shuffle board.

Sit down dinner at 7PM, casual dress. A welcome by our president, Jim Hart, followed by the Mayor of Venice who will welcome all to the shark capital of the World. Music and dancing and a bit of karaoke following dinner.

Saturday: Breakfast 7AM to 8:30AM. Business meeting at 9:00AM until 11:00AM. Then get ready to board the bus for a tour of the Island of Venice, and to the old, original, Venice Air Force Air Field gate. Then on to South Venice, Englewood, Manasota Key, Port Charlotte, ending up at Fisherman's Village for lunch - on your own. After a little window gazing or shopping at the enclosed, air conditioned mall, we'll return to the hotel by 3:30 PM to settled down for the formal/informal Luau dinner. Our own, Col. Charlie Brown, possibly accompanied by a ME109 German Luftwaffe pilot, will be guest speakers. Dancing and raffle will follow dinner.

Sunday: Memorial service at 9:30 AM remembering our long lost and recently departed comrades of the Florida Chapter. Prior to departing, I.D. Brown will lead in the singing of "'Till We Meet Again".

Jim and Kay Stuthers,
Jerry and Mary Lund,
Co Chairs

WRONG PART

A boy comes home from school and tells his mother he has a part in the play.

She asks, "What part is it?"

The boy says,
"I play the part of the husband."

The mother scowls and says,
"Go back and tell the teacher you want a speaking part.

NAVIGATING OVER ENGLAND DURING WWII

Submitted by Vincent J. Doran, 391 Squadron

Viewed from the air, there is not a straight line on the ground in England. Roads and farm property lines go every which way, not north/south, east/west as in the United States. Not that our system is any better than theirs, just different. There are no prominent mountains, few lakes big enough to be identified and it is easy to mistake the rivers. To make matters worse, an obscuring haze covered all of England that winter of '44/'45. And to top it all off, a persistent low, hanging stratus cloud covered most of the country during that winter. The cloud alone made everything dark underneath, even in the middle of the day. Added all up, it was impossible to navigate by looking down at the ground, and I mean impossible. Our British brother airmen couldn't find their way either. Thirty seconds after take off you were lost and you stayed lost as you wandered around the country.

Long before we Yanks arrived in England, authorities recognized the problem and set about to solve it; and they did solve it in a most ingenious and simple way. They covered the entire country, England, Wales and Scotland, with a network of low powered radio receivers, each only a few miles apart from the next. Most of them were put in homes of volunteer civilians who promised to listen to them 24 hours a day. The exact geographical coordinates of each receiver were determined and filed at the nearest area headquarters. Next they installed a very low powered transmitter in each airplane; the signal could be heard only a few miles away. All receivers and transmitters were on the same fixed frequency.

As you were flying along, always lost, and needed to locate yourself, you merely contacted the network by calling out, "Darky, Darky, where am I"? Immediately the system went into action. Only one receiver on the ground heard you. He would phone the nearest area headquarters and identify himself. Headquarters, having a powerful transmitter, would call you the coordinates of the receiver that heard you. All this took only a few seconds and you knew pretty close to where you were. The system worked wonderfully well and it was a lifesaver every day.

I have never forgotten that phrase and even today, when I am hopelessly confused or bewildered, I raise my arms to heaven and cry out piteously, "Darky, Darky, where am I"?

FRIENDS WRITE

RAY FREDETTE - ALEXANDRIA, VA

I am enclosing the obituary of Msgr. Scannell who died a few weeks ago in nearby Falls Church, VA. He was the 34th's chaplain in England and his passing will be of interest to your readers who remember him.

I recall going to the mess hall for a hearty breakfast and then to the chapel for communion from Father Scannell before each mission.

Thanks for the fine job you are doing putting Mendlesham Memories together. I very much enjoy reading each and every issue.

****

FRED BERGLAND - TITUSVILLE, FL

When I was an 8th Army Air Corps B-17 co-pilot flying several missions as a member or the 34th Bomb Group based in Mendlesham, England I witnessed some mind boggling suicide dives by German Luftwaffe pilots. They flew straight down into the B-17 formations in the final closing weeks of WW II.

Statistics, written in a new book "Air Power" by Stephen Budianski, state that the American Army Air Corps bombers lost 8,237 planes and the British R.A.F. lost 8,325 planes. He says that the Americans had 64,000 casualties and the British also had 64,000 aircrew casualties in the WWII air war. This was twice the number of American soldiers killed in all the Normandy campaign and more than the entire number of U.S. Marines killed in all the brutal fighting in the Pacific. We certainly lost a lot of our best young men in that Air War over Germany. I am so happy we won the war!

****

BILL ORTON - CASCADE, ID

I just wanted to share with you the sad news that my wife, Naoma (Jo), passed away on December 21, 2004 after a long illness. She enjoyed attending many of our reunions and reading Mendlesham Memories.

Enclosed please find my check for $20.00 to help the continued publication of our super newsletter. We must keep this program going.

I will probably see you at the reunion in Albuquerque.

****

CHARLES METZ - PATCHOGUE, NY

Enclosed is my check for the balance due on my 2005 dues. I have already received my membership card. I received the June issue of MM in a personal envelope from you. Thank you for that. Am I now on the regular mailing list?

I see you're back on the official roster as treasurer. Is this the good news that I hope it is and your feeling better? Stay well and lots of good luck.

****

BASIL GAUMER - GREENVILLE, IL

Received the last issue of Mendlesham Memories and, as usual, I can't put it down until I have read the last word. Read the article that Walter Sturdivan wrote about the 34th going overseas on the USS Wakefield.

The Wakefield had quite a history. She was built in 1932 and was the Manhattan luxury liner. She was christened by Mrs. Theodore Roosevelt and was the fastest ship on the seas. During World War II she was taken over by the military and commissioned the USS Wakefield and used as a troop carrier. She was bombed in Singapore and burned off the coast of Greenland. She burned for four days and ran aground. They refloated her, towed her to the Boston Harbor , put her into dry dock and stripped her down to the hull and then rebuilt her. On April 13th 1944 she set sail on her virgin voyage from Boston harbor to Liverpool, England carrying 10,000 troops and a crew of 2,000 Coast Guardsmen. The 34th was among the 10,000.

You won't find this in the history books, but after the ship was bombed in Singapore and burned off the coast of Greenland, the men called her a jinx ship. The trip took eight days and was uneventful until the last night. I don't know if we were in a storm or if it was just the rough waters of the North Atlantic, but the ship would go way up in the air, the propeller would come out of the water and the ship would vibrate and shake and then would come down with a crash and then go back up into the air again. They said that a German sub was after us. Water came over the bow of the ship and into our compartment. As the ship rocked back and forth, the water washed back and forth on the floor. After some time of going up and down, all at once the ship tipped sideways and everything went calm. I dropped off to sleep and when I awoke, I felt great. I had butterflies in my stomach the entire trip. I went up on the deck and we were docked in Liverpool.

The Wakefield went on to hauling troops from the States to Europe and bringing the wounded and German POW's back to the States. She also saw service in the Mediterranean Sea. After the war, she was decommissioned and sometime in the 60's she was scrapped.

I would sure like to be with you at Albuquerque but I don't think that we can. But you will be in our thoughts.

ED: And you in ours. Thanks for this bit of historical information.

****

MARV JALVING - SPRING LAKE, MI

I hope this helps the treasury a little bit.

We have given up on Florida after 17 years. We have three daughters up here in Michigan and we didn't want them to make this decision for us. We have a condo and are happy here.

I have a picture of our whole Jalving family where 6 of us are in uniform, all served in WWII at the same time. Would you like it?

The best to you.

****

DANIEL HARDEE - QUITMAN, MS

Enclosed is my check for the $10.00 life member, plus a little more.

I lead a very quiet life. My wife of 62 years died Feb. 1st, 2004. She had a long bout with cancer. This changed my whole life. However, I have an old maid neighbor that looks after me she is a young 76 year old. I am now 82 years old and in good health. Not able to travel very far. Hope this finds you well.

****

HARRY ACKERMAN - N RICHLAND HILLS, TX

Enclosed herewith is my check for amount of $50.00 to cover any past annual dues as well as 2005 increase in life member dues. Whatever is left over, if any, can be applied to 2005 activities or saved for next year.

I hope I will be able to attend the reunion in Sept. but it is too far ahead to say for sure that I will be able to.

If there is a spare copy of an up to date membership roster available I would appreciate getting it.

Hope this finds you and your family doing well. Y'all take care and thanks for your help.

****

JOE AND KAY MARKS - SALT LAKE CITY, UT

We do appreciate all the work that you do so we can enjoy Mendlesham Memories. Thank you, so much.

Looking forward to reunion, see you there.

****

BOB SCHROEDER - ANERICAN FALLS, ID

We enjoy the Mendlesham Memories. We read it cover to cover. We know it is a lot of work and hope you can keep up the good work.

****

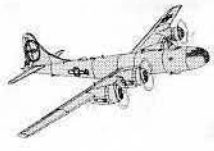
VINCENT DORAN - ANCHORAGE, AK

Please refer to bombing mission #136, recalled from target area, 4 March 1945. By the time the Group arrived back at Mendlesham, the field was closed because of weather. We were diverted to British Lancaster base near Land's End in Cornwall. We stayed overnight and flew back to our base the next day.

I have a pretty good story I would like to send to MM about that day, but I need to know the name of the mission leader. I think it was LeBailly, but am not sure. Can anyone out there help me?

My Address: Vincent J. Doran
#411 Pioneers' Home
923 West Eleventh Ave
Anchorage, AK 99501-4390
Phone: 907-272-5262

****



Friends Write
Continued on Next Page

Friends Write, Continued

MICHELE SMITH - THE WOODLANDS, TX *(MM Publisher)*

I want to thank everyone for sending in their fascinating stories, photographs & letters. I feel that I know so many members of the 34th....especially when working on December issues with all of the photos from the Reunion. It almost feels like I'm there!

My family and I had the pleasure of attending the San Antonio Reunion in 2003 and met many members of the group. One lady that really stood out was Sylvia Forister. She was so much fun to hang out with. It was a sad day when we learned of her passing. Our condolences to her family.

Hal Province....It has been a pleasure of working with you, and I'm sorry to hear that you're not feeling well. Your contributions to this group are immeasurable. I will miss working with you....hope you are up and around soon.

May everyone that attends the Reunion in Albuquerque have a memorable time. I am looking forward to seeing all of the photos that are sent in....so be sure to take your cameras!

Again, thanks to all the members of the 34th BG and Jack Share for letting me publish your newsletter. It makes me grin when I read your letters and see how much this publication is enjoyed. I look forward to each issue. Also, a big THANKS for the difference you have made in our world. You are all heroes. God Bless.

****

HOW NOT TO END AN ARGUMENT

A man left work one Friday afternoon. But, instead of going home, he stayed out the entire weekend playing golf with the boys and spending his entire paycheck. When he finally appeared at home, Sunday night, he was confronted by his very angry wife and was barraged for nearly two hours with a tirade for his actions. Finally, his wife stopped the nagging and simply said to him, "How would you like it if you didn't see me for two or three days?" To which the husband replied: "That would be fine with me."

Monday went by and he didn't see his wife.

Tuesday went by and he didn't see his wife.

Wednesday came and went with the same results.

Finally, on Thursday the swelling went down just enough so he could see her a little bit out of the corner of his left eye.

1944-1945 - B-17s Coming Off Assembly Line at the Boeing Plant in Seattle, Washington

Photo from William J. Orton

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
DEMKO	JOHN W.	18LM	615 SPRING FOREST #326	RALEIGH	NC	27659
EVANS	EDWARD, W	391LM	947 ASHWORTH RD#307	WEST DESMOINES	IA	50265
FUELLING	ISABELLA	7LM	480 S 300 W	MONROE	IN	46772
GUBLER	LEILA	7A	100 ELK RD PWS	LYONS	CO	80540
ISAACS	SEYMOUR, W	391LM	300 EVERGREEN DR	PARK CITY	UT	84096
MORRISON	EVERETT, I	18	111 S 5TH ST	OSBORNE	KS	67473
ORTON	WILLIAM, J	1446LM	P.O.BOX 611	CASCADE	ID	83611
MACIEL	HELEN	391LM	1 LAYMAN ST APT 347	WESTBOROUGH	MA	01581
PINE	WANDA	7LM	PO BOX 185 1307 WEBB ST	BLACK EARTH	WI	53515
SAUERMILCH	FRED		990 W. NORTH STAR	HANFORD	CA	93230
WHITTAKER	ALTA	18LM	3800 W 71ST ST APT 3215	TULSA	OK	74132

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BRAEGER	ROBERT, W	4LM	04/25/05	1222 E BYWATER LANE	MILWAUKEE	WI	53217
COOMBS	PHILIP, H	391LM	12/01/04	1133 N 4TH ST	BANNING	CA	92220
FERRELL	GARY, L	LMA	06/21/05	PO BOX 786	TAYLORSVILLE,	NC	28681
FRANK	EARL,	HDQ	O5/08/05	329 LANDFAIR AVE	SAN MATEO	CA	94403
McALLISTER	WALTER, L	7LM	05/05/05	4063 SUMMERWOOD AVE	ORLANDO	FL	32812

NEW MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
RASBERRY	SHAROL	7A	8501 TIPPERARY	WICHITA	KS	67206
RUTKA	GENEVIEVE	7A	11 E ARTAVIA ST	DULUTH	MN	55811
SHARE	ROBERT, W	18A	P.O. BOX 632	AUBURN	NY	13021

REINSTATED MEMBER

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Air Force training squadron flying in a, never-done-before "USA" formation over the control tower "Taj Mahal" (HQ bldg) of Randolph Air Force Base in San Antonio, Texas.

Pray for all our young men and women serving our country and going into danger. And pray for wisdom for our leaders.

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Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

Address Service Requested

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

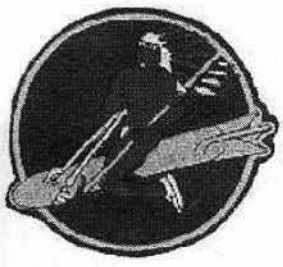
Volume XXX Number 4 December, 2005

MENDLESHAM MEMORIES

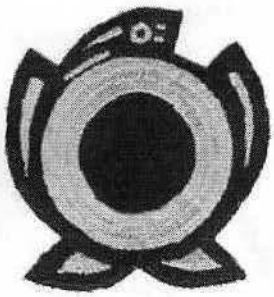
VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON



18TH SQUADRON



391ST SQUADRON

★ TRIBUTES ★

Harold Province

Deceased - September 8th 2005

The foundation of the 34th Bomb Group Association for the past 15 years. His compassion and understanding will be felt for many years to come. As our corresponding secretary he assisted people the world over in providing information on the fate of downed airmen of the 34th Bomb Group during World War II.

All this while also watching out for the Association's finances. We are forever indebted to him for his many contributions to the 34th Bomb Group Association.

Reverend Gary Ferrell

Deceased - June 21 2005

In his all too short time as archivist of the 34th Bomb Group Association, Gary did extensive research on the history of the organization resulting in his web site which has provided the members with an untold amount of information on ground crews and air crews. His passing has left a void which will be impossible to fill.

Thank you Gary for your valuable contributions to our Association.

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Tel: (936) 273-3561
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Email: jshare@houston.rr.com

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Santa Anna, TX 76878
(325) 348-3086
e-mail: jfmartin@web-access.net

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6402 E. 11th St.
Wichita, KS 67206
(316) 683-2900
e-mail: kenpaxton@sbcglobal.net

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Oral Walker (07) — 3241 Lakeshore Dr., Battlecreek, MI 49017

Clayton Mink (08) — 314 Anthony Ave., Hudson, NY 12534

Bonnie Zylstra (08) — 6113 Spur St., Riverside, CA 92509, e-mail: gonnachichi@msn.com

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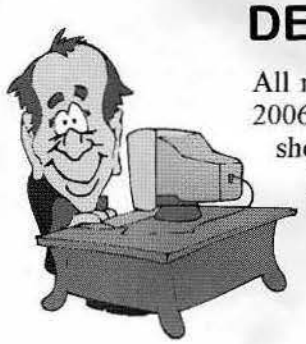
Robert Wright — 411 Parkavash Ave., South Bend, IN 46617, (574) 232-4287, e-mail: flyingguy21@yahoo,com

Bruce Sothern — 3354 Ulysses St., Minneapolis, MN 55418, (612) 789-2225, e-mail: Bssothern@ATT.net

OTHER WEB SITES OF INTEREST:

www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://members.tripod.com/valortovictory/index.html

DEADLINE



All material and items for the March, 2006 issue of Mendlesham Memories should reach me on or before January 15, 2006. All copy will be going to the publisher on that date.

Jack Share, editor

DUES REMINDER

Annual Dues Have Been Increased to $20.00

At the recent reunion of the 34th Bomb Group Association in Albuquerque, New Mexico, the membership voted to increase the annual dues to $20.00.

Your dues are payable on January 1st of each year. Please submit your payment to our new treasurer:

Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248

Thank you for your help in guaranteeing the continuance of the Association and this publication, Mendlesham Memories.

Share - a thought...

Jack Share

This being the reunion edition of your Mendlesham Memories, I'm sure you all want to know how things went in Albuquerque. Harold Rutka's report will go more in detail but I can tell you that, from what I saw, the 170+ attendees had an excellent time. Weather and climate were perfect, the tour exciting, the accommodations ideal and President Feda's banquet program - fantastic. Many thanks to Gordon Leathers for coming all the way from England to tell us about the 34th Bomb Group museum he and his kids at his school have established in Mendlesham.

Thank you, one and all, for all the photos you sent in. They were great and plentiful. I wish I could use them all, but due to limited space, that would not be possible.

Several important topics were discussed at our general meeting, among, and perhaps the most important, were the financial situation of the organization and the phasing out of the organization due to the sad fact that we World War II veterans are just getting too old to keep up the pace. Of course all this info will be in the minutes and reports contained in the following pages but I will expand on some of the important issues that were considered.

First, thanks to your generosity, our finances look to be fairly stable at this point. The dues for those that pay annually have been officially increased to $20 per year. The one year assessment for life members was not extended.

Secondly, it was decided that we would carry on the organization for three more years and then disband. Just what will take place at the end of that period is not quite clear, at this point, but I'm sure it will be discussed in detail as the end draws near.

As many of you know, some of us that live in the Houston area and drove to Albuquerque, were somewhat apprehensive about our journeys home, not knowing the extent of the damage, Rita, the hurricane caused while we were out of town. The traffic situation, the accommodations and the fuel situation were our major concerns. Fortunately, we had little trouble. Some minor traffic jams but that was about it.

We arrived home to find some trees down and a lot of debris scattered about. One of our members, Charley Siragusa, who lives a short distance from us, arrived home to find his electricity out We are not comfortable down here with out our air conditioning. All in all, Houston lucked out this time.

As Christmas approaches, Marian and I would like to wish each and every one of you a joyous Christmas and a most happy, healthy New Year.

Jack

Passing Of The Gavel

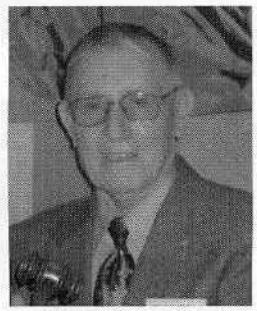
On Saturday evening at the Gala banquet in Albuquerque the successful presidency of Dr. John Feda officially came to an end as he passed the gavel to our new president, Kivett Ivey. Kivett is well deserving of this honor having been very active in the association in the past, serving in several official positions and as a member of the Board of Directors. He, and several family members, have been regular reunion attendees for many years.

Kivett, a retiree from the Air Force, served his country actively for 22 years having served both in World War II, as a 34th Bomb Group flight engineer, and in Vietnam plus another 8 years reserve time. His book on his military time, "World War II - Influence on my Life and Career" describes his interesting career. For the last fifteen years he has been active in civic affairs serving on various community service boards.

On December 29th, he and his wife Lucille will celebrate 65 years of wedded bliss. They were blessed with four children, 2 boys, 2 girls, who have further blessed them with ten grandchildren and sixteen great grandchildren.

Congratulations, Kivett. The 34th Bomb Group Association is in good hands for another year.

President's Message



The 2005 34th Bomb Group Association Reunion was held in Albuquerque, New Mexico with 171 registered members and families in attendance. The room rates, the free hot breakfast, free "happy hour" drinks and the bus tour just capped the whole thing! The hotel bent over backwards to insure we were happy. The Reunion Committee really did an outstanding job!

During the Board of Directors" meeting and the General Membership meeting the discussion was devoted mostly to "how much longer can we hold out" because most of us are in our middle 80's and time is catching up with us. The consensus was that we had enough funds to have 3 more reunions with the last one being the 25th. The good Lord willing I hope to be around for that one.

My daughter and I expected delays but luckily we were only delayed a few hours and had a nice trip.

Being selected as your president for next year is an honor and I hope I can fill those big shoes that came before me.

Lucille and I celebrate our 65th wedding anniversary the 29th of December, not that is a long time!

Happy Holidays, everyone.

Kivet Ivey, President.

Past President's Report

Reunions are only successful if enough people come and then enjoy themselves. Our 2005 reunion in Albuquerque lucked out on both counts. So many members contributed to the success of the reunion. My THANKS to each and everyone of you. I will refrain from naming names because I know someone would inadvertently be missed.

We were very fortunate to have Mr. Gordon Leathers from England attend our reunion. His story about how his school (grades 3 to 8) worked to create a 34th Bomb Group Museum was very interesting and heart warming. After the school created the Museum it was dedicated at a special ceremony in the Mendlesham church. From there it was moved to THE FLEECE, a pub in Mendlesham which was frequented often by our personnel stationed at Mendlesham during World War II. (A brief description of the project was printed in the September 2005 issue of the 8th Air Force News, page 43).

As we are all growing older, we struggled with the question - "How many more reunions should we plan for?" The action taken at the General Membership meeting was that we will plan for three more, 2006 - 2008.

Our newsletter, MENDLESHAM MEMORIES, is very important to the organization and to assure its continuance, as we know it, action was taken to continue membership dues at $20 per year and to contribute $5 from each reunion registration to the general fund. Our very competent Editor, Jack Share has agreed to continue as editor.

My sincere thanks to all of you for permitting me to serve as your President this past year.

John J. Feda

PX News

from Ken Paxton

Quite a few people who visited the PX at Albuquerque saw our book "Ball Turret Gunner" by Ken Cashion. This is the true story of an 18th squadron ball turret gunner James Corkern (now deceased). It has information we haven't had before from Corkern's diary and official records, especially the missions we flew from January 14th, 1945 until the end of the war. It is very well written and very interesting.

The author, Ken Cashion, was scheduled to be at our reunion but his home in southern Mississippi received heavy damage from hurricane "Katrina" and he couldn't attend.

Anyone interested in purchasing the book may send $20.00 to him at: Ken Cashion
157 Tennyson Cove
Picayune, MS 39466

He will mail your copy to you postage paid. His telephone number is 601-798-5807.

Our second book should have been included in the PX order form but I failed to add it. It is "Mendlesham Revisited" by Gordon Leathers and his students at Stoke Ashley middle school, Suffolk, England. Gordon flew to our reunion at Albuquerque and visited with many of us, then gave a great talk at our Saturday night banquet. The book shows pictures and tells about the museum items he and his students collected about the 34th Bomb Group.

The museum idea was requested by British authorities to teach students about WWII and commemorate its happening 60 years before. The project was financed by a grant from the British lottery.

You may order it from our PX as we have some copies remaining. Price is $20.00 postage paid.

We appreciate everybody's interest in the PX items and "thank you" very much.

Ken Paxton, PX manager.

Treasurer's Report

I would like to begin my first Treasurer's Report with a sincere "thank you" to my predecessor, Hal Province, who passed away in August, much too soon. For many years, Hal served the 34th Bomb Group Association with tireless dedication. We will miss him as our Treasurer, but more significantly, we will miss him as a good friend. My goal is to strive to maintain the high standard that Hal set for the job.

As reported at the annual meeting in Albuquerque, our organization is in sound shape financially, thanks to the generosity of the membership. The Board spent time at its meeting reviewing the group's finances to ensure that we can continue to operate productively. Over the past year, we took in enough money to pay our bills without depleting our reserves.

Annual dues for 2006 were set at $20, the same as for 2005. The $10 special assessment paid by life members in 2005 has not been continued for 2006.

Elsewhere in this issue is the address for sending your annual dues payment to me. Please indicate in the memo section on your check the year that your payment applies to.

Thank you for your ongoing support of the 34th. Bomb Group Association.

Jack Steffen, Treasurer

PX Order Form

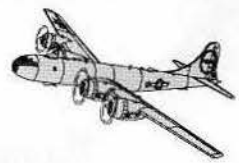
AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

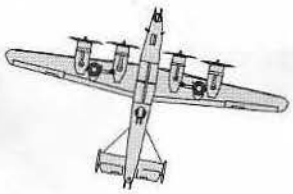
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce. ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12"..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years")..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill..... $8.50ea.
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows our bright red rudder. Nice for warm weather & very colorful ..... All Sizes $12 each or 2 for $22.00.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms"..... $8.50ea.
SWEATSHIRT (good quality) colorful logo on front "PROUD TO BE A VETERAL" S, L, XL, OR XXL..... $20.00ea.

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)

THANK YOU FOR YOUR ORDER





Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

34th Bomb Group Associate Members Plan Trip to England

With the 34th Bomb Group Association's decision, made at the recent reunion in Albuquerque, New Mexico, to disband in three more yeas,, there has been much interest in organizing one last "farewell" trip to Mendlesham, England during the summer of 2006. As our regular members get older, this might be the last chance to visit Europe as a group and we need to take advantage of the time we have together to visit Mendlesham and experience this special place collectively. Gordon Leathers has volunteered to help us out and act as liaison with the village committee and we can employ these contacts to make this trip something truly special.

Some of the events being discussed are as follows:

Civic reception in the village of Mendlelsham (with elected officials and dignitaries).

A meal at the Fleece Pub (and a chance to visit the new 34th Museum and Memorial).

Visit the Stoke Ash Primary School (and meet and thank all the kids that were involved).

Visit the airfield site.

A wreath laying ceremony at the Memorial (and a chance to meet and thank all the local people for their work in maintaining the Memorial).

Visit the U.S. Madingly Cemetery Cambridge.

Visit the Imperial and American War Museums at Duxford.

A few days in London.

A trip to the U.S. Cemetery in Normandy, France.

What we would like to do is schedule the events at a leisurely pace so that we can all take our time and really have the opportunity to visit with the people and places of England and savor the experience of revisiting this special part of our lives. The opportunity to visit Mendlesham together as vets, parents, kids, grandkids, friends and relatives can turn this trip into a once-in-a-lifetime experience.

The trip is tentatively scheduled for June 17, 2006 through June 24, 2006. Please contact either myself, Jack Steffen, Scott Mackey, or any of the Officers or Board Members if you are interested in joining us next summer.

David Fieber, Recording Secretary, 34th BGA.

Reunion Attendees

Harry & Kathleen Arnold
Greg Arnold and Linnette Lambert
Lawrence & Lucille Babcock
Carwin & Marlene Baxter
Bill and Skipper Brown
Melvin Bruning
Hugo Chesi,
Guests - Jay & Debra Hokanson
Claude & Genny Conklin
Anthony & Mary Coutros
Sons - John and Craig
Harry Crawford
Daughter - Donna
Lawton & Joan Dooley
Harold, Darlene & Kay Dwyer
Bill, Roxie and Gregg Pager
John & Betty Feda
David & Sonia and Nancy Fieber
Carroll Forrister & sons:
David, Emmett, Zachary & Jacob
Grandson - Stuart Kueheke
Dale & Esther Frank

George & Debra Garbiso
Robert & Phyllis Gay
Claude & Audrey Gibbs
Daughters -Beverly Puffer
Betty Miller
Donley Garnstra
Willis Griffis
Guest - Ed Morrison
Robert & Cynthia Gross
Bob and Nancy Ham
Ambers & Jean Hanson
Scott & Sarah Hanson
Glen and Vera Henry
Pop & Tootie Hetherington
Raymond & Dickie Hinchee
Verbal, Sr. & Betty Holcomb
Verbal, Jr., Meta & Stephanie Holcomb
Lloyd & Marla Inman
Al & Agnes Israelsen
Guest - Kathy Winston
Kivett Ivey & Susan Smith
Michael & Margaret Jacobbauski
Lois Johnson
Gordon Leathers
Eric & Alice Mackey
E. Scott Mackey
Jay & Kay Marks & two children
Jim Martin
Norman Mayer & Louise Crew
Clayton Mink
Daughter - Pamela Schmitt
Fred & Ginny Muente & Daughter, Marilee
Jack & Liz Moe
David Notman
William Orton
Ken & Kathleen, Kieth, Richard, Paxton
Guest - Boyd Niederlander
Thomas & Valerie Payne
Roger Revay

Floyd & Miriam Richmond
Harold & Gen Rutka
Fred Sauermilch & two guests
Robert, Jennie, Richard Schroeder
Jack & Marian Share
Paul & Pauline Shull
Robert & Betty Simpson
Charles & Henrietta Siragusa
J.C. & Howard Smith
Bruce & Greg Sothern
Jack & Linda Steffen
Jay & Louis Taylor
Hal, Jeffery, Eric Thorpe
Henry & Audrey Tobiason
Joseph & Marilyn Wong
Fred & Blanche Voss
Oral Walker & Thera Good
John Luella Wright
Robert & Esther Wright
Charles, John & Robert Yockey
Ray & Bonnie Zylstra

34th Bomb Group (H) Association, Inc.

Minutes of the Board of Directors Meeting

Albuquerque, New Mexico
September 22, 2005

The meeting was called to order at 1400 hours by President John Feda. President Feda led the group in reciting the Pledge of Allegiance. Chaplain James Martin gave the invocation.

The following members of the Board of Directors were present: John Feda, Bennett Richmond, Kivett Ivey, Jack Steffen, Jack Share, James Martin, Ken Paxton, Verbal Holcomb and Raymond Hinchee. Reunion Committee members Harold Rutka, Robert Wright and Bruce Sothern were also present. The following board members were not in attendance: Robert Pacholski and David Fieber. Scott Mackey joined the meeting in progress.

Harold Rutka made a motion to approve the minutes of the September 9, 2004, Board of Directors' Meeting held in Dayton, Ohio. The motion was seconded by Bruce Sothern, and passed unanimously.

Jack Steffen gave the Treasurer's Report. The report covered the transition of the Treasurer's duties from Hal Province to Jack Steffen. Our bank accounts have been transferred and we are able to make deposits and pay bills. The report shows the cash on hand one year ago was $25,613.22 and it is currently $20,605.70. There was an outstanding Mendlesham Memories bill of $5,492.70 yet to be paid out of last year's balance, so our revenues and expenses essentially offset over the past year. A complete copy of the report is filed with the minutes of this meeting. A motion to approve the report was made by Ken Paxton and seconded by Raymond Hinchee. The motion passed unanimously.

Ken Paxton provided a report on the PX. Ken noted that he has several new items for sale including a book describing the memorial developed by Gordon Leathers and his students at Stoke Ash Primary School, a 34th Bomb Group commemorative license plate and a new sweatshirt. He noted that the PX will be open on the afternoons of September 22, 23 and all day on the September 24. The financial report for the PX shows that the cash balance one year ago was $551.45 and the current balance is $743.07. A motion to accept the report was made by Harold Rutka and seconded by Bennett Richmond. The motion was unanimously approved.

President Feda appointed Verbal Holcomb, Kivett Ivey, and Raymond Hinchee to the 2005 audit committee. They will audit the general books of the organization, the books of the PX, and the books of the Reunion Committee.

Harold Rutka provided the report of the Reunion Committee. For the current reunion, all plans are final and all bills are paid. The committee is researching locations for next year, has eliminated a few, and is currently looking at South Dakota. The Committee's goal is to have a location and dates in time to be published in the December Mendlesham Memories. Kivett Ivey commended the committee on the excellent job that they do year after year. A motion to accept the report was made by Jack Share and seconded by Jack Steffen. The motion passed unanimously.

John Feda provided the report of the Scholarship Committee. The Committee has been reduced to two members, John Feda and Ambers Hanson. Three scholarships were granted this year, to Lisa Scherkenbach ($1,000.00), Janina Gregorski ($750.00), and Craig Sweeney ($500.00). The Committee will look for a few new members. In the future, the procedure will be for scholarship applications to be mailed directly to Ambers Hanson, instead of to the group's Corresponding Secretary. A motion to accept the report was made by Bruce Sothern and seconded by Bennett Richmond. The motion passed unanimously.

The Mendelsham Memories report was given by Jack Share. Jack's primary concern is the cost of the newsletter. More pages mean greater cost so the ongoing balance is between providing the members with information and keeping the price reasonable. Jack also discussed the procedure for getting undeliverable newsletters back from the Post Office and removing from future mailings those who can no longer be found. There were several comments from the floor commending Jack on the consistent high quality of this newsletter. A motion to accept the report was made by Raymond Hinchee and seconded by Bruce Sothern. The motion passed unanimously.

Bruce Sothern provided the report of the Nominating Committee. The Committee is still talking with many individuals about their interest in serving in one of the open positions. They do not have a firm list of names at this time, but will have more as they can meet with members over the next few days. Jim Martin, who serves on the committee with Bruce, commented that he believes that things are falling into place. John Feda indicated that at Saturday's General Meeting we will accept nominations from the Committee and will also take nominations from the floor.

John Feda led the group in a discussion about future finances of the association. Over the years the group has had several sources of revenue, including: Life Member dues, Annual dues, and contributions from both the Reunion Committee and the PX. Our largest single expenditure is the publication of Mendlesham Memories at an average cost of approximately $2500.00 per issue. A discussion regarding how long to continue this Association ensued. As a result of this discussion the following recommendations will be made by the Board of Directors at the General Meeting on Saturday, September 24, 2005:

Five dollars from the annual reunion admission fee will be directed to the General Fund instead of to the Scholarship Fund.

Annual dues for members who pay annually will be increased to $20.00. The temporary $10 annual assessment from Life Members that was requested last year will not be requested this year.

General funds of the organization will be used to cover any revenue short-falls.

The group will hold three more reunions and then cease operations on its 25th anniversary.

The motion was made by Bruce Sothern that the Board support these recommendations. It was seconded by Kivet Ivey and passed unanimously.

President Feda noted the recent untimely death of Archivist Gary Ferrell, and expressed the desire that the web site continue. There was much support for this idea. It was agreed that Gary's widow will be contacted and that we will support continuation of the web site.

New Business:

1. President Feda reported that Gordon Leathers brought a display with him from England, depicting the memorial that he and his students built at the Fleece Pub in honor of the 34th Bomb Group.

2. A discussion was held regarding providing Gordon Leathers an honorary membership in the 34th Bomb Group Association in recognition of the work he and his students did. Ken Paxton made a motion that we award Mr. Leathers honorary membership and it was seconded by Kivett Ivey. The motion passed overwhelmingly, with one "no" vote.

3. Bennett Richmond, currently First Vice President, informed the group that he was submitting his resignation from that position.

4. A group member in attendance stated that he and possibly other members do not always receive Mendlesham Memories. Jack Share indicated that Mendlesham Memories is sent at a special rate that is not always given priority by the Post Office. Jack asked that any member who does not receive an issue contact him as soon as possible and he will work to rectify the problem.

5. Scott Mackey raised the idea of putting a wreath at Madingly Cemetery each year on Veteran's Day on memory on behalf of the 34th BGA. Gordon Leathers previously told Scott that he would place the wreath each year. Given the Board's recommendation that the organization terminate after three more years, this issue was tabled and not brought to a vote.

A motion to adjourn was made by Kivett Ivey and seconded by Harold Rutka. The motion passed unanimously.

The meeting adjourned at approximately 1600 hours.

Respectfully submitted,

Jack Steffen
Acting Recording Secretary

34th Bomb Group (H) Association, Inc.

Minutes of the General Membership Meeting

Albuquerque, New Mexico
September 24, 2005

The meeting was called to order at 0900 hours by President John Feda. President Feda led the group in reciting the Pledge of Allegiance. Chaplain James Martin gave the invocation.

Bruce Sothern made a motion to approve the minutes of the September 11, 2004, General Membership Meeting held in Dayton, Ohio. The motion was seconded by Harold Rutka, and passed unanimously.

Jack Steffen gave the Treasurer's Report. Jack thanked Hal Province for his many years of valuable service to this group. The Treasurer's Report covered the transition of the Treasurer's duties to Jack Steffen. Our bank accounts have been transferred and we are able to make deposits and pay bills. The report shows the cash on hand one year ago was $25,613.22 and it is currently $20,605.70. There was an outstanding Mendlesham Memories bill of $5,492.70 yet to be paid out of last year's balance, so our revenues and expenses essentially offset over the past year. A complete copy of the report is filed with the minutes of the Board of Director's meeting. A motion to approve the report was made by Harold Rutka and seconded by Ken Paxton. The motion passed unanimously.

Ambers Hanson gave the report of the Scholarship Committee. The Committee has been reduced to two members, John Feda and Ambers. Three scholarships were granted this year, to Lisa Scherkenbach ($1,000.00), Janina Gregorski ($750.00), and Craig Sweeney ($500.00). The Committee will look for a few new members. Ambers will request pictures from each of the winners for publication in Mendlesham Memories. In response to a question, Ambers discussed the criteria used by the committee, including SAT and ACT scores, the personal statement in the application, and class rank. John Feda commented on the overall high quality of the applicants. A motion to accept the report was made by Fred Muente and seconded by Raymond Hinchee. The motion passed unanimously.

Ken Paxton provided the report on the PX. Ken reported that sales for the last year were approximately $3000. The PX started the year with a cash balance of $551.45, and the current balance is $743.07. Ken noted that he has several new items for sale including a book describing the memorial developed by Gordon Leathers and his students at Stoke Ash Primary School, a book about a ball turret gunner, a blue polo shirt, a 34th Bomb Group commemorative license plate and a new sweatshirt. A motion to accept the report was made by Harold Rutka and seconded by Claude Conklin. The motion was unanimously approved.

Kivett Ivey, on behalf of the Audit Committee including himself, Raymond Hinchee and Verbal Holcomb, reported that the committee audited the general books of the organization and the books of the PX, and that these books were found to be in order. The audit of the books of the Reunion Committee was not complete at the time of the meeting, but would be completed soon. A motion to accept the report was made by Harold Rutka and seconded by Bruce Sothern. The motion passed unanimously.

Harold Rutka provided the report of the Reunion Committee. One hundred sixty seven were registered for the reunion in Albuquerque. The committee is currently researching locations for next year, has eliminated a few, and is currently looking at South Dakota. The Committee's goal is to have a location and dates in time to be published in the December Mendlesham Memories. Bruce Sothern will email a message to everyone for whom he has an email address as soon as a decision is made. A motion to accept the report was made by Carroll Forister and seconded by Claude Conklin. The motion passed unanimously.

Bruce Sothern gave the Nominating Committee report. The committee nominated the following officers: Kivett Ivey (President), Verbal Holcomb (First Vice President), David Fieber (Second Vice President), Jack Steffen (Treasurer and Corresponding Secretary) and Sonia Fieber (Recording Secretary). The committee nominated the following to fill vacancies on the Board of Directors: Oral Walker, Clayton Mink and Bonnie Zylstra. Nominations were requested from the floor, and none were received. A motion was made by Robert Gross to close the nominations and approve the slate as submitted, and was seconded by Fred Muente. The motion passed unanimously.

The Mendlesham Memories report was given by Jack Share. Jack's primary concern is the cost of the newsletter. More pages mean greater cost, so Jack attempts to strike a balance between providing the members with information and keeping the price reasonable. Each page (which is 4 printed pages in Mendlesham Memories) adds $400 to the cost of an issue. Jack was commended by several members for his outstanding work. A motion to accept the report was made by Bruce Sothern and seconded by Claude Conklin. The motion passed unanimously.

John Feda discussed the future finances of the association, progressing through several recommendations:

Recommendation that the group hold three more reunions, then disband. A motion to accept this recommendation was made by Harold Rutka and seconded by Ken Paxton. The motion passed unanimously.

Recommendation that five dollars from the annual reunion admission fee be directed to the General Fund instead of to the Scholarship Fund. A motion to accept this recommendation was made by Kivett Ivey and seconded by Jim Martin. The motion passed unanimously.

Recommendation that dues for members who pay annually be set at $20.00 per year. The temporary $10 annual assessment from Life Members that was requested last year will not be requested this year. A motion to accept this recommendation was made by Jim Martin and seconded Carroll Forister. The motion passed unanimously.

The "Life Membership Fund", which is in the General Fund of the organization, be used to cover any revenue short-falls. A motion to accept this recommendation was made by Bruce Sothern and seconded by Claude Conklin. The motion passed unanimously.

President Feda noted the recent untimely death of Archivist Gary Ferrell, and expressed the desire that the web site continue. Gary's widow Susan Ferrell may have an interest in maintaining the site. If so, the group will pay the necessary maintenance fee. If Susan does not wish to maintain the site, we will solicit a volunteer to do so.

President Feda reported that Gordon Leathers brought a display with him from England, depicting the memorial that he and his students built at the Fleece Pub in honor of the 34th Bomb Group. The project was supported by a grant from the British government. There were several comments on the great job done by Gordon and his students.

Bob Ham reported on a World War II memorial video available for sale that may be of interest to the members. More information will be available in the next issue of Mendlesham Memories.

A motion to adjourn was made by Bruce Sothern and seconded by Harold Rutka. The motion passed unanimously.

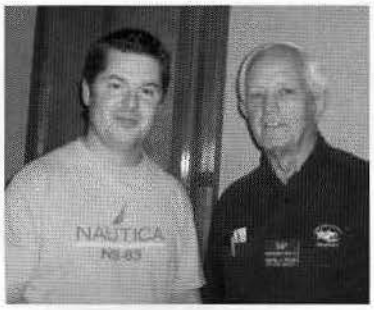
The meeting adjourned at approximately 1020 hours.

Respectfully submitted,

Jack Steffen
Acting Recording Secretary

WELCOME

Friday Night

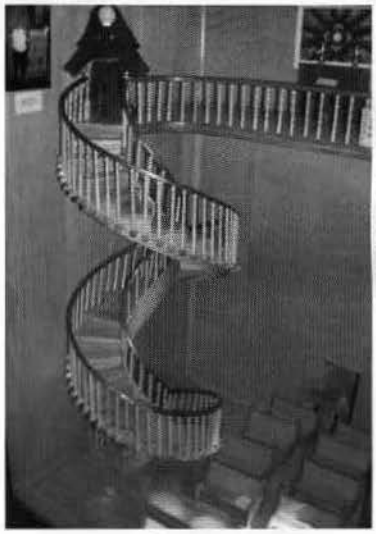


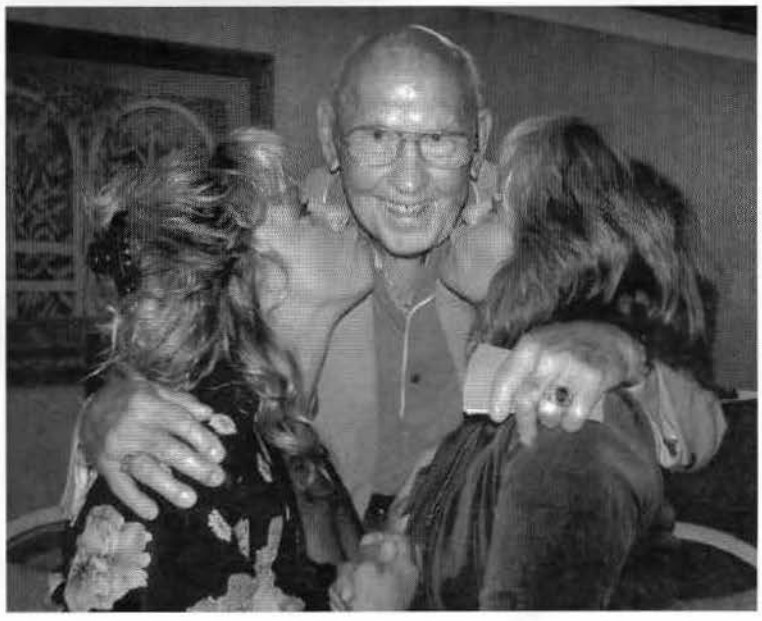
General Meeting

TOUR

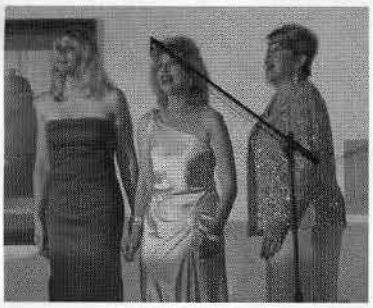
Officers

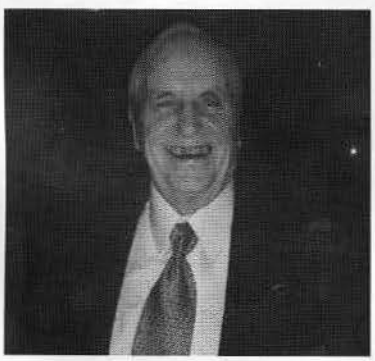
ON YOUR OWN

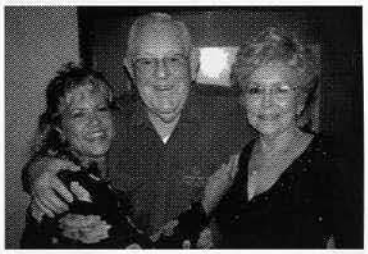
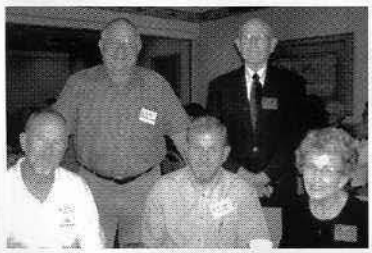
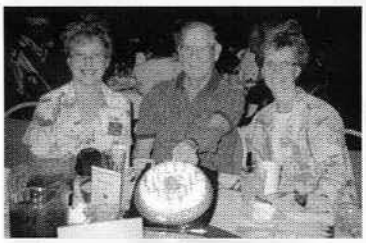


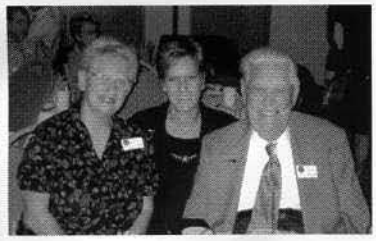


GALA BANQUET







FRIENDS WRITE

EUNICE RAMSAY - GLENCLIFF, NH

The Mendlesham Memories arrived last week. It was a reminder that I hadn't got word to you of my dear husband's death last December 1, 2004. We would have celebrated our 63rd anniversary on January 12, 2005 and he would have celebrated his 85th birthday Feb. 4, 2005. He always looked forward to receiving Mendlesham Memories and shared them with a buddy who was a tail gunner during the war.

I read your request for life members to send a donation to help defray costs for the publication. I am enclosing a small check for that purpose.

****

WARREN MORRISON - WASHINGTON, D.C.

Enclosed are my annual dues for 2005. $20 for the dues and $20 dollars for 2004 in case I forgot that year or credit it to 2006.

****

HUGO ANDREW CHIESI - PUEBLO, CO

Please find $20 check for 2005 dues. I hope to see you in Albuquerque at the 22nd annual reunion of 34th Bomb Group Association.

I am proud to be a member.

****

PAUL BOURQUIN - PLEASANTVILLE, NY

The latest MM that came the other day reminded me that I was remiss in not extending my Life Membership. Enclosed please find a check to cover a year or two.

I think Albuquerque is a little far so I am not planning to go. If I see a bargain airfare and am feeling stronger I may change my mind. I just got out of the hospital on May 5th after being in for two weeks with a ruptured appendix. I'm too old for that kind of stuff. No food or drink at all for the first 10 days. If you want to lose weight try it.

I am going out golfing tomorrow to see if I can still hit the ball as far as I did last year.

Keep up the good work.

****

DICK SCULLY - SARASOTA, FL

In your June 2005 column of Mendlesham Memories you mentioned the assessment in dues for life members. I must have missed it, for I don't know the amount. Attached is my check for $30.00 as a partial payment. What was the assessment?

(Close enough Dick it was $20).

You fellows do a great job in keeping the 34th going. Keep up the good work.

****

BOB DAVIS - HUNTSVILLE, AL

Thanks for all you do for us. A small check is attached for membership fund.

****

EDWARD HAYES - SALISBURY, MD

Enclosed find check for $50. Apply the $10 for 2005, $10 for 2006 and $20 for 2007. Put the balance in the general operating fund.

Sorry we can't make the reunion in Albuquerque due to health problems.

****

DONALD BAUMGARDNER - CHARLES TOWN, WV

Enclosed is the life membership assessment. Thanks for all your hard work and all the best.

****

WILLIAM ORTON - CASCADE, ID

I just want to share with you the sad news that my wife, Naomi "Jo", passed away on December 21, 2004 after a long illness. She enjoyed attending many of our reunions and reading Mendlesham Memories.

Enclosed please find my check for $20.00 to help continue publication of our super news letter. We must, by all means, keep this program going.

I will probably see you at the reunion in Albuquerque. Thanks for the great work you are doing.

****

VIRGINIA ANSELMINI - WEST PALM BEACH, FL

Enclosed please find a check for $20 to help defray a little of the expense incurred with the publishing of the Mendlesham Memories. I would hate to see it come to an end.

****

KATHERN MARKS - SALT LAKE CITY, UT

Joe and I have always looked forward to Mendlesham Memories and just want to thank all the people who give of their time and effort inb getting it published and mailed. Sometimes we take it all for granted but want to say "You are the Best".

Enclosed check is for dues and to help where needed. We'll be in Albuquerque - if all goes well.

****

RAYMOND BROWN - SAN ANTONIO, TX

Mendlesham Memories has gotten better and better. Hope it keeps coming.

****

ERNEST SAULNIER - ROTONDA WEST, FL

My wife died on March 21, 2003 after which I lost track of a lot of things for a period of time. Just ran across a copy of Mendlesham Memories of June 2003 and realized I probably had not paid my dues for 2004. If the dues have gone up please advise me of that and I will send on the difference.

I still enjoy hearing about the group even after all these years.

****

DALE FRANK - WINTERSET, IA

It was a great reunion and we sure thank the committee for all their planning. Looking forward to seeing everyone next September.

****

Friends Write cont.

MARK COLE - AVON, IN

Thank you for keeping me on your mailing list. I enjoy my copies of Mendlesham Memories. My dad was Bob Cole who was a gunner/toggalier with the 7th squadron. Dad and Mom always enjoyed the reunions and the great friendships they renewed every year with the men of the 34th and their wives.

I'm still flying the 757 and I have the honor and privilege of bringing our troops in and out of Kuwait quite frequently.

I like to relay some of my dad's Flying Fortress stories to some of my young co-pilots to keep the legacy of you American heroes alive. You truly are the Greatest Generation.

****

BONNIE BUTLER - GARDEN GROVE, CA

Enclosed is my check for $10 for the extra on the 2005 dues.

I am happy to pay the increase to help the memories of Mendlesham be published. I enjoy every issue.

****

BILL KAUFMAN - NEW WILMINGTON, PA

Sorry it took me so long to get around to this but here is my assessment for last year, this year and next year. Hope I'm around in 2007 to send another one.

This past year has been a hectic one. Eileen fell and broke her fema and has been on a walker a lot of the time. At the time, the orthopedic surgeon told me not to be surprised if she spent the rest of her life in a wheelchair. I feel pretty lucky she can get around with a walker.

Our days of attending reunions are over, however, we did enjoy the few we had.

I will go thru my old pictures and see if there is any you might be interested in.

We appreciate the good work you do on the MM newsletter. Keep it up.

****

VINCE DORAN - ANCHORAGE, AK

The association has been important for men from Mendlesham to keep in touch. I hope we can keep it going.

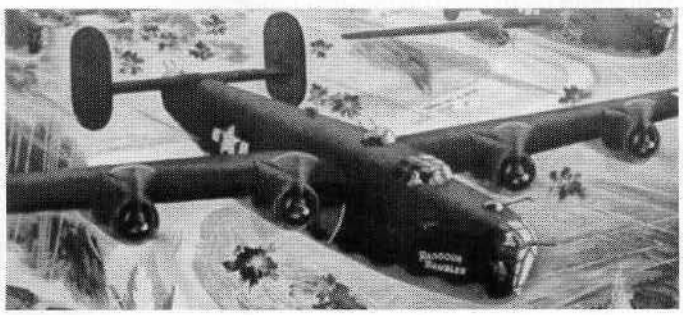
****

LLOYD INMAN - KELSO, WA

Enclosed are my dues. Didn't know the association was still operating. Haven't had any mail from them since last Sept.

One of my crew called and said there would be a reunion in Sept. Don't know what happened to my Mendlesham Memories - the mail isn't very good out West. Let me know if I owe more on dues. I try to pay ahead.

****



ARNOLD PRILLAMAN - MARTINSVILLE, VA

Thanks for the work you do for our organization. Enclosed is my check for $50, $25 for membership for my son Harry A Prillaman Jr. and the remainder my donation to the general fund.

I wonder if you might have the address of Mr. Raymond Paul Moats, the artist who did the painting of the 7th sqd - 17 Dies Irae. I flew my first mission Dec. 6th, 1944 to Merseberg on that aircraft.

My e-mail address is haprill@sitestar.net. Thanks again for everything.

PS. I ran across this photo of the gentleman and his daughter who were at our table in San Antonio. If anyone recognizes them please let me know.

****

RALPH BUSH - SPRINGFIELD, IL

I'm enclosing a check for $100, $20 each for associate memberships for son and daughter and $60 for the years I've been free loading as a life member.

Hope to make Albuquerque if our health holds.

****

CAROLYN GUERTIN - RICHMOND, VA

Enclosed are my dues for the life member assessment and for the Ray Summa Scholarship Fund in memory of Sylvia Forrister. Mendlesham Memories is an excellent publication and means a lot to me. My sister, who attends the reunions with me, and I both fell last winter. I dislocated my sacroiliac and my brains smashed against my skull. My sister sprained her ankle and suffered other bruises in her fall. We are on the mend now and we are looking forward to seeing you and the gang in Albuquerque. Take care and God Bless.

****

VIRGINIA GRADIN - MESA, AZ

Enclosed is my check towards helping to keep Mendlesham Memories published. I enjoy reading it and seeing familiar faces.

I see Beryl and Paul Anderson plus the Shulls during the winter in Mesa, AZ and they bring me up to date about friends in the 34th.

Thanks for all the work you've done and may the upcoming reunion be a great success.

****

KATE TAVASTI - PISMO BEACH, CA

Enclosed is our check for the $10 assessment. I somehow missed the initial request in Mendlesham Memories. Since Ray's stroke 2 years ago things are not the same and some get overlooked. He cannot speak or read but can move around OK. We are able to communicate by sign or writing so it could be worse.

At any rate, our reunion days are over but we wish continued success to our wonderful group.

****

C. EDWARD HAYES - SALISBURY, MD

Thanks, Jack (Steffen) for taking on the responsibility of being treasurer of the 34th Bomb Group Association

Sorry to hear about Hal. My wife of 65 years, and myself, have to give up traveling due to our health.

I enjoy getting the newsletter as it brings back memories when we were young men flying missions over Europe. To my knowledge, there are only two, of our crew of ten, left.

Enclosed is a check for fifty dollars. Apply twenty dollars for my dues for 2007, the balance toward operation costs.

****

MARGARET BURNELL - REDMOND, WA

Hello to all. Hope everyone had a great time in Albuquerque. Sorry we couldn't be with you.

At this time we would like to congratulate Gordon "Red" Spilker from the Gene James crew upon learning of his June 27th marriage to Paula Seaman. They are now at home in Mission Viejo, Ca. Way to go Red. We are so happy for you and Paula.

****

HANNAH SUMMA - ANDERSON, IN

Enclosed my check of $10.00 to help with the cost of the newsletter.

****

BILL HUTCHINSON - BARTLESVILLE, OK

I paid my dues last January, but this is a little extra to help defray the cost of publishing Mendlesham Memories, which I enjoy reading.

****

IRA COLES - ST LOUIS, MO

Please find enclosed check in the amount of $50.00 to be used where needed.

I was one of the latest arrivals to the 34th Bomb Group arriving on 1 May 1945. The war was officially over 8 May 1945. I made one flight to Austria to return French prisoners of war to Paris. I left England 21 June 1945 to return to the U.S.

Have never attended a reunion but do enjoy Mendlesham Memories very much.

****

ROBERT SCHROEDER - AMERICAN FALL, ID

We had an enjoyable time at the reunion and are very glad that they have found a good replacement for Hal Province. Hope to attend next year, if all goes well.

****

JAMES SLADE - SEYMOUR, IN

I still have not received a copy of the September issue of Mendlesham Memories. Hope I haven't been dropped from the mailing list after all these years of paying dues.

Our radio operator, James B. Meehan had a stroke 4 years ago and is in bad shape in a rehab hospital in Venice, FL.

Also, our flight engineer, James O. Mills died June 28th. His wife Chris, still lives in Shawnee. Our pilot was Charley Weaver and we were in the 7th squadron.

****

HUGO CHIESI - PUEBLO,CO

It was a pleasure and an honor to meet and visit with you. I have been basking in the wonderful time my daughter, Deborah, and my son in law, Jay, and myself had at the warmest fellowship meeting at the 22nd annual reunion of the 34th Bomb Group Association in Albuquerque, NM.

The hotel, food and excitement of friendship will always be fond memories for me. Till we meet again, "thanks for the memories" if I might quote our great friend and entertainer, Bob Hope.

****

SCOTT MACKEY - COLUMBUS, OHIO

I had a great time at the reunion and it was nice to see you all again. I was very happy to meet Gordon Leathers and hear him speak at the Gala banquet. Thank you Gordon.

Thanks to the reunion committee in making this years reunion a success and to Jack for your hard work so we can enjoy Mendlesham Memories. Thank you as well Michele Smith. You are doing a great job as publisher of our newsletter.

I am looking forward to next years reunion.

****

JAMES SPENCER - CARSONVILLE, MI

Sorry we didn't make the reunion this year. Last year was our first one. We had a ball. Nice to meet all the folks.

****

CLAYTON MINK - HUDSON, NY

My wife, Helen and I celebrated our 60th wedding anniversary on October 20th.

Clayton and Helen Mink - 60 years of wedded bliss

Daughter Pam and I enjoyed the Albuquerque reunion very much. Congratulations to the reunion committee. A job well done.

****

BOB AND NANCY HAM - RAMSEUR,NC

We enjoyed the reunion very much.

Thanks for all your good work for the 34th.

****

KAY HUGHES - GENEVA, NE

I am the daughter of Harold and Darlene Dwyer and an associate member of the 34th Bomb Group Association. Albuquerque was my first reunion and the committee should be commended for a fine job. I enjoyed the opportunity to meet three of my dad's crew and others and to hear them retell their experiences. Thank you veterans for serving our country!

****

HAROLD DWYER - HASTINGS, NE

T'was a great reunion and we enjoyed it a bunch. Hats off to the hard workers that were responsible.

****

MICHELE SMITH - THE WOODLANDS, TX

In Carol Elliot's "We Came As Boys, We Left As Men" article in the September '05 MM, there was a Chicken and Dumplings recipe that I tried on the family. It was really good. I should have added a little more salt and pepper, but other than that, the recipe received a "thumbs up" from my husband, who is a big fan of Chicken and Dumplings. We will definitely make it again!

On another note, I am really enjoying all of these wonderful photos from the reunion and how much fun everyone had. Thanks again for letting me be your publisher and for the kind words. Have a safe, fun & wonderful holiday season!

****

65th
WEDDING ANNIVERSAY

Kivett And Lucille Ivey - 29th December, 2005

60th
WEDDING ANNIVERSARY

Al And Agnes Israelsen - January 13, 2005

James And Virgiline Spencer - 12th April 2005

Charley And Betty Weaver - 19th April, 2005

Clayton And Helen Mink - 20th October 2005

Jim And Kay Stuthers - 25th October, 2005

Congratulations!

Photo: 34BG Assoc., MM235

Change Of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ARMSTRONG	EMIL, R	4	1333 S QUAIL RUN RD	WATKINS	CO	80137
BAUMGARDNER	DONALD, R	7LM	116 EUCLID AVE	CHARLES TOWN	WV	25414
BREEDING	GORDON	18	5830 BREEDING LANE	ALPENA	MI	49707
BURNELL	WILLIAM, T	7LM	11646 238TH PL NE	REDMOND	WA	98053
DOPPELT	SIDNEY, M	391LM	2631 MULBERRY LN	NORTHBROOK	IL	60062
FELTOVICH	STEPHEN	18	617 S 10TH ST	SHARPSVILLE	PA	16150
GRADIN	VIRGINIA	7LM	6209 E McKELLIPS RD #425	MESA	AZ	85215
ISAACS	SEYMORE, W	391LM	300 EVERGREEN DR	PARK CITY	UT	84098
PEDIGO	WILLIAM, E	18LM	4917 RAVENSWOOD DR #1741,	SAN ANTONIO	TX	78227
SAUERMILCH	FRED	7	790 NORTHSTAR	HANFORD	CA	93230
TUTTLE	DONALD	7	456 MILLPOND DR	SAN JOSE	CA	95125
VIOLANTE	VITO	391, 7, 4LM	39916 MARBRISSA AVE	PALMDALE	CA	93551
WHITAKER	ALTA	18LM	3800 W 71ST ST #M209	TULSA	OK	74132
ZESCH	EARL	7	PO BOX 770	BLUE JAY	CA	92317

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
EVANS	CHARLES,E	18LM	05-25-05	3616 ARDMORE RD	SACRAMENTO	CA	95821
HANSEN	MILTON	7LM	10-21-05	7440 NORTH ST	SAUK CITY	WI	58583
MILLS	JAMES, O	7	06-05	711 EAST FEDERAL #12	SHAWNEE	OK	74801
PATRICK	TOMMY, E	391	11-02-05	4300 S. MAIN ST	TERRE HAUTE	IN	47802
PROVINCE	HAROLD, E	391LM	08-08-05	31 SHORE CREST CIRCLE	CARRIERE	MS	39426
RAMSEY	EARL	7LM	12-01-04	P.O. BOX 26	GLENCLIFF	NH	03238
TUMA	EDWARD, L	7	(UKNOWN)	12 H ST.	BEAVER	PA	15009

New Associate Members

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BUSH	CHARLES, E	7A	10014 DEERBROOKE TRAIL	EDWARDS	IL	61528
CARNAHAN	SUSAN, B	7A	1105 ROSEFIELD WAY	MENLO PARK	CA	94025
LAUF	MARK	18A	3205 SEATTLE COURT	WAKE FOREST	NC	27587
LAUF	ANDREW	18A	316 SPRING FOREST RD	RALEIGH	NC	27609
LOWRY	KATHERINE		2107 CENTRAL AVE	ALBUQUERQUE	NM	87104
DUNCAN	ROBERT,L	391A	20751 FINLEY	FINLEY CLINTON TOWNSHIP, MI		48935
SCHROEDER	RICHARD	391A	265 WASHINGTON ST	AMERICAN FALLS	ID	83211
SPENCER	MICHAEL, L	391A	3140 PECK ROAD	CROSSWELL	MI	48422

Reinstated Members

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
DES LAURIERS	ROBERT E.	391	4052 CALAVO DR	LA MESA	CA	91941

Donations To The Ray L. Summa Scholarship Fund

IN MEMORY OF	DONOR
SYLVIA FORRESTER	CAROLYN GUERTIN
EARL FRANK	DALE AND ESTHER FRANK

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Happy Holidays!

NON PROFIT
ORG.
U.S. POSTAGE
PAID
G3 Direct
77373

34TH BOMB GROUP
VALOR TO VICTORY

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

Address Service Requested

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXXI Number 1 March, 2006

MENDLESHAM MEMORIES

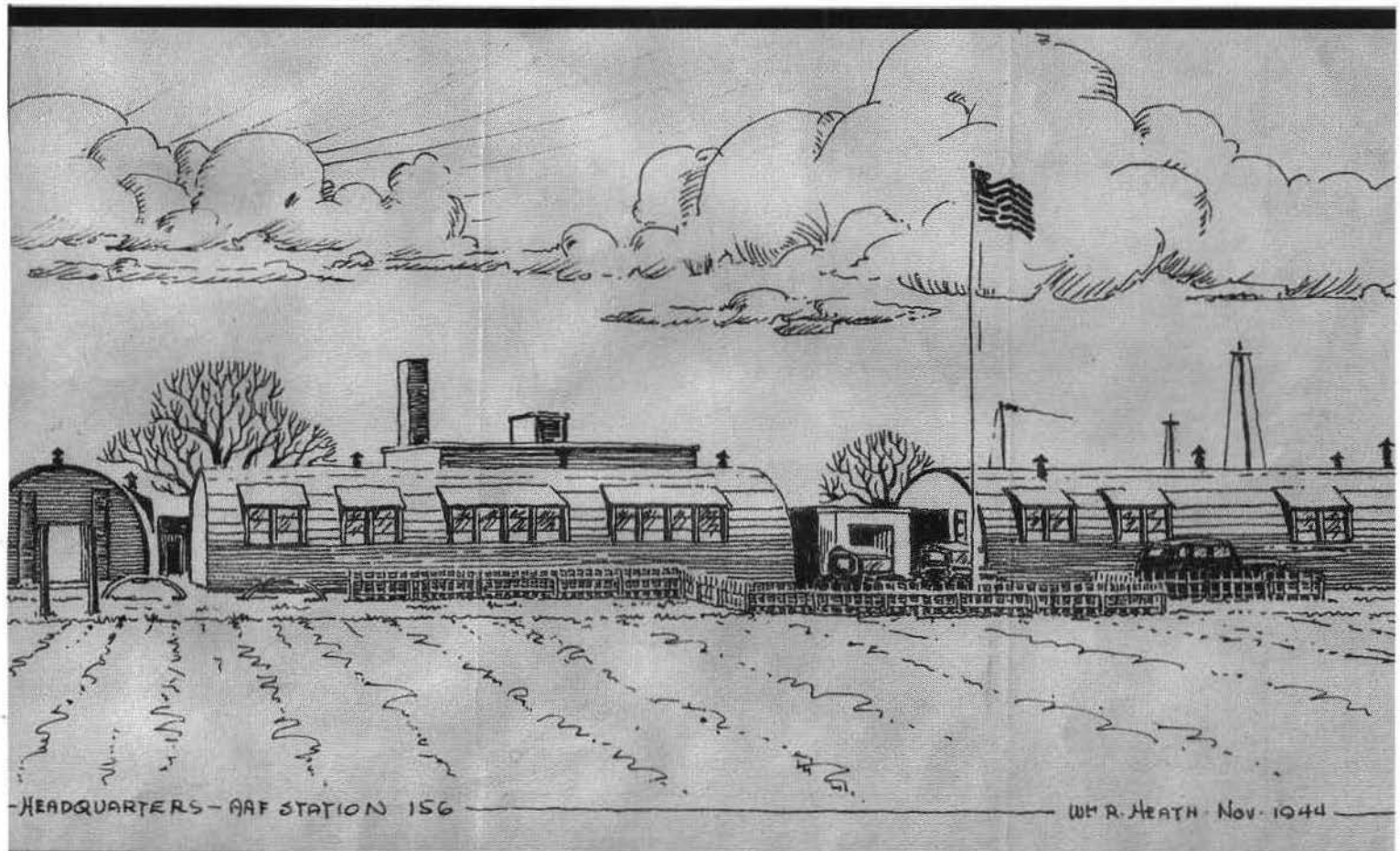
VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON



Scholarship Application

In This Issue

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Email: jshare@houston.rr.com

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e-mail: jfmartin@web-access.net

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Clayton Mink (08) — 314 Anthony Ave., Hudson, NY 12534

Bonnie Zylstra (08) — 6113 Spur St., Riverside, CA 92509, e-mail: gonnachichi@msn.com

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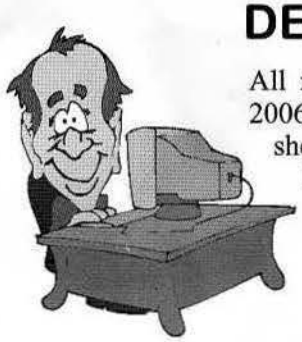
Robert Wright — 411 Parkavash Ave., South Bend, IN 46617, (574) 232-4287, e-mail: flyingguy21@yahoo,com

Bruce Sothern — 3354 Ulysses St., Minneapolis, MN 55418, (612) 789-2225, e-mail: Bssothern@ATT.net

OTHER WEB SITES OF INTEREST:

www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://members.tripod.com/valortovictory/index.html

DEADLINE



All material and items for the June, 2006 issue of Mendlesham Memories should reach me on or before April 15, 2006. All copy will be going to the publisher on that date.

Jack Share, editor

DUES REMINDER

Annual Dues Have Been Increased to $20.00

At the recent reunion of the 34th Bomb Group Association in Albuquerque, New Mexico, the membership voted to increase the annual dues to $20.00.

Your dues are payable on January 1st of each year. Please submit your payment to our new treasurer:

Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Thank you for your help in guaranteeing the continuance of the Association and this publication, Mendlesham Memories.

Share - a thought...

Jack Share

The decision to terminate the 34th Bomb Group Association, in two more years, has upset most of our members, and understandably so. Being without a quarterly newsletter, without news of former members and friends, after all these years, is incomprehensible. No one wants it to end this way but, facing reality, we, quite simply, are not going to be able to function in the same capacity that we have in the past. Although the associate members are very interested in the organization, and have most graciously, taken over some responsibilities, they do not seem interested in continuing without fathers, relatives and other original members being active and would probably not be to enthusiastic in keeping the organization alive.

All WWII bomb groups are facing the same problems and are being gradually disbanded. Many are still maintaining their integrity by joining the 8th Air Force Historical Society and having mini group reunions at their annual reunions. The 8th AFHS has fine annual reunions and by joining them we could still retain our identity. Many of us who are already members know that their reunions are first class and their quarterly newsletter carries many interesting stories of WWII 8th Air Corps personnel.

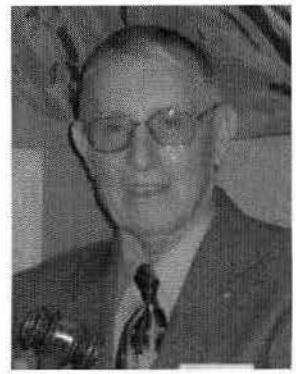
This might be a good time for us to consider this route so that in the next two years we can discuss our participation with other 8th Air Corps groups.

For your consideration, we are publishing a membership application form in this issue. Incidentally, they also accept associate members.

Yours for the good of the organization.

Jack

President's Message



2005 has blown out and 2006 has eased in, at my house anyway, maybe the other way around at yours!

The 34th Bomb Group Association is fast approaching its 23rd annual reunion at Rapid City, South Dakota. Rapid it will be too and will be here before you know it. I don't know about the rest of you, but I am looking forward to another good meeting.

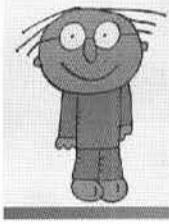
You know the reunion committee is like good wine, they get better with age! I can't thank them enough.

By the time you read this we will be getting ready to leave for Rapid City, some of us will need some assistance, so bring along your sons, daughters or grandchildren to help you out. They will get a "kick" out of it. After all, they don't think we can "cut the mustard" any more.

See you there.

President,
Kivett Ivey

Thanks, Honey



The Sunday School teacher asks, "Now, Johnny, tell me frankly do you say prayers before eating?"

"No sir," little Johnny replies. " I don't have to. My mom is a good cook.

– Form may be reproduced –

JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

Name

FIRST MIDDLE INITIAL LAST

Address

CITY STATE ZIP

Telephone **Email**

8th AF Unit **Not in 8th** **Include me as a full Associate Member**
In service **Branch** **Dates** **to**
Were you a former member? **Member # if available**
MEMBERSHIP CATEGORY: LIFE MEMBER ❒ ANNUAL DUES $25 ❒
PAYMENT: CHECK ❒ MASTERCARD ❒ VISA ❒ CARD #
SIGNATURE:

SEND APPLICATION AND PAYMENT TO 8TH AFHS P.O. BOX 1787, SAVANNAH, GA 31402 TEL: 912-748-8884
$25 MEMBERS DUES NOTICES ARE MAILED ANNUALLY
Website: www.8thafhs.org

REUNION COMMITTEE REPORT

The 23rd annual reunion of the 34th Bombardment Group (H) has been scheduled for 29 August through 3 September, 2006 at the Best Western Romkota Hotel and Conference Center, 2111 N. LaCrosse Street, Rapid City, South Dakota 57701. Hotel telephone number is 605-343-8550. The hotel rate has been confirmed at $60.00 and the room tax is at 8%. These rates are offered three days prior and following your scheduled dates.

Additional points to consider are: The hotel will provide "Free Shuttle Service" anywhere within the city. Award winning "Minerva's Restaurant and Bar" is the on site restaurant and lounge - Rapid City's #1 restaurant for service and food. Large indoor swimming pool with a whirlpool and a wading pool. Free local calls, well lit parking, bellman on staff. Within one block of hotel is an Outback Steakhouse. Perkins, Burger King, Boston's, Denny's and TGI Fridays restaurants. Within four blocks of the hotel there is the following: Applebees, Olive Garden, Golden Coral and Red Lobster.

There is a complimentary Round Trip Shuttle Service from the Rapid City Regional Airport -only 12 miles from hotel. The Rushmore Mall is across the street from the hotel with 110 stores anchored by JC Penny's, Sears, Herberger's and Target. The hotel has three large operational kitchens guaranteeing quality food. Comfortable sleeping room accommodations, gift shop and fitness center. It is the largest hotel/convention center in the area.

Some travel information has been received from "Black Hills Central Reservations". The telephone number is: Toll free - 1 800 529 0105 to help you make travel planning more affordable and easier. They will provide you with needed information on airfare, car rental, etc.

The Best Western Ramkota Hotel and Conference Center has a total of 267 rooms including 30 two room executive suites and 3 Jacuzzi suites.

Rapid City is within a stone's throw of everything and many of the most intriguing and beautiful attractions in America are located in the Black Hills, the inspirational Mount Rushmore National Memorial. The visionary Crazy Horse Memorial and the tranquil Black Hills National Forest with its abundant wildlife. According to the census report, Rapid City's population is 59,607, the second largest city in South Dakota at an altitude of 3,200 feet above sea level. The city covers nearly 35 square miles.

Mount Rushmore National Memorial - Is 25 miles southwest of Rapid City on highway 16A. It stands as a powerful symbol of America's heritage, carved from a mountainside of solid granite, with gigantic busts of four American presidents, George Washington, Thomas Jefferson, Theodore Roosevelt and Abraham Lincoln. Facilities at the memorial include the Avenue of Flags. Presidential Walking Trail, Gift Shop, Viewing terraces and Visitor's center. A large restaurant and an audio-visual presentation are available.

continued

TREASURER'S REPORT

Thanks to those of you who have flooded my mailbox with your 2006 dues payments. Having some ready cash on hand to pay the bills without having to dig into our reserves helps us to keep our organization in sound financial shape. For those of you who have not yet sent in your dues payment for 2006, please do so as soon as it is convenient for you. As a reminder, annual dues for 2006 are $20, the same as for 2005. The $10 special assessment paid by life members for 2005 has not been continued for 2006.

Elsewhere in this issue is the address for sending your annual dues payment to me. Please make your check payable to the "34th Bomb Group Association". Also, please indicate in the memo section on your check the year that your payment applies to.

Many of the dues payments I have received have included notes wishing me well in the Treasurer's job. Thank you for your support and good wishes. I am grateful to have the opportunity to serve the wonderful members of the 34th Bomb Group Association.

Jack Steffen,
Treasurer, 34th BGA

REUNION COMMITTEE REPORT

continued

The Black Hills Gold - Many jewelry manufacturing shops and outlets throughout Rapid City.

Detailed tour information will be provided in the June issue of Mendlesham Memories.

Transportation - Rapid City Regional Airport is the commercial airline hub for the Black Hills. Served by Allegiant Air, Northwest Airlines, Skywest-Delta Connection and United Express.

Interstate 90, US highways 14 and 16 and state highway 79 provide surface road accessibility.

Weather - Monthly high temperature for month of September is 74 degrees.

We would like to thank everyone for attending our 2005 reunion in Albuquerque, New Mexico which was a great success.

Good health, peace and much happiness in our New Year.

The Reunion Committee
Harold Rutka, Chairman
Bob Wright
Bruce Sothern

RAY SUMMA 34TH BOMB GROUP 2005 SCHOLARSHIP AWARDS.

After careful and considerable deliberation, the judges have selected the following applicants as recipients of the 2005 Ray Summa Scholarship awards.

First Award of $1,000.00
Lisa Scherkenbach

Second Award of $750.00
Janina Gregorski

Third Award of$500.00
Craig Sweeney

Each sponsor was contacted and requested to notify the respective applicant of the award. A letter of congratulations, with the check, was sent to each recipient with a request to provide Mendlesham Memories with a photograph, with sponsor, if possible for publication in the March issue.

Each of the applicants, and their sponsors, are to be congratulated for their participation in this program

Also, the judges, John Feda, Ambers Hanson and Robert Vaughn for their diligent work in judging the applicants.

****

Congratulations to the 2005 winners of the 34the Bomb Group Association's Ray L. Summa Scholarship awards.

Letter from Craig Sweeney:

Dear members of the 34th.

I, first of all, regret not making it to your meeting to receive this award in person. I am afraid I shall be Busy putting it to use at Marquette University during your meeting; and New Mexico is far from my home. I thank you from my heart for selecting my essay out of all the wonderful essays I am sure your group received. I assure you all the money will go to good use in furthering my education.

I wrote about making a difference in this world, about being the best person I could be, seeking to help others in all my endeavors. In this vein, I plan to earn a degree in psychology, so I can help people to solve their problems. I also am considering a stint in the Peace Corps, after school, to gain real-world experience and see other countries. Your $500 is a solid contribution to that set of goals, and I appreciate it.

I am humbled to receive this award and I will be back next year! Thanks again.

Craig Sweeney

(Editor - Pictures and/or letters, from other recipients, were not received).

NEWS FROM PAST RECIPIENTS OF THE SCHOLARSHIP AWARDS:

From Bob Gross -7th Squadron:

Alex Wissner Gross who received his 34th Bomb Group scholarship some years ago graduated from MIT, magna cum laude, in three majors. He received a Hertz Fellowship (a full four year) that enabled him to continue his education at any college. He had been awarded a Churchill Fellowship by the English Government, which required his attending for four years a University in England, which he declined, and chose to attend Harvard. He has completed his Master's program in his first year. He continues his PhD program in his major on Nanotechnology. His goal is to obtain this degree in four and a half years. He currently has several patents to his name.

Zachary Gross who also received a 34th Bomb Group scholarship is now in his 3rd year also at MIT. This past year he was one of 100 students in America to be awarded a Homeland Security Fellowship. This past summer he took the boards for Medical School and scored in the highest numbers that, if he chooses, most likely would be accepted at any Medical School. This scholarship underwrites the full charges of his last two years in college. This past summer he worked at Mass. General Hospital and will be working this year at a selected Government Facility in California on a project (too complicated for me to describe).

Both of these grandsons are indebted to the 34th Bomb Group for helping them at the beginning of their college careers.

SCHOLARSHIP APPLICATION

The Ray L. Summa, 34th Bomb Group Association Scholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.

2. Applicant must have maintained a 3.0 grade point average on a 4-point scale during his/her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4-point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4-point scale.

2006 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name:_____ Phone:_____

Address:_____

Name of Sponsor (paid-up 2006):_____ Squadron:_____

Address:_____

_____

Age of applicant:_____ Grad. Date:_____ Best SAT/ACT Score:_____ GPA:_____

Will pursue Academic Major:_____

Colleges and Universities of interest to you:_____

_____

Summary of academic achievements (e.g. scholarships, awards, honor society):_____

_____

Extracurricular activities:_____

_____

Community activities you have participated in:_____

_____

Hobbies and Special Interests:_____

_____

List any non-government funded jobs which you have held: (Full or part time, with dates):_____

_____

_____

(Use additional sheets as needed.)

Applications must include and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: Copy of your ACT/SAT test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class (your positioning the number of students in class).

Applications must be postmarked no later than July 10, 2006.
(Please include a self addressed post card if you wish acknowledgment of receipt of application).

Winners are expected to be announced at the 2006 34th Bomb Group Reunion in August.

Mail completed application to:

Scholarship Committee,
c/o Ambers Hanson
1505 Chadwick Ln.
Auburn, AL 36832

Mighty Eighth Air Force Museum Needs YOU!

This year has been a difficult one for the Mighty Eighth Air Force Museum because of high gas prices, hurricanes and other global events. Museum attendance has suffered, as has its cash flow, and the Museum has felt the effects of funds diverted to other causes. The tragedies of the year cannot be trivialized, but long after the memories of these events fade, funding from loyal supporters of the Museum has to continue so the mission - educating the public, and commemorating and honoring the veterans of our nation - can be maintained and expanded.

In contrast to the worldwide natural disasters, great things continue at the Museum. Dr. Walter Brown has assumed the leadership role as interim President and CEO. The Roger Freeman collection will arrive soon and be made available for researchers, authors, veterans, and visitors. The distinctive 303rd Bomb Group historical collection, assembled by Trustee Harry Gobrecht, now resides in the archives. Of major significance, Timothy Bottoms and Vivan Rogers-Prices, heads of the Collections and Archives departments are ready to receive artifacts from all Eighth Air Force groups, including Bomb and Fighter Groups. Collections will be housed in the newly dedicated Roger A. Freeman Eighth Air Force Research Center where they will continue to grow into the most impressive assembly of Eighth Air Force works in the world.

From a financial perspective, the Museum has not been forced to dip into its modest cash reserves to continue operations, but the time is drawing closer when that might be necessary. This is a time of substantial need. If you have not sent a check for the Annual Campaign, please do so now. Please give generously to the Museum. Future generations are depending on it. Gifts can be sent to the Mighty Eighth Air Force Museum, PO Box 1992, Savannah, GA 31402.

34TH BOMB GROUP'S PAST REUNIONS

YEAR	CITY	PRESIDENT	ATTENDEES
1981	ST PAUL, MN	GRADY DETHERIDGE	
1982	CINCINNATI, OH	MALCOLM CORUM	
1983	HOUSTON, TX	BOB WRIGHT	
1984	NASHVILLE, TN	GERRY PINE	
1985	WICHITA, KS	HAROLD RUTKA	
1986	COLORADO SPRGS, CO	AL DiNENNO	306
1987	KING OF PRUSSIA, PA	ED LAWLER	276
1988	VIRGINIA BEACH, VA	GEORGE RITCHIE	318
1989	SHREVEPORT, LA	WALT McALLISTER	292
1990	SEATTLE, WA	WALLY BRAUKS	249
1991	LOUISVILE,, KY	FRED SCHOCH	398
1992	LAS VEGA, NV	BRUCE SOTHERN	376
1993	LITTLE ROCK, AR	SAM WOLSTENCROFT	351
1994	ST PAUL, MN	ELI BALDEA	308
1995	HUNTSVILLE, AL	AMBERS HANSON	350
1996	RALEIGH, NC	RAY PALMER	325
1997	OMAHA, NE	ALLEN ISRAELSEN	224
1998	BOISE, ID	JOHN DORONSKY	209
1999	DES MOINES, IA	NORM MAYER	188
2000	BUFFALO, NY	CLAUDE GIBBS	202
2001	SAVANNAH, GA	WAYNE HOWARTER	276
2002	SALT LAKE CITY, UT	FRED WALTZ	177
2003	SAN ANTONIO, TX	JACK SHARE	182
2004	DAYTON, OH	JOHN FEDA	197
2005	ALBUQUERQUE, NM	KIVETT IVEY	167
2006	RAPID CITY, SD		

THE AIRFIELD

By Shiela Hudson-Suffolk, England

The fields are windswept, empty now,
Returned to crops, furrows and the plough.
Buildings stand still, of bomb-proof brick,
Windows broken in walls still thick.
Nissen huts in gaunt disrepair,
Some used still, some broken and bare.
Black-out curtains in tattered shreds,
Still hang like memories threads.
To evoke ghosts of days gone past,
Tangible evidence that will last.

Broken wood and rusted nail,
Sheds that housed the airmen's mail ,
For letters home to sweethearts, wives,
Telling of the young men's lives
As they lived, day to day
Snatching time to write, and pray.
Mess and cinema halls,
a room for debriefing,
Orderly room and huts for sleeping,
Perimeter track and runways wide,
With control tower to one side.

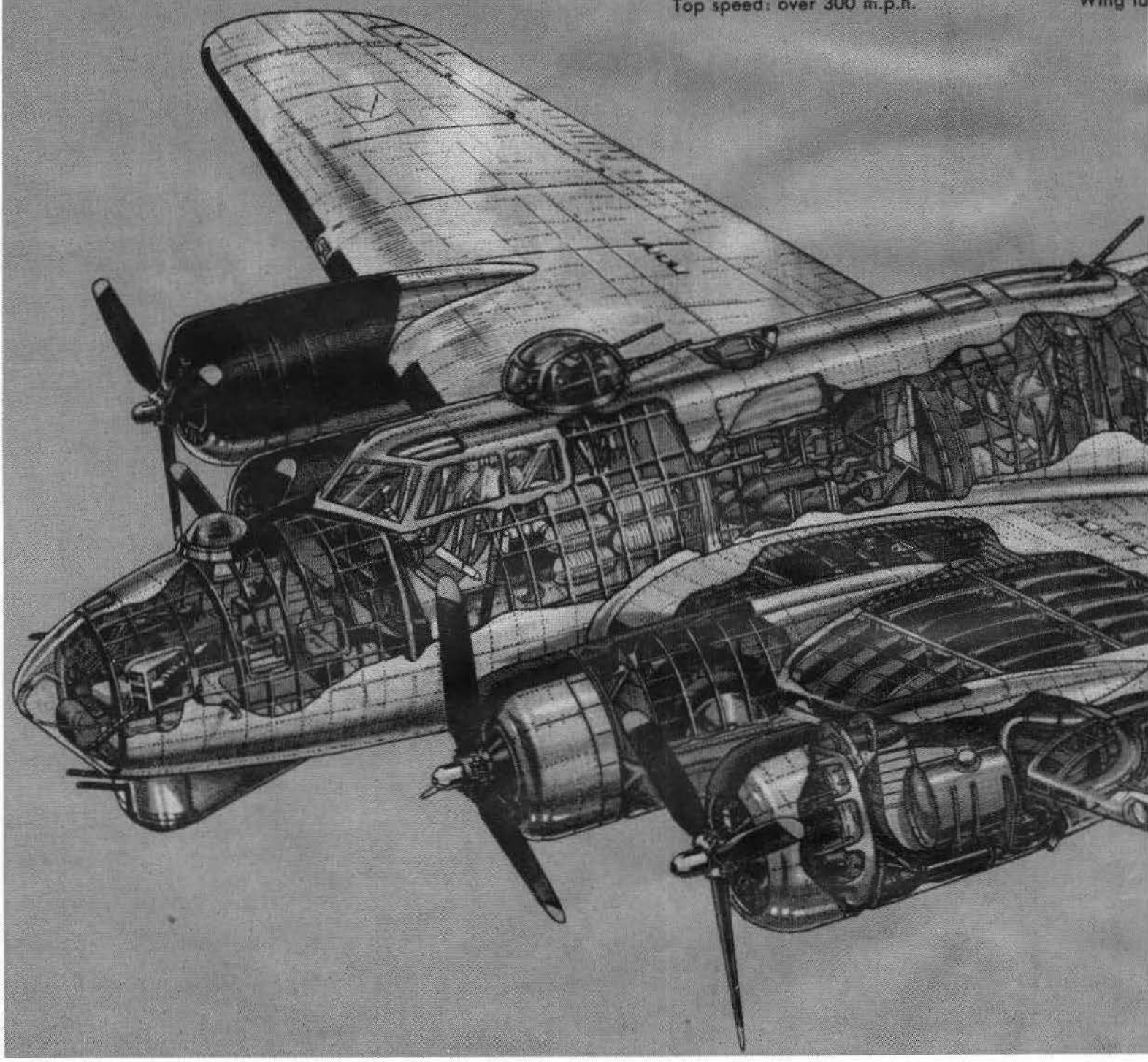
Vigorous young men
thronged the area there,
And each day lived
on a wing and a prayer.
In combat high, to fight a foe,
A great Armada to Hell would go.
Crusade of Angels in the sky,
In airplanes five miles high.
Sometimes consumed by hostile flames,
Broken bodies, broken planes.
The weary survivors returning home,
Back to the distant aerodrome.
Until called once more on high,
Manning those missions in the sky.
The ground crews in all weathers trying,
To keep the gallant aircraft flying.

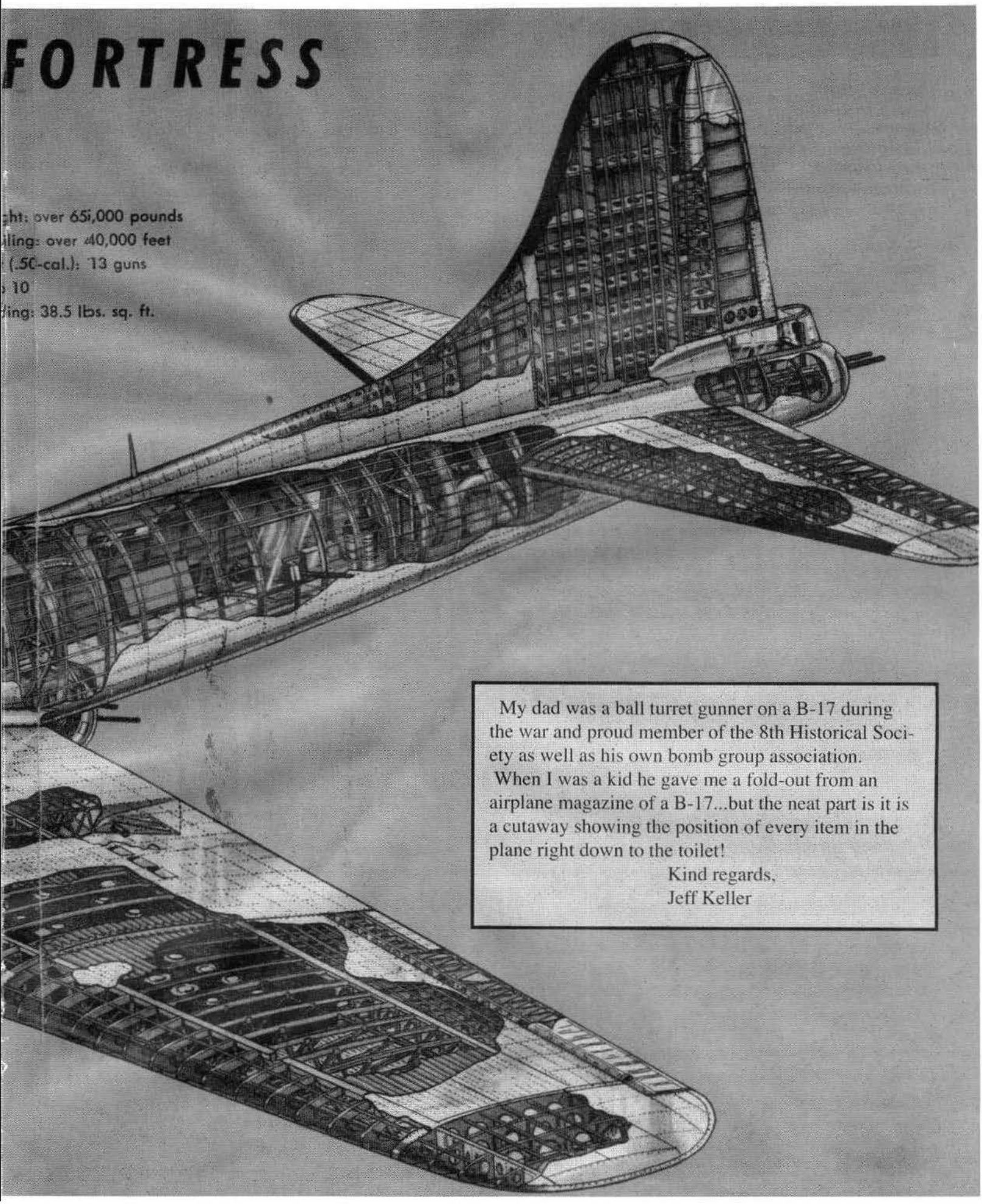
(Courtesy B-17 Flying Fortress newsletter- "Splendor in the Skies".).

BOEING FLYING
(B-17G)

Engines: Four 1,200 h.p. Wright Cyclones
Wing span: 103 ft. 9 in.
Length: 74 ft. 9 in.
Height: 19 ft. 1 in.
Top speed: over 300 m.p.h.

Gross w
Service
Armame
Crew: 6
Wing lo





My dad was a ball turret gunner on a B-17 during the war and proud member of the 8th Historical Society as well as his own bomb group association.
When I was a kid he gave me a fold-out from an airplane magazine of a B-17...but the neat part is it is a cutaway showing the position of every item in the plane right down to the toilet!

Kind regards,
Jeff Keller

LOOKING FOR INFORMATION:

Robert D. Sease - I am looking for information on my dad Captain Robert D. Sease a pilot who flew 32 missions with the 34th Bomb Group, 18th squadron during WWII.

My dad passed away on January 30, 2005. I think I remember him telling us that his plane was called "The Old Crow". If you need more information let me know what would be helpful and I'll do my best. I have all of his Air Force papers in a note book

My name is: **Becky Livermore**
269-367-4536
E-mail - tbliv@allvantage.com .

****

Hubert "Mac" Massey - My name is Adam Massey and I am the proud grandson of Sgt. Hubert "Mac" Massey who was a member of the 34th Bomb Group, 4th squadron stationed at Mendlesham Airbase during WWII.

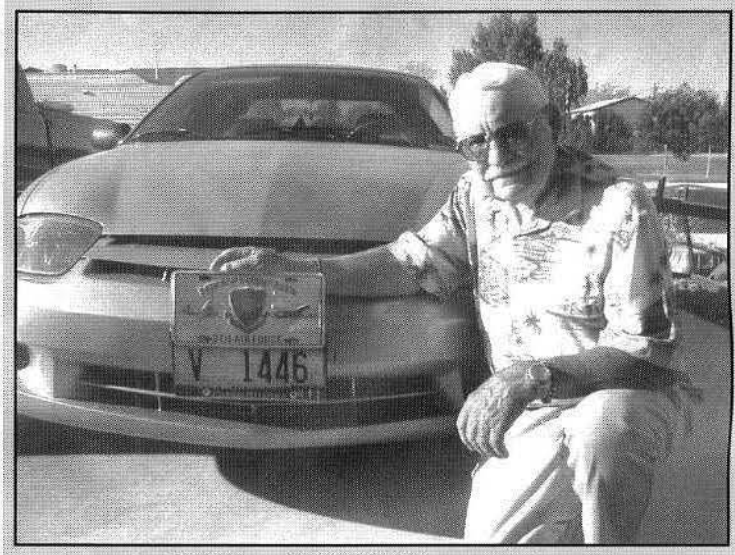
Growing up I knew he had been in the war but it was something that he never wanted to speak about and I was advised not to ask about. I had written off hope of ever understanding the full scope of his service to his country so that I could live free. When he passed away last year we found, in a corner of the house, probably untouched for 50 years or more a suitcase full of pictures and artifacts. Through those treasurers of my family history I have been able to piece together a general background of his service to his country. I have been doing research off and on for about a year now and finally stumbled across your web site. It is my hope that some of you might be able to shed some light on the research I have done and fill holes in my understanding of my hero.

e-mail - Adammassey@bellsouth.net

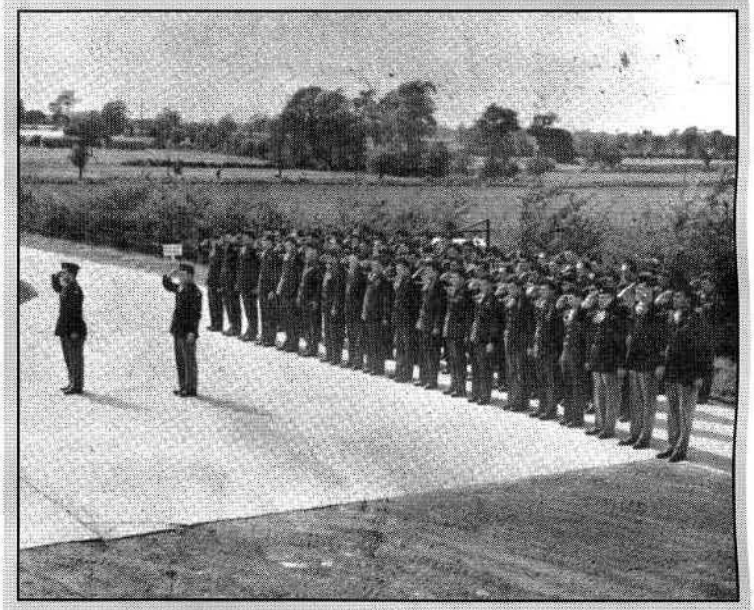
****

Lester D. Smith - Any information your membership might provide on my father, Lester D. Smith a pilot who served in the 8th Air Force, 34th Bomb Group during WWII would be greatly appreciated. He flew a B-17 named "Shady Lady".

My Name is: **Greg Smith**
Acworth, GA 30102
607 230 7659
E-mail - glsmith1@comcast.net



Bill Orton with his 1446 license plate. .
Bill served with the 1446th Ord. Supply and Maint. Company attached to the 34th Bomb Group at Mendlesham.



1446 Ord. Supply & Maint. Company formation.

OLD GEEZERS

- ★ "Geezers" (slang for an old man) are easy to spot at sporting events, during the playing of the *Star Spangle Banner.* Old Geezers remove their caps and stand at attention and sing without embarrassment. They know the words and believe them.
- ★ Old Geezers remember the Great Depression, World War II, Pearl Harbor, Quadalcanal, Normandy and Hitler. They remember the Atomic Age, the Korean War, the Cold War, Vietnam, the jet age and the Moon landing.
- ★ If you bump into an Old Geezer on the sidewalk, he will apologize. If you pass on Old Geezer on the street he will nod and tip his cap to a lady. Old Geezers trust strangers and are courtly to women. Old Geezers hold the door for the next person and always, when walking make certain the lady is on the inside for protection.
- ★ Old Geezers get embarrassed if someone curses in front of women and children and they don't like filth on TV or in movies.
- ★ Old Geezers have moral courage. They seldom brag unless it's about their grandchildren.
- ★ It's the Old Geezers who know our great country is protected, not by politicians or police, but by the young men and women in the military serving their country.
- ★ This country needs Old Geezers with their decent values. We need them now more that ever.
- ★ Thank God for Old Geezers!

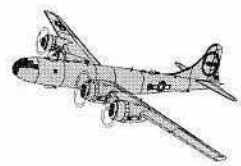
PX Order Form

AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

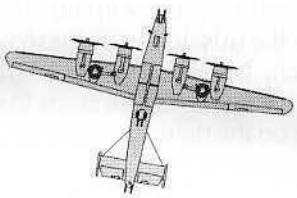
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and Eighth Air Force. ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50 Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows our bright red rudder. Nice for warm weather & very colorful ..... All Sizes $12 each or 2 for $22.00.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $8.50ea.
SWEATSHIRT (good quality) colorful logo on front "PROUD TO BE A VETERAL" S, L, XL, OR XXL ..... $20.00ea.

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)



THANK YOU FOR YOUR ORDER



Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

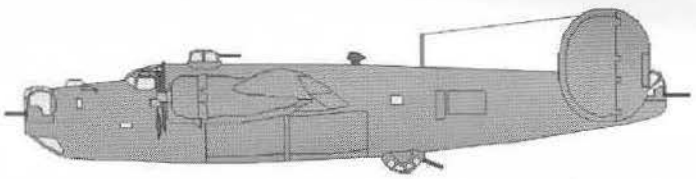
Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

Ploesti Oil Field Raid

The General who planned the first bombing mission to destroy much of the Ploesti oil fields was General Jacob E. Smart. A large force of B24 Liberator 4-engine bombers was dispatched on a low-level mission that went down in history, partly for its sheer high-level of difficulty and partly for the heavy losses suffered by the bomber crews. Due to the fact that German radar discovered the raiding force long before it reached its target they caused heavy losses.

That same General later became the Commanding Officer of the famous 97th Bomb Group on April 7, 1944 but his lead plane was shot down on the very first mission he flew with the group. Most 97th men believed the General was killed until he walked into their reunion at Dayton years later. What most people don't know about Gen. Smart was that because so many B-17's had trouble flying to England the Air Force selected him to build the 1st radar station on the Greenland ice cap. It was so vital to the ferrying of bombers and fighters to the 8th Air Force that he was picked to complete the almost superhuman task in freezing temperatures.

Compliments of the B17 Flying Fortress Assoc. newsletter.



North Texas Chapter members manning the veteran's table at the *Cowtown Warbird Round-up* in Fort Worth last June. As a Chapter function, members talk to visitors, hand out autographed trading cards to children and give tours of the Vintage Flying Musuem's B-17. Pictured (L-R) are **Harry Ackerman**, 91st/34th BG; **Bob Bily**, 351st BG; and **Hank Plume**, 390 BG. The event usually results in a few new members signing up each year as well.

Lance Anderson, Life/Associate Member

FRIENDS WRITE

JOSEPH CLARK (AGE 13) - TURQUOISE MUSEUM

Dear 34th Bomb Group,

Thank you for sharing your stories. I thought they were interesting. I appreciate the shirt and enjoy wearing it.

Thank you for serving.

****

BASIL GAUMER - GREENVILLE, IL

I am so sorry that they are planning on closing the 34th BGA in three years. I have enjoyed the bomb group over the years. But when you think that the youngest members are 80 years old, I guess it is about time to start thinking about throwing in the towel. But we still have memories.

****

BERNADETTE FARLEY - VERONA, NJ

Please accept this donation for the Ray Summa Memorial Fund in memory of Hal Province. He will be missed not only by his family but his many friends in the 34th. He did so much good for so many.

****

ANDREW DOPPELT - NORTHBROOK, IL

I contacted your fine newsletter a year ago to inform your group about the sudden passing of my father, Sidney Doppelt in Milwaukee, WI. He was a Lt. and a navigator in the 391st sqd., crew #95. I learned which squadron and crew he belonged to by looking through your excellent web sites, which, together with your newsletter, are truly fascinating. I discovered the web sites for the first time tonight after reading the Sept. newsletter, which inspired me to learn more about where my father served in the war. Fortunately, I remembered the name of his pilot, Murphy, which allowed me to find my father's name (although misspelled as "Dopfelt" in the mission lists), My father kept a diary of his days in the service which I did not know even existed until after his death. My wife and I are trying to transcribe it - a lengthy process made difficult by his poor handwriting. It is so interesting now being able to match the dates of his missions, thanks to the web site, with the thoughts he wrote on those days.

I have missed receiving a prior newsletter or two and am wondering if my message to you was ever published in an earlier edition. If so, could I please have a copy? I basically said then that my father was fiercely proud of his military service which was a major turning point in his life and on that he cherished and recalled often.

I wonder if it would be possible to correspond with others who flew with my father. According to the mission lists, these were: Murphy, Christofferson, Woodrich, Nelson, Harris, Markley, Combs, Bruen and Knightlinger. If you have addresses for any of them or could pass this message on the them or their families I would be most appreciative.

Keep up the good work you and your organization do, not just for the men who served at Mendlesham but also for us family members who are left to tell their stories and can learn so much about bravery, honor, duty and love of one's country that these remarkable people to this day still personify.

****

Friends Write, Continued

HAROLD DWYER - HASTINGS, NE

As a life member, I have not paid any one the special assessment. Believe it to be $10.00 per year. Enclosed is $30.00 for the years 2004-2006. This should bring me up to date.

****

KAY HUGHES - GENEVA, NE

I am the daughter of Harold Dwyer, 391st sqd of the 34th Bomb Group and an associate member of the Association.

I am enclosing dues for 2006 and hope this brings me up to date.

****

VIVIENNE FORISTER SCHWAB - FENTON, MO

34th Bomb Group Association friends. Oh how I missed attending the Albuquerque reunion last year! After Mom's (Sylvia Forester) death last spring, I told Dad (Carroll Forister) I'd accompany him since this would be the first without Mom. However, responsibilities and commitments at school this year happened to fall on the Thursday and Friday of the reunion weekend. My youngest son, Stuart, wanted to attend again this year since he'd enjoyed himself so much the prior year in Dayton. So I had a grand idea that dad should take all the young men in his life, and that he did. So that is how dad ended up with both my brothers, Dave and Emmett, plus their two sons,Zach and Jake, plus my two sons, Greg and Stuart. I am so pleased that the guys got to spend that kind of quality time with dad plus got to rub elbows with the rest of the outstanding 34th Bomb Group members. I know dad was proud to have all of them at his side. I believe Stuart and Emmett got the most out of the experience. Stuart amazed me and even attended the business meeting. He made me and grandpa proud. A special thanks to everyone who passed on their condolences to dad on mom's passing. Your kind words and gentle hugs really touch his heart. Mom loved attending the reunions, and visiting with all you special people, as much as dad.

I was very saddened to read of Rev Gary Ferrell's death. What a tragic loss for ,not only his own family, all you WWII veterans as well. He was so loyal and dedicated to you guys. Such a large hole will be left.

To all my buddies, I am so sorry not to have been able to attend. All of your "hello" messages were brought back with dad and made my heart feel warm. A special hello to my friend, Roger. We seem to be hitting and missing these past two years, haven't we? Ginny and Fred, you were always so special in mom's heart and your kindness to dad did not go unnoticed. Thanks for your message back to me through dad. I missed you guys too

I promised dad that no school responsibilities again will override my dedication to him or the reunion. This year my job had extenuating circumstances and it won't happen again! Next year I'll be there. So, until then all you fine men and delightful wives, take care of yourselves, have a healthy year and I'll see you in South Dakota.

A note of interest: Our entire school had a Veterans' Day assembly outside underneath the flag pole. There were guest veterans that led a short ceremony. Our entire school also says the pledge every morning. Just thought you'd be interested in knowing that patriotism is alive in our school.

****

BUB & SYLVIA LOOMIS - MENDLESHAM, ENG.

We would like to wish you a Merry Christmas and a healthy New Year. We seem to have had a very busy year. I think it must be a world record in that we have had four weddings. Two were our lovely grandchildren, one was Sylvia's godchild and the other a very dear close friend and we seem to have had a really gay time all year.

We also went to a very important event when the children of Stoke Ash School did a wonderful show about the Americans who were stationed at Mendlesham during WWII. They did a little sketches, poems and songs from that era sixty years ago. They even attempted an American accent - not bad for school children.

We also were honored to have five American service men from Mildenhall attend the service. All in all, it was a good recollection of days gone by. I expect you know a little about this as Mr Leathers, the head teacher, attended your reunion and some of veterans kindly signed Bub's book. The Padre from Mildenhall took part in the service at Stoke Ash church and it was quite moving to listen to him. Afterwards we all went to the Fleece pub at Mendlesham for tea and cakes and to the start of the museum which seems to improve each month.

Our very best wish to all of you. Perhaps we shall see some of you in 2006.

****

VITO VIOLANTE - PALMDALE, CA

Is the $10 for life members a yearly thing? OK by me.

Enclosed is a check for $110 to go where most needed.

****

JIM STUTHERS - VENICE, FL

A waist gunner on Lt. Tigges, crew, Bill Oravec passed away on Feb. 22, 2005. That crew shared our barracks in Mendlesham and I have been in contact with him through the years.

I always admired and respected Bill after learning he stayed in the reserves and followed his dream of becoming a pilot with service in Korea.

He said that even though his experiences flying his own plane was a real accomplishment, he never forgot his memories as a waist gunner on the Tigges's crew in WWII. If any of our members know of anyone who served on that crew I would like very much to hear from them.

My address: James Stuthers
430 Palmetto Dr,
Venice, Fl 34293

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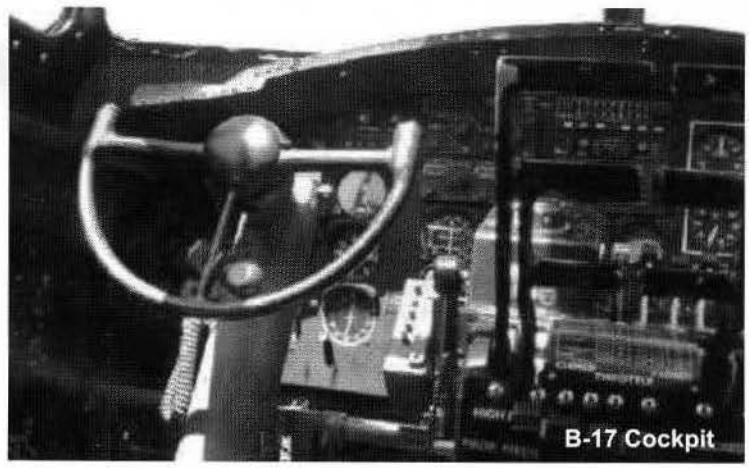


B-17 Cockpit

Friends Write, Continued

FRANK SIVRETT - SHREWSBURY, MA

I am enclosing $40.00 for '05 and '06 dues.

Sorry we couldn't make the reunion this year but sure hope we will be there next year.

****

RITA HILTNER - FREEPORT, MN

Sorry to hear about Hal's passing. He did a really good job. I'm sending my dues for 2006. I really enjoy reading Mendlesham Memories. Keep up the good work.

****

MARGARET KLINE - BURNT HILLS, NY

Enclosed $20 for my associate membership. I still enjoy reading them, as did my husband, George. We attended many reunions starting in Nashville. The were all just great.

****

DALE FRANK - WINTERSET, IA

It was a great reunion and we sure thank the committee for all their planning. Looking forward to seeing everyone next September.

****

KARL WALLACE - SARASOTA, FL

I haven't been able to make the last reunions of the 34th since Savannah but appreciate getting the Memories to keep up with the doings of the group. Sadly, we are all getting older and I understand the idea of disbanding after three more years. The heavy load of carrying out the reunions has fallen on the shoulders of a few and for this I am deeply grateful. I wish I could have seen all the gang this time but don't travel well at 81 although I still do the chores at home. My deepest regards to all of my old friends in the 34th.

****

BUD PAYMENT - COHASSET, MN

First of all, I want you all to know how bad we feel bout Hal Province. I never met the man but called him several times by phone and computer.

I am sending you a check for $100 - $40 for my dues for the next two years and $40 for my son's dues. The balance to be used wherever needed.

I just had my 81st birthday on Dec. 25th and my health isn't in very good shape.

****

WARREN MORRISON - WASHINGTON, D.C.

Dues for 2006-2008 enclosed. If Mendlesham Memories, hopefully, goes beyond that, I'm sure we'll be informed. I've enjoyed the "Voice of the 34th" over the years.

****

REID McCLOSKEY - CARLSBAD, NM

Enclosed is check for '06 dues. Thank you for taking over the treasurer's job. My contact with the 34th was primarily through Hal Province, a truly dedicated man.

****

ROBERT SWEENEY - MILWAUKEE, WI

Enclosed check for $30 is for general purposes.

MM has supplied great reading over the years and the 34th Bomb Group Association has been of valuable service to me and my family.

****

JOE AND KATY LOWRY - THE TURQUOISE MUSEUM, ALBUQUERQUE, NM

We enjoyed all of you that came to our Turquoise Museum in Albuquerque during your recent reunion. You know, the word Appreciate means to give great value to, and our family does appreciate all of the "Greatest Generation".

We enjoyed visiting with you and hearing some of your stories and experiences.

Our grandsons, Joseph and Jacob, say "thank you" for the shirts that you so generously gave them. I'm sorry I didn't write down the name of those who brought them by.

We are enjoying the newsletters and look forward to more. Again, you are appreciated.

****

RICHARD (BUD) PAYMENT - COHASSET, NM

This is a letter I have been wanting to write in the last few years and never got to do it.

My name is Richard (Bud) Payment and I just had my 81st birthday and have bad health. I have been married to my beautiful wife, Margie, for 62 years. We have 7 children, 12 grandchildren,20 great grandchildren and 2 great-great grandkids - not bad, heh!

I was with the 34th Bomb Group, 4th squadron from March 1943 to March 1944. I was in the refueling units and with a great bunch of guys.

I wish I could have gone to some of your reunions but my health wouldn't allow it

I am enclosing some pictures of my family.

You have sure done a wonderful job with the Mendlesham News - I enjoy reading it immensely. Keep up the good work.

◀ *Margie & Bud Payment - Christmas, 1943*

▲ *Bud And Margie With The Crew (family) Mark , Rick, Bub,cheri, Lori & Cory*

****

CARWIN BAXTER - LAKELAND, FL

I would like to thank you for the wonderful work you do on the Mendlesham Memories. I look forward to receiving it. I have just received word that one of our crew members, Sanford Cole passed away in November. You might want to add it to the next TAPS list.

****

HENRY TOBIASON - REMER, MN

'06 dues enclosed. Audrey and I would not want to miss an issue. The reunion this past fall was very good. I think the one at Rapid City will have some great places to see. We have spent time at Mt. Rushmore, Deadwood and the Chief Crazy Horse Memorial. Hope to see you there.

****

Change Of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BARRON	WILLIAM, M	7	25 EDGEMONT WAY	DURANGO	CO	81301
EDWARDS	VERNA	391LM	1818 WESTMINISTER DR	GRAND PRAIRIE	TX	75050
JENNINGS	WILLIAM, O	4LM	2002 SUNNYSIDE DR.	PHOENIX	AZ	85029
METZ	CHARLES, F	7	104A LaBONNIE VIE DR	PATCHOGUE	NY	11772
RUSSO	MICHAEL	18ALM	34 HATHAWAY ROAD	BRONXVILLE	NY	10708
SANDHOLM	KEITH, E	391	2401 N 8TH ST	RED OAK	IA	51566
SAUERMILCH	FRED	7	1255 W. GRANGERVILLE BLVD - SPACE #26,	HANFORD,	CA	93230
WILLIS	LYNN,	391LM	306 DUFFIELD ST	BLOOMFIELD	IA	52537
WOODWARD	FRANCIS, L	391	ELSIE ST	ROME	NY	13440
ZESCH	EDWARD, E	7	c/o BETSY ROSS NURSING HOME P.O. BOX 770	BLUE JAY	CA	92317

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
COLE	SANFORD, C	7	11-02-05	1017 COUNCIL DR #B	ALEXANDRIA	VA	71303
ORAVEC	WILLIAM, J	18	02-22-05	339 SAWGRASS PL	CASSELBURY	FL	32707
ROBERT	PAUL, H	18LM	05-21-05	9121 CAMULOS	MONCLAIR	CA	91763

Roger Freeman, the great friend and historian of the 8th Air Force passed away on October 6th, 2005. We greatly mourn his loss.

In Flanders' Fields

In Flanders' fields the poppies blow.
Between the crosses, row on row.
That mark our place: and in the sky.
The larks, still bravely singing, fly.
In Flanders' fields.

Scarce heard amid the guns below.
We are the Dead. Short days ago.
We lived, felt dawn, saw sunset glow.
Loved and were loved, and now we lie.
We shall not sleep, though poppies grow.

Take up our quarrel with the foe.
To you from failing hands we throw.
The torch; be yours to hold it high!
If ye break faith with us who die.
In Flanders' fields.

New Associate Members

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
DOPPELT	ANDREW	391A	2631 MULBERRY LANE	NORTHBROOK	IL	60062
MASSEY	ADAM	A	755 SUNSET RIDGE LN	LAWRENCEVILLE	GA	30045
PAYMENT	GLEN, R	4A	26069 CLARA AVE	COHASSET	MN	55721
STEMEN	KIM, S.	7A	215 GILIAD ST	CARDINGTON	OH	43315

Donations To The Ray L. Summa Scholarship Fund

IN MEMORY OF	DONOR
HAL PROVINCE	BERNADETTE FARLEY
ROBER E.NOEHREN	RALPH AND ELLEN CASEY
HAL PROVINCE	BOB GROSS

MOVING?

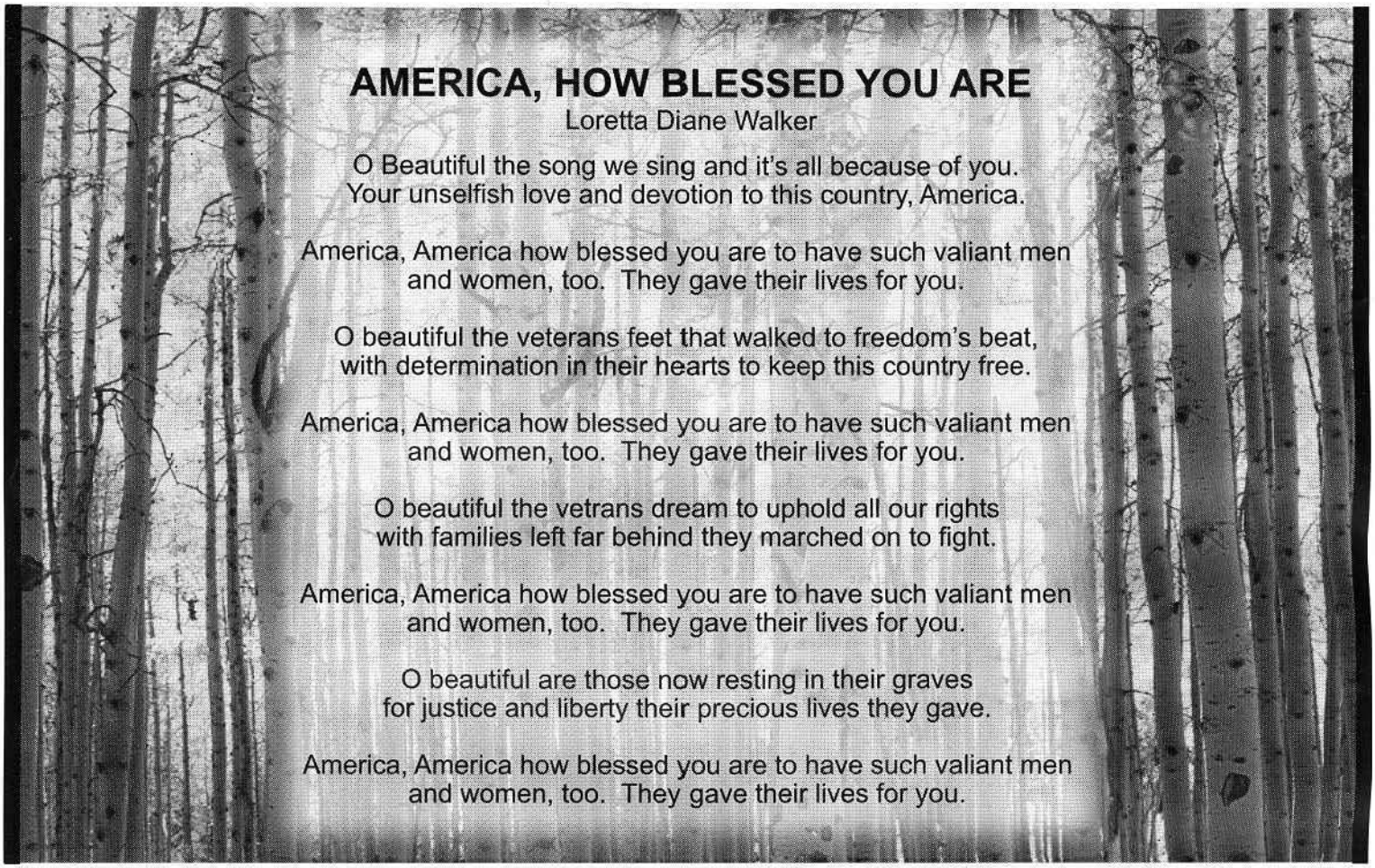
IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.



AMERICA, HOW BLESSED YOU ARE

Loretta Diane Walker

O Beautiful the song we sing and it's all because of you.
Your unselfish love and devotion to this country, America.

America, America how blessed you are to have such valiant men
and women, too. They gave their lives for you.

O beautiful the veterans feet that walked to freedom's beat,
with determination in their hearts to keep this country free.

America, America how blessed you are to have such valiant men
and women, too. They gave their lives for you.

O beautiful the vetrans dream to uphold all our rights
with families left far behind they marched on to fight.

America, America how blessed you are to have such valiant men
and women, too. They gave their lives for you.

O beautiful are those now resting in their graves
for justice and liberty their precious lives they gave.

America, America how blessed you are to have such valiant men
and women, too. They gave their lives for you.

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34TH BOMB GROUP
VALOR TO VICTORY

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

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From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXXI Number 2 June, 2006

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

34th Bomb Group (H) Association Reunion -

August 30th - Sept. 3rd, 2006

Meet Your Friends and Relax at the Best Western Ramkota Hotel and Conference Center

Rapid City, South Dakota

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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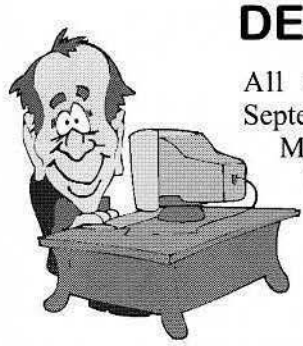
OTHER WEB SITES OF INTEREST:

www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://members.tripod.com/valortovictory/index.html

DEADLINE



All material and items for the September, 2006 issue of Mendlesham Memories should reach me on or before July 15, 2006. All copy will be going to the publisher on that date.

Jack Share, editor
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DUES REMINDER

Annual Dues Have Been Increased to $20.00

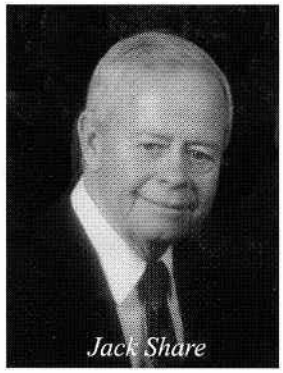
At the recent reunion of the 34th Bomb Group Association in Albuquerque, New Mexico, the membership voted to increase the annual dues to $20.00.

Your dues are payable on January 1st of each year. Please submit your payment to our new treasurer:

Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Thank you for your help in guaranteeing the continuance of the Association and this publication, Mendlesham Memories.

Share - a thought...


Jack Share

With the associations disbandment in two more years, there has been much concern over what will happen to the 34th Bomb group web site - Valor to Victory. This web site has been especially valuable not only to our original members but even more so, I believe, to the next generation and will be a valuable tool for many generations to come. Needless to say, it should, if at all possible, be continued when the association is disbanded.

Most active members of the organization are well aware that there is some concern regarding the existence of the site as it has been discussed in the last two general meetings at the reunions. President, Kivett Ivey, has involved himself in securing its future.

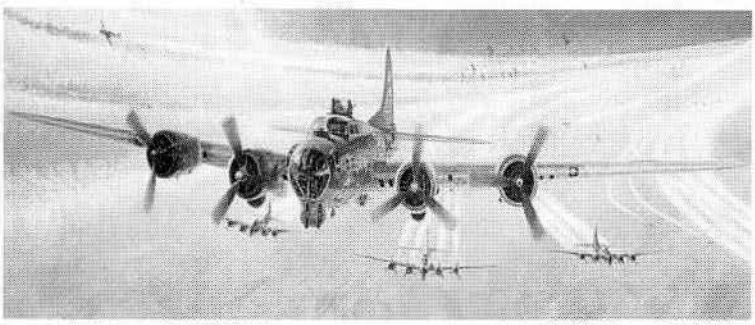
A brief history might be in order for those who are not familiar with the Valor to Victory web site and how it came to be.

Our previous, and late, archivist, the Reverend Gary Ferrell, created the site as a tribute to his uncle, Dexter Jordan. Dexter was a crew chief in the 34th Bomb Group and was with the original group before they were deployed until the end of the war. Inspired by his uncle's meritorious service, Gary began to research the group's past history and began to developed his web site. Through the years he has added much valuable information. Many members of the 34th have received past history on their missions, crewmembers, aircraft, casualties, etc. More recently it has become a tool for following generations to find facts concerning relatives and friends who served with the 34th during World War II. It must be continued for future generations.

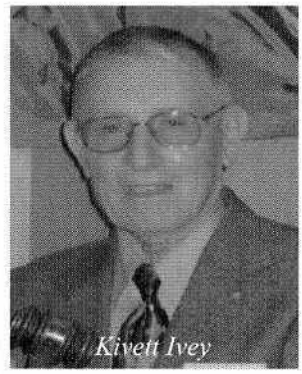
Susan Ferrell, Gary's widow, owns the web site and has indicated she would like to keep it active. We are encouraged by her decision but have yet to work out how it will be financed and expanded should more data become available. We would hope for some solutions and/or suggestions prior to, and during, our next reunion in Rapid City.

Perhaps our next elected Archivist will have some ideas on how this important tool on preserving the memories and incidents of the 34th Bomb Group can be retained.

Jack



President's Message


Kivett Ivey

Where has the time gone? All of a sudden it's time for the June issue and Jack is reminding me that he needs it last week! Too soon it will be reunion time again and that means we are on the count down for our last three reunions! The "Good Lord" willing I plan to attend all of them.

Lucille and I have been married 65+ years and, as some of you know, she has Alzheimers's and is slowly loosing her memory. Some of you have experienced the same problem with your loved ones. My goal is to take it one day at a time and remember all the good times we have had.

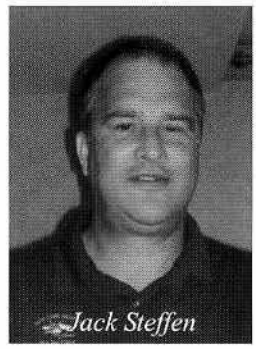
A few weeks ago my youngest daughter, an Air Force major stationed in Japan, visited us for a few short days. My other three were here also - we had a nice reunion. The Lord blessed us by allowing us to be together once more.

I am making my plans now for the 23rd annual reunion to be held at Rapid City, South Dakota from 30 August to 3 September, 2006. You all do the same! We need to get the most we can out of these last three reunions. Aren't we called "The Greatest Generation", or something like that?

My e-mail address has changed to kevettivey@touchnc.net. I would like to hear from you.

See you at the reunion.
Kivett Ivey,
President

Treasurer's Report


Jack Steffen

Thank you for the 2006 dues payments that so many of you have sent me. Also, thanks to those of you who include personal notes with your dues payments. I forward these notes to Jack Share, who publishes many of them in Mendlesham Memories. It is a great way to let others know what is new with you.

Thanks to the steady flow of dues payments, our group is in good financial condition. We continue to pay our bills without using our long-term cash reserves.

As a reminder, the annual dues amount for 2006 is $20, the same as for 2005. The $10 special assessment paid by life members in 2005 has not been continued for 2006. Elsewhere in this issue is the address for sending your annual dues payment to me. Please make your check payable to the "34th Bomb Group Association." Also, please indicate in the memo section on your check the year that your payment applies to.

I really enjoy serving as Treasurer of the 34th Bomb Group Association. I hope everyone has a safe and healthy summer, and I look forward to seeing you at the 23rd annual reunion in Rapid City.

REUNION COMMITTEE REPORT

Welcome to the members of the 34th Bomb Group (H) Association. We will be having our 23rd gala reunion this year from 30 August to 3 September 2006 at the Best Western Ramkota Hotel and Conference Center, 2111 N. LaCrosse St, Rapid City, South Dakota 57701. Telephone, 605-343-8550. The hotel rate has been confirmed at $60.00 per night plus $6.80 tax for a total of $66.80. These rates are offered for three days prior and following the scheduled reunion dates. This being our 23rd annual reunion, it was decided last year at Albuquerque that we would have two more after this one giving us a grand total of twenty five continuous reunions.

The hotel reservation form, the reunion registration form and the reunion agenda appears in this issue of the newsletter.

Our Friday, 1 September 2006, tour has been arranged through American Tours West. The coach tour will start with a 9:00 A.M. pick up at the Ramkota Hotel. Following a visit to Historic Mount Rushmore, we will lunch, non-hosted, at the site. After lunch we will depart for Bear Country, USA and Rapid City, returning to the hotel by 3:45 P.M.

Please Remember: To ensure accurate reservations, complete the hotel reservation form in this issue and return it before the cut off date of August 20, 2006. Reservations may be made by calling the hotel direct at 605-343-8550.

Transportation: Complimentary shuttle service from Rapid City Regional Airport to the hotel, 12 miles distant. The airport is the commercial hub for the Black Hills served by Allegiant, Northwest, SkyWest-Delta connection and United Express.

Interstate 90, U.S. highways 14 and 16 and State highway 79 provide surface road accessibility.

South Dakota Weather : Monthly high temperature for the month of September is 74 degrees.

Rushmore Mall with its 110 stores, anchored by JC Penny's, Sears, Herberger's, and Target, is across the street from our hotel.

Rapid City is close to many of the most intriguing and beautiful attractions in America including the inspirational Mount Rushmore National Memorial and the Black Hills National Forest with its abundant wildlife and Black Hills Gold featured in the many jewelry shops and outlets through out the city.

Please Note: Reservations can be made through Abby Travel Agency, Inc, Tracy Tellor and K.C. Lochner. Telephone number - 1-800-807-2963. Office hours - 10:00 A.M. - 5:00 P.M. (Central Time) Monday thru Friday.

Make your reservations now until 30 days prior to departure and save ten percent - within 30 days save 5 percent. Savings on Northwest, United and Delta Airlines. All major credit cards accepted. Please mention the 34th Bomb Group. Car rental discounts available as well.

We hope to see all of our 34th Bomb Group people at our 23rd annual reunion in Rapid City, South Dakota at the Best Western Ramkota hotel and Conference Center. See you then.

The reunion committee:
Harold Rutka, chairman
Robert Wright
Bruce Sothern

A CHILDHOOD CHRISTMAS REMEMBERED

by Ann Moore
of Steeple Bumpstead, England

Writing of the arrival of members of the 381st Bomb Group durint the reunion in England in 1992...

"Elderly men stepped down from the coaches, but we saw young men for we looked at you with the eyes of the heart, and to us, you are forever young.

"We grew used to the sound of your B-17 engines warming up. We counted you out, and we counted you home. We grieved with you and for you, when all too often your friends failed to return. We children remembered the kindness you showed us, the candy, chocolate, and gum you gave us. And Oh! those Christmas parties you gave us. Arriving at the 'drome we entered a magic world of lights and warmth. We had never seen so much food in our lives: sandwiches and cake, and best of all... the ice cream, real ice cream. We quickly demolished the food (I hope you did not think us greedy>), and turned to gaze, in wonder, at the Christmas tree, tall and shimmering; it seemed to us a thousand lights lit its branches. Father Christmas handed our presents to every child.

"We appreciated the sacrifices you made to give us those wonderful Christmas parties; now older, we appreciate, even more, the enormous efforts you made on our behalf. Daily you flew into the blazing hell across the Channel. Some of you were undoubtedly grieving over a lost buddy, but no trace showed on your faces as you welcomed and fussed over us. The word 'Thanks' cannot convey what we felt then and still feel today.

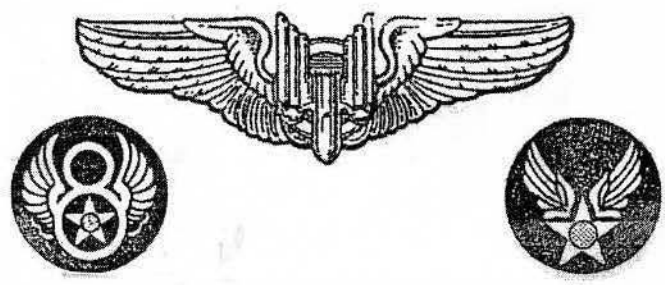
"Today, the aerodome is a peaceful place; skylarks sing and white-winged gliders soar. Somehow a fitting memorial to those young men who bought its peace and beauty so dearly."

GUNNERS ARE HEROES

Compliments: *B-17 Flying Fortress Newsletter*

According to records, Aerial Gunners were the real aces in the aerial war. Bomber crews shot down 6,254 enemy fighters, while fighter planes shot down 5,222 enemy fighters.

NICE GOING GUYS!!!



A Grateful Grandson

To all the original members of the 34th Bomb Group Association:

Michael A. Torre served as a Bombardier with the 7th Squadron of the 34th Bomb Group in World War II. He was my greatest hero and the greatest grandfather any young boy could ask for. Unfortunately, he passed away several years ago, but his memory is, and forever will be, fresh in my mind. There is not a day that goes by that I do not think of him, or use his advice, or feel pride in that he was my grandfather.

I can still remember the excitement and eagerness with which I pestered him to tell me stories of his flying adventures in the 8th Air Force. As always, he would accommodate me and I knew I wanted to be just like him. Together with my father and uncles we attended numerous air shows and watched countless shows on aviation. He spoke at my Aviation History class in college, was present when I got a ride in a B-17, went flying with me after I earned my pilot's license, was there when I won the 2003 Ray L. Summa Scholarship award and watched me swear into the Air Force. Regrettably, he never lived to see me pin on my wings as a HC-130 Combat Search and Rescue Flight Engineer. The last portion of my training took place in Albuquerque, New Mexico, only three hours from Deming, New Mexico where he attended Bombardier school. Two days after my check ride I drove to that now desolate airport and walked among the deserted hangers with the same tears in my eyes that always accompany the thoughts of my grandfather. For a few brief moments I felt, in some way, that I was finally, in some respects, just like him.

Sixty years after my grandfather's service in World War II, I found myself deployed to the Horn of Africa in support of the Global War on Terrorism. I flew three combat sorties and seventeen combat support sorties and transferred thousands of pounds of fuel in-flight to helicopters. On the rotator home I realized it wasn't just me or my crew or my squadron that flew those days. It was also my grandfather, his generation, and the 34th Bomb Group. I was there because I wanted to be like him. I was there because he taught me there are things worth fighting for because our country and our values are worth the risks.

Although the members of the original 34th Bomb Group Association may no longer fit into their uniforms or their wings

The HC-130 Crew
SrA Michael Torre, Flight Engineer, 1st row, 1st from right.

hang tarnished in a closet or like my grandfather are no longer with us today, through their spirit and inspiration they all are still a vital component in the defense of our nation. I know this to be true because the story of my grandfather is the story of the 34th Bomb Group which is the story of a generation of individuals who, although their names never appear in a history book, are unquestionably the foundation on which the United States stands today. The generation of your grandchildren are still fighting your fight, with the tools you gave us, defending what you taught us was truly important.

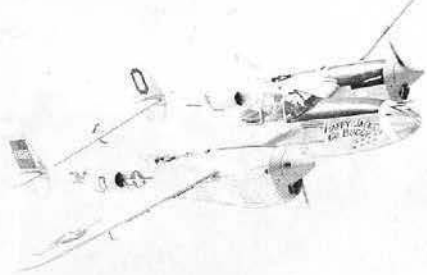
I can assure you this; my children will know their great grandfather's name and what he and the 34th Bomb Group did and what he taught me. He will not become a nameless face in a photo album locked away in an attic. And, as long as generations are inspired to wear a uniform, he and the 34th Bomb Group will be eternally alive.

If my grandfather was here today I would thank him for giving me a hero and role model. So, instead, I will thank the members of the 34th Bomb Group. Your service will never be forgotten.

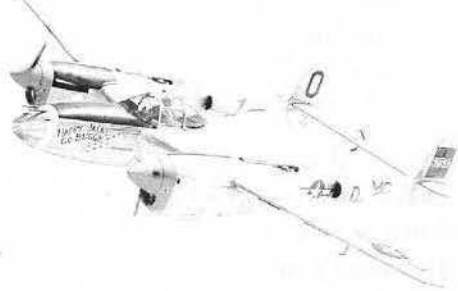
Michael Torre

It's A Beautiful Thing

Submitted by Tom Davis



O, Hedy Lamar is a beautiful gal,
And Madeleine Carroll too;
But you'll find if you query,
A much different theory
Amongst any bomber crew.
The prettiest thing of which one can sing
This side of the Heavenly gates,
Is no blonde or brunette of the Hollywood set,
But an escort of P-38s!



2115 Engineering Aviation Firefighter Platoon AAF Station 155

On September 26th 1944 the almost eerie silence that engulfed the Mendlesham Airdrome, AAF Station 156 was shattered at 9:30 A.M. by the sound of 50 caliber machine gun fire followed by a horrific explosion.

Crew Chief, Dexter Jordan was servicing B-17 "Sweet Seventeen" when a burst from a 50 caliber machine gun was accidentally discharged from the nose of the aircraft. The two rounds barely missed Dexter (who ultimately received the Bronze Star for his outstanding service) and struck a nearby gasoline truck squarely in the rear of the tank that instantly exploded into a roaring blaze.

S/Sgt. Saunders, a member of the Mendlesham Air Base 2115 Engineering Aviation Firefighter Platoon, was at the fire station when he heard the sound of a small explosion and saw smoke rising in the air. He immediately informed the station crew on duty to stand by and prepare their equipment for action. Jumping in a jeep, Sgt. Saunders drove to the west of the hanger #1 and seeing the fire, motioned the waiting crew at the fire station to move out. With both a 135 crash truck and a Crossley crash tender they arrived at the scene of the now blazing gasoline truck. Immediately laying out all lines, they began spraying foam in an attempt to extinguish the fire, which by now had consumed the entire back of the trailer.

With the fire being fed by gasoline, spewing from the two bullet holes, it soon became apparent that the foam had no effect on the blaze and the fire marshall ordered his men to withdraw at a safe distance and let it burn out.

Quick thinking by the gasoline truck driver, Kieth Anderson, saved nearby aircraft by driving the flaming vehicle a safe distance away. For that act of bravery, Anderson was awarded the Soldier's Medal by the 8th Air Force.

The citation read:

KIETH M. ANDERSON, 35173495, Sergeant, Army Air Forces, United States Army, for heroism, not in action against the enemy, displayed at a bomber base in England, 26 September 1944. While Sergeant Anderson was filling the gasoline tanks of a bomb laden B-17, one of the guns on the plane accidentally discharged. The gasoline trailer was hit and set on fire.

With complete disregard for his personal safety, Sergeant Anderson disconnected the hose from the fuel tanks and drove the burning vehicle away from the area. Sergeant Anderson's quick, courageous actions reflect great credit upon himself and the Armed Forces of the United States.

Fighting The Fire

Burning Trailer

2115 Platoon Personnel

2115 Platoon With Equipment

34th Bomb Group 2006 Trip to England - *Canceled*

Unfortunately, the plans for the June 2006 34th Bomb Group trip to England are progressing slower than we had hoped. Due to time constraints and other unforeseen factors, we have come to the decision that the best thing to do is postpone the trip until the summer of 2007. Although our itinerary has come together nicely, securing a chartered bus and hotel accommodations has not gone as smoothly as planned. In addition, there is a concern that not everyone received the December issue of Mendlesham Memories and some may not even be aware of plans for the trip. We want to ensure that every member knows about it and has a chance to attend.

The decision to postpone the trip was not an easy one. We understand that some members may have already set aside time and incurred expenses and may not be pleased with our decision. Of course, if anyone is still interested in going to England this year, Gordon Leathers has expressed a desire to help out with contacts regarding arrangements for activities in the Mendlesham area.

Postponing the trip will give us the time and opportunity to maximize participation and to organize the trip into something special. We have a good lead on a travel agent and are going to work with them closely in order to establish costs and deadlines so that the information can be presented at the reunion this August in Rapid City, South Dakota.

Information regarding the trip may be obtained from

David T. Fieber, Tour Organizer
2612 Alder St.
Bakersfield, CA 93304
E-mail - teemmicah@sbcglobal.net

BLYTHE AIRBASE RESEARCH

I have been researching the World War II Blythe Army Air Force Base and find the history of that time very interesting. Where once a hub of busy activity, it is slowly being absorbed by the desert again, save for one runway maintained by the city. The aircraft ramps, other runways and building foundations are cracked and overgrown. Walking around the base, it is easy to drift back 60 years and imagine the men performing their duties while B-24's warm up their engines, preparing for another training mission.

I have visited about six 34th Bomb Group crash sites in the vicinity of Blythe. Very little is left of these sites, but there are still scattered steel and aluminum parts that mark the spot. It saddens me in a way that there is nothing to honor these nearly 80 young men who gave their life in training accidents. I have thought about placing a memorial at the airfield in their honor someday. In the meantime, I have placed some of the sites on my website, which is www.fadedcontrails.com.

I would cherish the opportunity to write an article for your publication. I could cover a number of accidents and hopefully meet men who may have known these men. I am writing a book on southwestern WWII airfields and would like to make contacts with any men who might have stories or photographs or anything else to contribute regarding Blythe.

Here is a link to a 34th BG crash I found and documented. http://www.fadedcontrails.com/new_page_3.htm

Trey Brandt
4340 N 23rd Place
Phoenix, AZ 85016
e-mail - ariztrey@cox.net

.50 CALIBER M3 MACHINE GUN PRINCIPAL SPECIFICATIONS

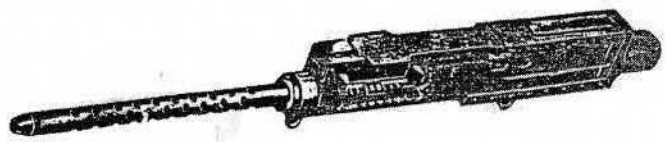
Compliments of the B-17 Flying Fortress Newsletter

The weapon is an automatic recoil-operated, link-belt fed, air-cooled machine gun. The metallic link belt which feeds ammunition into the gun is the disintegrating type. The links are forced out of the gun through chutes upon separation from the ammunition. The ammunition may be fed into either the right or left side of the gun, depending on the positioning of certain parts.

Leading Particulars
Ammunition feed - link belt
Gun, caliber - .50
Gun, overall length - 57 ½ inches

Barrel
Length - 36 inches
Number of lands - 8
Twist - right hand direction; one turn in 15 inches

Performance
Rate of fire - 1150 to 1250 rounds per minute
Service life of gun - 115,000 rounds
Muzzle velocity - 2730 to 3450 fps
Weight, basic weapon - approximately 69 lbs.



B-24 Liberator

B-17 Flying Fortress

34TH Bomb Group's 23rd Annual Reunion

Best Western Ramkota Hotel

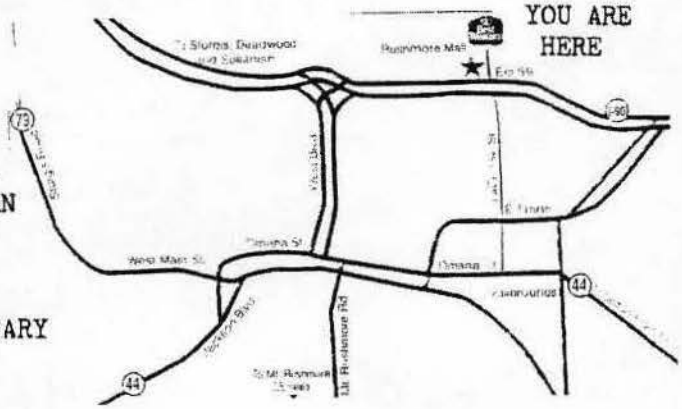
Rapid City

2111 N. LaCrosse Street
Rapid City, SD 57701
(605) 343-8550
Fax (605) 343-9107
www.ramkota.com

Minerva's Restaurant & Bar

(TO ENSURE ACCURATE RESERVATIONS, PLEASE COMPLETE THE RESERVATIONS REQUEST & RETURN IT BEFORE AUGUST 20, 2006.)

(ENJOY OUR COMPLIMENTARY SHUTTLE SERVICE.)



ROOM TYPE PREFERENCE: SINGLE ___ DOUBLE ___

NUMBER OF ROOMS ___ NUMBER OF PEOPLE ___

PLEASE LIST ANY SPECIAL REQUIREMENTS: _____

NAME: _____ ARRIVAL DATE: _____

ADDRESS: _____ DEPARTURE DATE: _____

CITY/STATE/ZIP: _____ ADDITIONAL GUESTS: _____

TELEPHONE: _____

___ I HAVE ENCLOSED A CHECK IN THE AMOUNT OF ONE NIGHT'S ROOM CHARGE PLUS TAX: $66.80
(ROOMS ARE $60.00 PER NIGHT PLUS $6.80 TAX).

___ PLEASE CHARGE ONE NIGHT'S ROOM CHARGE PLUS TAX TO THE FOLLOWING CREDIT CARD:
___ MASTER CARD AMERICAN EXPRESS ___ VISA ___ DINERS CLUB ___ DISCOVER __
CARD NUMBER: _____ EXPIRATION DATE: _____

I UNDERSTAND THAT I WILL FORFEIT MY DEPOSIT IN THE EVENT THAT I DO NOT ARRIVE OR CANCEL LESS THAN 72 HOURS PRIOR TO ARRIVAL.

NAME OF CREDIT CARD HOLDER _____ SIGNATURE OF CREDIT CARD HOLDER _____

CHECK-IN TIME AFTER 3 PM. CHECK-OUT TIME IS 12 NOON.
ALL HOTEL ACCOUNTS ARE SUBJECT TO CREDIT ARRANGEMENTS AT TIME OF REGISTRATION AND PAYABLE ON DEPARTURE.

PROPOSED AGENDA
34th BOMB GROUP REUNION

REUNION 2006

The 34th Bomb Group will hold it's Annual Reunion from **30 August - 3 September, 2006** at the Best Western Ramkota Hotel, 2111 N. LaCrosse, Rapid City, SD 57701. Phone: (605) 343-8550, www.ramkota.com/rapidcity .

Hotel Reservation Forms are included in this issue. Send your check or credit card number directly to the Hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H. Wright
411 Parkovash Ave.
South Bend, IN 46617-1029
TX 574-232-4287

Make checks payable to 34th Bomb Group Association.

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLARSHIP FEE $15.00 EACH PERSON **NOTE: Both Member and Spouse or Guest must pay.**		X_ ___ = ___
9/1 Friday	Mount Rushmore/Bear Country Tour $27.00 per person (lunch on your own)	X___ = ___
9/1 Friday	Dinner $25.00 per person	X___ = ___
9/2 Saturday	Gala Banquet $25.00 per person	X___ = ___
	TOTAL	___

Name_____ Spouse/Guest_____

Address_____

City_____ State_____ Zip Code_____

NOTE: All prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags _____Yes _____No

REGISTRATION DEADLINE IS 8 AUGUST 2006

Full refund (less $5.00 for Scholarship Fund) if notice of cancellation received by 20 August 2006.

PX Order Form

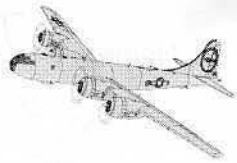
AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

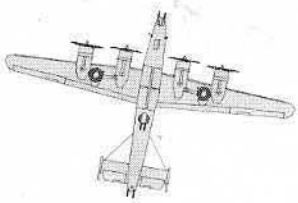
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce. ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows our bright red rudder. Nice for warm weather & very colorful ..... All Sizes $12 each or 2 for $22.00.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $8.50ea.
SWEATSHIRT (good quality) colorful logo on front "PROUD TO BE A VETERAL" S, L, XL, OR XXL ..... $20.00ea.

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)

THANK YOU FOR YOUR ORDER





Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

PROPOSED AGENDA
34th BOMB GROUP REUNION

BEST WESTERN RAMKOTA HOTEL
RAPID CITY, SOUTH DAKOTA

CHECK THE HOTEL BULLETIN BOARD FOR ROOM LOCATIONS

WEDNESDAY 30 AUGUST 2006

1300 - 1600 hours	EARLY BIRD REGISTRATION (lobby area)

THURSDAY 31 AUGUST 2006

1000 - 1600 hours	REGISTRATION (lobby area)
1400 - 1600 hours	Board of Directors Meeting

FRIDAY 1 SEPTEMBER 2006

0900 hours	Tour group departs for Mount Rushmore. Lunch will be on your own, at Mount Rushmore. Tour lasts until 1600 hours.
1800 hours	Cash Bar
1900 hours	Dinner

SATURDAY 2 SEPTEMBER 2006

0900 hours	General Membership Meeting Free time/lunch on your own free time
1800 - 1900 hours	Cash Bar
1900 hours	Gala Banquet

SUNDAY 3 SEPTEMBER 2006 Farewells until 2007

Post Exchange and Hospitality Suite to be open at hours yet to be determined.

The 34th Bomb Group Flies to a British Lancaster Base

Vincent J. Doran, 391st Sqd.

On our 25th bombing mission, 4 March 1945, we did not get to the assigned target. About the time we entered German airspace, the condensation trails became so thick we could barely see the plane next to us, 50 feet away. Contrails don't always dissipate immediately; sometimes they persist for several minutes, even expand. And after 500 planes fly through this kind of air, you can imagine how dense it can get. We turned around and headed back to Mendlesham, keeping our bombs. But we couldn't land there because fog was right down to the deck. We were sent to British Lancaster base down near Land's End, 300 miles away in the southwest corner of England.

When we arrived there, we made our normal 36 plane landing without radio communication. We knew what to do. Six planes from the low squadron came in line-a- breast 1000 feet high. The guy peeled off, made a steep 360 degree descending turn to the left and landed. Then the next one, and the next and so on until all were down. After the first six landed, the next six were in position and so on. After touching down, you opened the throttles some, and taxied to the end of the runway fast, and exited fast because there was another guy right behind you. We got everyone down in a few minutes. We had to park ourselves; we had to, as planes were everywhere on the ground. The British watched in disbelief. Since they flew at night with each plane operated alone, they had no experience in group flying, or flying without radio.

It being lunch time, we descended on their mess halls like a swarm of locusts, eating everything in sight. The Brits stood around watching us with mouths agape - like a person going to the zoo for the first time to see the animals.

Our flying clothing was somewhat more colorful than the British. They flew in coveralls over their dress uniforms and would appear at mess after their missions, a little wrinkled perhaps, but looking military. We also flew in coveralls but underneath there might be a mismatched parts of uniform - we could wear anything. Some wore knitted sweaters and scarves, presents from home. I dressed for prison camp on each mission in a mixture of work and dress uniform. Our fearless leader, LeBailly, got out of bed so late that morning that he only had time to put on his coveralls over his pajamas, which clearly showed. He wasn't the only one in sleeping attire.

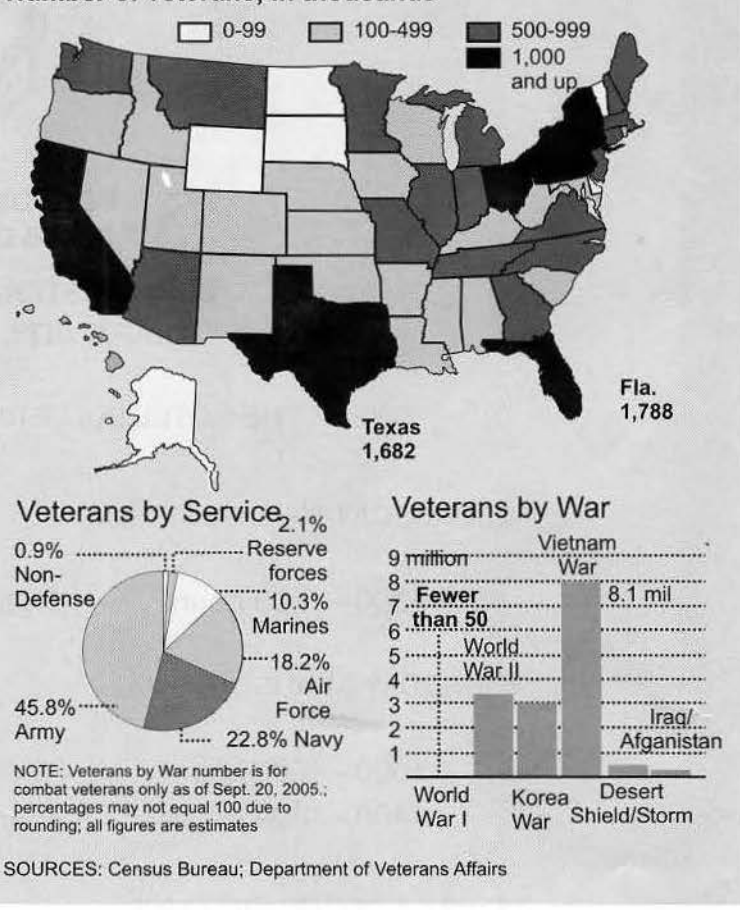
The Group stayed at Land's End overnight returning to Mendlesham the next morning - all but us. One engine didn't test out 100% so we had to wait a couple of days for an American mechanic who was familiar with a B-17.

The British, being hospitable, invited us to a dance the coming evening but when they realized we didn't have proper uniform they uninvited us. They were apologetic, but firm - no uniform, no dance.

The last night there, the Base commander graciously spent some time with us. We generously, and frequently, toasted the King and Queen, President Roosevelt, each other, the Allies and victory. He also informed us that our Group had eaten their three months quota of sausage, eggs and dairy products.

Few WWI Veterans Still Alive

Only 3.5 million of the 16 million Americans who served during World War II are still alive. About 1,000 die each day. Less than 50 veterans of World War I are still living.

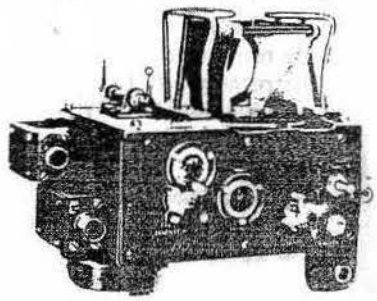


SOURCES: Census Bureau; Department of Veterans Affairs

COMPUTING SIGHTS

Compliments: *B-17 Flying Fortress Newsletter*

Computing sights were also known as rate-of-time sights. First used in mechanized turrets, they computed the total lead required against a maneuvering target and were completely different from ring sights. The gunner could forget all about position firing and range estimation. A computing unit, connected with optic head, calculated deflections. The sights were of the "disturbed reticle" variety in which, as the gunner moved his turret (and sight), the lead required was indicated by a deviation of the sight reticle from its normal position. The reticle was an adjustable measuring scale or mark shown in the reflector glass of the sight.



"TEDDY"
(Roosevelt, That Is)
Had it Right!!

A speech, made in 1907 by Theodore Roosevelt, 26TH President of the United States, on "Being an American".

"In the first place, we should insist that if the immigrant who comes here in good faith becomes an American and assimilates himself to us, he shall be treated on an exact equality with everyone else, for it is an outrage to discriminate against any such man because of creed, or birthplace, or origin. But this is predicated upon the person's becoming, in every facet, an American and nothing but an American...There can be no divided allegiance here. Any man who says he is an American, but something else also, isn't an American at all. We have room for but one flag, the American flag...We have room for but one language here, and that is the English language...and we have room for but one sole - loyalty. And that is a loyalty to the American people."

FRIENDS' WRITE

GREG HACKNEY - NASHUA, NH

It is with great sadness that I must report the death of my father, Clarence D. Hackney a.k.a "Hack" on January 20th, 2006. Dad was a member of the 34th Bomb Group, 391st Squadron where he served as a crew chief for the "Thelma Jane"

While growing up I heard many stories about life at the base and was so glad that dad could keep in touch with some of the men he proudly served with.

I know it must be difficult to receive word of the passing of old comrades and that the list of survivors is unfortunately getting shorter each year. You and those that served with you have a proud heritage.

****

JAN PROVINCE - COVINGTON, LA

Thank you so much for the nice tribute to Harold in the Mendlesham Memories. There is one correction I would appreciate you making in the next publication. Harold died August 9th - not September. ♥

I am positive Jack Steffen will be a great treasurer. Keep up the good work and please continue sending me the Mendlesham Memories.

****

HOLLIS CARLILE - BAKERSFIELD, CA

Sorry to hear that the Association will close down in three more years. With the aging process, time was taking the Association in another direction. I wish that I had known about the group earlier. However, I was unaware of it until a member died in Bakersfield and I contacted the family and found out it existed.

My wife and I are taking a cruise to Western Europe in May and will be spending some time in London. May try to get to Mendlesham while there. I have some pictures of Mendlesham taken a few years ago by my co-pilot, Robert Hanaway who lives in Atwater California.

If health permits, I hope to be with the Association until it disbands.

****

Continued on Page 14

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

LLOYD INMAN - KELSO, WA

Enclosed is my check for the 34th BGA dues. Hope all is well with you. Thanks for your work for the 34th BGA.

****

MARIANNE McCOMBS (BALDEA) -CROWN POINT INDIANA

I wanted to let all know that, after battling Alzheimer's for several years now, mom (Rose Baldea) succumbed to the disease on February 14, 2006 at 3:45am. I guess it is fitting that a woman named Rose should pass on to the Kingdom of God on Valentine's Day.

****

KEVIN PROVINCE - COVINGTON, LA

My mother, Jan, has not returned to her home in Mississippi since it was damaged by the hurricane. The latest estimate is that it will be another 5 or 6 months until the repairs are completed. For now, she is living with me at 20 Terrace Lane, Covington, LA, 70433.

****

JOSEPH MORRELL - JOHNSON CITY, NY

Sorry to hear Hal Province died.

February 20th will be my 93rd birthday. I have had a bout of colon cancer but have it under control. I see good out of both eyes and I still drive my car, but who knows for how much longer. '06 dues are included. So long for now.

****

KEVIN PROVINCE - COVINGTON, LA

Hal Province died on August 8, 2005 at home. We thank him deeply for his teachings and inspirations and for sharing the experiences he witnessed while being a part of the Mighty Eighth. I was one of the fortunate ones to hear these stories at the San Antonio reunion and experienced the bond he had with all of his crew members and other loyalists of the Mighty Eighth. My heart was saddened by his ever decreasing health as his old body fought the cancer. We were looking forward to the Albuquerque reunion but were unable to attend due to his death. I shall cherish the moments I shared with him and hold them deep in my heart as he held the memories and ideals of the Mighty Eighth. I will do everything I can to share his stories with my children and grand children.

****

BOB & NANCY HAM - RAMSEUR, NC

Thanks to all who had a part in planning and arranging the Albuquerque reunion.

Attached is my '06 dues. Thanks to you Jack Steffen for your work as our treasurer.

****

BETTY LOU LAMPEY - AURORA, OH

Enclosed is our check for 2006 membership dues in the group. My children Scott and Todd Lampey and Lynn Bachouros all enjoy receiving the MM and attending the reunions

Looking forward to Rapid City.

****

LONNIE HOLCOMB - PASADENA, CA

I just wanted to let you know that my father, Verbal L. Holcomb is in ill health but I surely hope we'll be able to attend the next reunion at Rapid City. We sure enjoyed the reunion at Albuquerque last year.

****

KATE TAVASTI - PISMO BEACH, CA

This is to advise you that my husband, Col. Roy Tavasti passed away February 25, 2006 after a long illness. He really enjoyed his membership in the 34th Bomb Group organization.

****

ROBERT & JENNIE SCHROEDER - AMERICAN FALLS, ID

We enjoyed the reunion last year in New Mexico. We hope to attend the reunion this year in Rapid City, South Dakota. We have 3 of our children as associate members. We appreciate all the Board and Reunion Committee do for the 34th. We would also like to give a big thanks for all the years Genevieve Rutka and Esther Wright have put in on behalf of the membership.

****

WILLIS GRIFFIS - VERNON HILLS, IL

I have an extra copy of the three microfilms containing 34th Bomb Group orders and records from the 1943-1945 World War II period. If anyone in the group would like to borrow them, let me know.

These films are from the HQ Air Force Historical Research Center, Maxwell Field, Alabama.

My address is 90 Commonwealth CT, Vernon Hills, IL

First come, first served.

****

ART BUSSE - ANAHEIM, CA

Enclosed is my $20 check to cover my 2006 dues in the 34th BGA.

I enjoy reading the Mendlesham Memories. My wife, Kathy, died December 1st. She was the joy of my life so it's good to have something like the newsletter to keep your mind off of things.

Keep up the good work.

****

Frances Langford

Frances Langford, recording artist who toured with Bob Hope's USO troupe died at her home in Florida. Her song, "I'm In the Mood for Love" captivated 8th airmen on her tour of airbases in East Anglia.

The 5-foot-1 singer was a glamorous vision of home and became known as the "Sweetheart of the Fighting Fronts."

Change of Address - JUNE '06

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BAKER	NATHAN	18	13039 PORT CT	HUDSON	FL	34667
CAMPBELL	MARY	4LM	4101 HEATHERWOOD	YARMOUTH PORT	MA	02675
CARTER	DOROTHY	7ALM	1226 E. KIRWIN AVE APT D1	SALINA	KA	67401
CHAUSOW	HYMEN M	391/4	830 AUDUBONWAY #HG506	LINCOLNSHIRE	IL	60069
GANGER	NORMA, L	4A	1300 GREENCROFT DR APT 67	GOSHEN	IN	46526
CHAUSOW	HYMEN, M	391/4	830 AUDUBON WAY#HG506	LINCOLNSHIRE	IL	60069
HENRICH	NANCY, J	A	4007 O'NEAL AVE APT 5	PUEBLO	CO	81005
LAUF	ANDREW	18A	3819 MERESTONE DR	WILMINGTON	NC	28412
NELSON	JOHN W JR	391	80 E NORTHAMPTON ST APT 425,	WILKES BARRE	PA	18701
ROMERO	GUY	7A	205 EAST BLUEBIRD DR	LAFAYETTE	LA	70508
ROMERO	GLENN	7A	401 SANDHURST DR	LAFAYETTE	LA	70508
STAR	JOHN J	391	245 BASSETT RD #50	BUFFALO	NY	14221
UNDERWOOD	LAWRENCE D	4LM	255 ASA DORSEY RD	CLEVELAND	OH	30528
WALKER	ORAL	391LM	3241 W SHORE DR	BATTLE CREEK	MI	49017
WHITAKER	ALTA JR	18LM	3800 W 71ST ST #M209	TULSA	OK	74132

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BALLANTYNE	ROY, I	7LM	01-26-05	P.0. BOX 91	WAUCHULA	FL	33873
ELLIS	CHARLES, W	7	11-06-05	2100 CIRCLE DR APT 233	SCOTTSBLUFF	NE	69361
FURLO	VINCE	7/4	03-15-06	1523 GRATIOT AVE	SAGINAW	MI	48602
HACKNEY	CLARENCE, D	391	01-20-06	85 WALDEN POND DR	NASHUA	NH	03064
HUTCHISON	WILLIAM, M	4	11- 08-05	P.0.BOX 318	BARTLESVILLE	OK	74005
MEEHAN	JAMES, B	7	11-27-05	1225 AVENIDA DEL CIRCO	VENICE	FL	34285
PIERCE	GRANVILLE	18	01-11-06	6062 E UNIVERSTITY BLVD#C106,	DALLAS	TX	75206
ROBERT	PAUL, H	18LM	05-21-05	9121 CAMULOS	MONTCLAIR	CA	91763
SNELLINGS	THOMAS, P	GRPLM	11-22-04	109 PINEHURST RD	RICHMOND	VA	23221
TAVASTI	ROY, E	7LM	02-25 -06	354 SEAVIEW AVE	PISMO BEACH	CA	93449
THOMPSON	ROY, M	391	09-28-05	158 BIRCH MOUNTAIN RD	BOLTON	CT	06043
TOBIASON	HENRY T	4	05-02-06	409 DALE DR. SE	REMER	MN	56672
VAUGHN	ROBERT, E	391/4	04-05-06	106 COUNTRY CLUB BLVD	PICAYUNE	MS	39426
WINGO	TRUMAN	18	unknown	1814 NORTH LA CANOA	GREEN VALLEY	AZ	85614

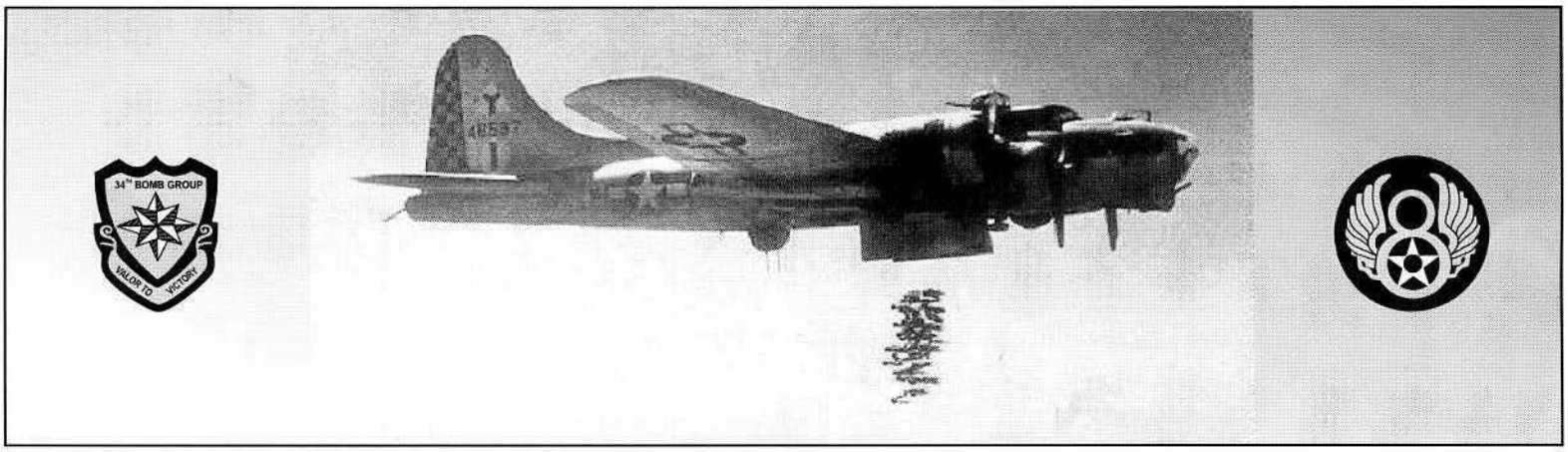
ETERNAL REST GRANT THEM O LORD, AND LET YOUR LIGHT ALWAYS SHINE ON THEM.

New Associate Members

LAST NAME	FIRST NAME	ORD	ADDRESS	CITY	STATE	ZIP
RUNYAN	GERALDINE	18A	1400 H.G. MOSELEY PKW APT 205	LONGVIEW	TX	75604

Donations to the Ray L. Summa Scholarship Fund

In Memory Of	Donor
HAROLD PROVINCE	BILL AND MARGO BURNELL
391ST ARMORERS	JOHN W. HAJLO
WILLIAM M. HUTCHISON	CORRINE HUTCHISON (WIFE)



HONORING ALL WHO SERVED

MAY 20
Armed Forces Day

JUNE 14
Flag Day

NOVEMBER 11
Veterans Day

MAY 30
Memorial Day

JULY 4
Independence Day

DECEMBER 7
Pearl Harbor Day

SEPTEMBER 20
POW/MIA Recognition Day

The 34th Bomb Group (H) Association salutes all active duty personnel around the worl
On behalf of all our members, thank you for your service and sacrifice.

NON PR
ORC
U.S. POSTAGE
PAID
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Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

Address Service Requested

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

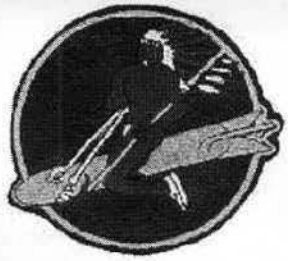
Volume XXXI Number 3 September, 2006

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON



18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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Email: jshare@houston.rr.com

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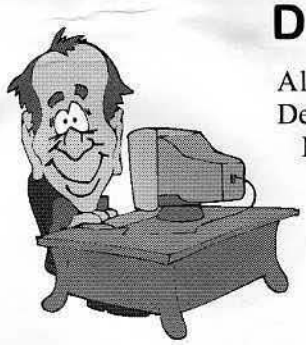
Bruce Sothern — 3354 Ulysses St., Minneapolis, MN 55418, (612) 789-2225, e-mail: Bssothern@msn.com

OTHER WEB SITES OF INTEREST:

www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://members.tripod.com/valortovictory/index.html



DEADLINE

All material and items for the December, 2006 issue of Mendlesham Memories should reach me on or before October 15, 2006. All copy will be going to the publisher on that date.

Jack Share, editor

DUES REMINDER

Annual Dues Have Been Increased to $20.00

At the recent reunion of the 34th Bomb Group Association in Albuquerque, New Mexico, the membership voted to increase the annual dues to $20.00.

Your dues are payable on January 1st of each year. Please submit your payment to our new treasurer:

Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Thank you for your help in guaranteeing the continuance of the Association and this publication, Mendlesham Memories.

Share - a thought...

Jack Share

Every year at reunion time I look back and reflect on how and why the 34th Bomb Group Association has managed to stay afloat all these years. Prior to my getting involved in the organization, I took many things for granted and wrongly supposed that good things just happen. I soon learned that good, caring people, who devote a good share of their lives, are responsible for maintaining the status quo of any successful and long enduring organization such as ours.

Through the years, many individuals who have contributed to our success stand out above the rest. Of course, we are indebted to all our past presidents, Board of Directors, officers, the members who have served on the various committees and all who attend our reunion.

In recognizing a few, we must go back to the beginning and the name of Grady Detheredge comes to mind. Grady was the one individual responsible for starting the organization from the grass roots level back in 1978. Grady has since passed on. Then Ray Summa took control and, along with his wife Hanna, maintained all functions of the group and developed it into a viable and stable organization. As the membership grew, responsibilities grew also and it became too much for the Summa's to maintain. Ely Baldea stepped up and assumed the role as editor of the newsletter which was named "Mendlesham Memories". Hal Province volunteered to become the treasurer and corresponding secretary. These two men held these positions for over 14 years before relinquishing them due to ill health. Ray, Ely and Hal have since passed to the great beyond.

But above all the ones responsible for maintaining the interest of the members and their families has been the Reunion Committee. For 23 years this group has successfully planned, promoted and participated in the annual reunions. Back in 1982, Gerry Pine, Harold Rutka and Bob Wright met at an 8th Air Force Historical Society reunion and decided that the 34th Bomb Group should have their own reunions and, along with their wives, Wanda Pine, Genevieve Rutka and Esther Wright, have been planning them every year since - for 23 years. Is that dedication or what? Gerry Pine passed away a few years ago and Bruce Sothern has since joined the group.

To all those who have contributed their time and effort in making the 34th Bomb Group Association so successful we commend and thank you one and all.

President's Message

It's hot, rainy and humid in my part of North Carolina! The grass is growing faster than I can "eat" it! Reunion time is on the fast track and Jack wants my input to the MM last week.

My term as your president is just about up and I am going to miss all those "perks"! Funny how you can get so "entangled" in the everyday workings of this office and forget all the little things that the people have to put up with.

A few weeks ago I sat down and wrote my column for MM and tried to beat the deadline and help Jack out and make his job easier - well, guess what? It got lost in "cyberspace"! Or maybe my "staff" screwed up! Or maybe it's just old age! You know - you think you did but you didn't.

I can only pray that our reunion at Rapid City is as nice as the last one and that you all are able to make it.

Looking forward to our meeting in Rapid City.

President,
Kivett Ivey

SPECIAL POEM FOR SENIOR CITIZENS!!

A row of bottles on my shelf
caused me to analyze myself.

One yellow pill I have to pop
goes to my heart so it won't stop.

A little white one that I take,
goes to my hands so they won't shake.

The blue ones that I use a lot,
tell me I'm happy when I'm not.

The purple pill goes to my brain
and tells me that I have no pain.

The capsules tell me not to wheeze,
or cough or choke or even sneeze.

The red ones, smallest of them all,
go to my blood so I won't fall.

The orange ones, very big and bright,
prevent my leg cramps in the night.

Such an array of brilliant pills,
helping to cure all kinds of ills.

But what I'd really like to know...
is what tells each one where to go.

Reunion Committee Report

Welcome to all the members of the 34th Bomb Group (H) Association. As was reported in the June 2006 issue of Mendlesham Memories, the dates for this years reunion in Rapid City, South Dakota are August 30th to September 3rd. The hotel where we will be staying is the Best Western Ramkota Hotel and Conference center, 2111 N. La Crosse St, 57701. The telephone number is 605-343-8550 and the rate has been confirmed at $60.00 per night with a $6.80 tax for a total of $66.80. These special rates are being offered for three days prior to and 3 days following the reunion dates.

This will be the 23rd annual reunion of the 34th Bomb Group Association and it was decided at last years reunion in Albuquerque to have two more making a grand total of 25 reunions.

The Best Western Hotel and Conference Center reservation form, the reunion registration form and the reunion agenda appeared in the June 2006 issue of Mendlesham Memories. We hope you have submitted those forms to Bob Wright.

Our coach tour on Friday, 1 September 2006 has been arranged through American Tours West. The tour will start from the hotel at 9:00 AM. Following a visit to historic Mount Rushmore, we will have lunch, non hosted, at the site. After which we will depart for Bear Country, USA and Rapid City. Returning to the hotel by 4:00 PM.

Complimentary shuttle service will be provided from Rapid City Regional Airport to the hotel, a distance of 12 miles. The airport is the commercial hub for the Black Hills and is served by Allegiant, Northwest, Sky West-Delta Connection and United Express.

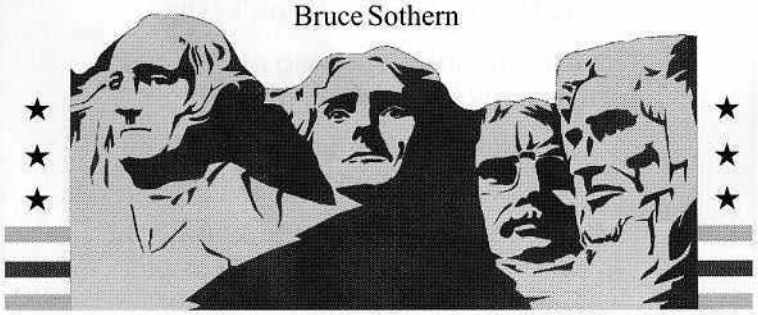
For your information, I-90, U.S. highways 14 and 16 and State highway 79 provide surface road accessibility.

Across the street from the hotel is The Rushmore Mall with its 110 stores, anchored by JC Penny, Sears, Herberger's and Target. Rapid City is close to many of the most intriguing and beautiful attractions in America including the inspirational Mt. Rushmore National Memorial and The Black Hills National Forest with its abundant wildlife and Black Hills Gold found in many jewelry shops and outlets through out the city.

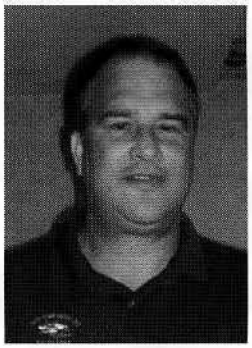
The reunion will provide a wonderful opportunity to meet old friends and make new ones. We wish you all good health and hope to see you all again at our 23rd annual reunion in Rapid City.

Many thanks again to all who help make our reunions so successful.

The Reunion Committee
Harold Rutka, Chairman
Robert Wright
Bruce Sothern



Treasurer's Report



I hope that everyone had an enjoyable summer. Thanks to the steady flow of dues payments from members, our group is in good financial condition. We continue to pay our bills without using long-term cash reserves.

As a reminder, the annual dues amount for 2006 is $20, the same as for 2005. The $10 special assessment paid by life members in 2005 has not been continued for 2006. Elsewhere in this issue is the address for sending annual dues payment to me. Please make your check payable to the **"34th Bomb Group Association".**

As I mentioned in the last issue of Mendlesham Memories, some members include personal notes with their dues payments. I forward these notes to Jack Share, who publishes many of them in the newsletter. It is a great way to let your friends and others know what is new with you. Please send updates to either Jack Share or me at any time.

This is a great group. Thanks for your continuing support.

Jack Steffen,
Treasurer

Information Requests:

During World War II, flying from Mendlesham, the 34th Bomb Group had under command a number of attached units, such as,

Air Service Group, Sub-Depot, MP Platoon, Chemical Warfare Co, QM Service Group, Station Complement Squadron, Finance Section, Fire Fighter Squadron, Ordnance Service and Maintenance Co., Medical Dispensary.

These units had a number which I would like to have. I have a copy of the 34th book that was published shortly after the war's end, but this data is not included., nor are they in the films at Maxwell AFB with the history of the 34th BG. I have consulted many websites related to the Group with no luck.

I would, therefore, be most grateful if someone in the organization could provide me with this information. THANK YOU, in advance.

John A Hey MBE
12, A.v.d. Leeuwstraat
7552 HS Hengelo
The Netherlands

****

I'm trying to trace my grandfather. He was stationed at Mendlesham Air Base in England during World War II. His name was **Sgt Harry D. Lambert.** I'm not sure if he is still alive. All I'm after is a picture of him for my mother as she never saw him. Any information on how and where to look for this kind of information would be gratefully received.

Please contact me by my e-mail - tray01@hotmail.com

Yours sincerely,
Mrs. Tracey Parsley.

The P.C.C. of St. Mary the Virgin, Mendlesham

Vicar: Revd. Philip. T. Gray

26 June 2006

Letter to the Editor.

I am sure you will be pleased to know that for the first time the Mendlesham School attended a Remembrance service in church on 11th November to commemorate those fallen in the war. Candles were lit for each of the 190 Americans whose names are always remembered at the monthly requiem.

Since it was presented to us, the American flag is always placed over the chantry book commemorating the American fallen during this month of remembrance.

In view of our long association we hope your readers would wish to be associated with our appeal to re-roof the church tower. The project is costing £160,000 sterling and as those of you have visited us will know, as a very rural parish we have few houses to call on to raise this amount.

We wonder whether you would be prepared to mount an appeal on our behalf with a closing date of March 2007.

Any help you can give would be appreciated. Over many years we have cherished the beautiful medieval church we have inherited and all that it has meant to those living and working in this area, but the cost of its upkeep is high. It is obvious that in the past your members have also cherished their association with Mendlesham and its church. Can you help us now?

Yours in Christ,

Revd. Philip. T. Gray
Vicar of Mendlesham

BROOK HOUSE, COTTON, STOWMARKET, SUFFOLK. Ip14 4QS
Tel: 01449-781387

June 29, 2006

Jonathan Bonnet
135 Aspen Woods
Springboro, OH 45066

Dear 34th Bomb Group,

Hi, this is Jonathan Bonnet (the 34th Bomb Group Association Scholarship winner from two years ago), and I was just sending a letter to give you an update on my academic progress. First of all, I am still very grateful for the scholarship that I was awarded by you, and the prize money has really helped me out in paying for all of the expenses that college brings. I am still at The Ohio State University in Columbus, Ohio, and I've finished my second year. I have completed my Pre-Medicine requirements, and in my junior year I will begin course work for my major Exercise Science (which I declared last quarter officially). I am hoping to take the MCAT this April for Medical School. Academically, I am very happy with my progress and grades. Although I did very well my Freshman year, my Sophomore year was even better. I was able to get straight A's in all of my classes this year to raise my cumulative GPA by 0.02 points from 3.95 to 3.97. I am particularly proud of this because I had to take some fairly difficult courses this year including the Physics series, two Honors Biology classes, the whole Organic Chemistry series, as well as many other required classes. This was also done while taking almost twice the usual number of classes.

Although my academics have taken up a large portion of my time, I still find time for other activities at OSU as well. I was lucky enough to be elected the Vice President of the Psychology club, and also the Junior Vice President of the Exercise Science club. I am also involved in the cheering club at Ohio State called Block O and participate in countless intramural sports including football, soccer, volleyball, and softball. Additionally, I participated in my first 5K race that was sponsored by the College of Human Ecology at OSU, and surprisingly I won the race with a time of 18:54. Another somewhat overlooked accomplishment that means a lot to me is the volunteer work I did with the Rock the Block campaign as well as being inducted into the relatively exclusive Chimes Honorary at OSU. Even though I have a lot of things going on, I am absolutely loving my time at OSU. Time goes by very quickly when you are having fun. I am trying to do everything I can to get the most out of my time at OSU. So this is where I am at now. I hope to continue with the success I have had on my journey toward Medical School, and I would like to sincerely thank all of you for the support you have given me.

Many Thanks,

Jonathan Bonnet

Jonathan Bonnet

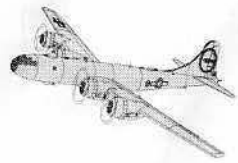
PX Order Form

AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

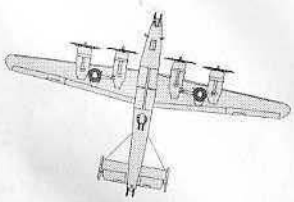
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce. ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows our bright red rudder. Nice for warm weather & very colorful ..... All Sizes $12 each or 2 for $22.00.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $8.50ea.
SWEATSHIRT (good quality) colorful logo on front "PROUD TO BE A VETERAL" S, L, XL, OR XXL ..... $20.00ea.

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)



THANK YOU FOR YOUR ORDER



Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

The Letter From Holland

One of the rewards for those still flying combat missions when the war with Germany was winding down was the great satisfaction they received out of delivering food to the starving people of Holland. After months of day after day of flying perilous missions, their world changed completely when the food drops began and their stressful lives as aerial combatants suddenly became aerial humanitarians.

Through the years we have published numerous letters from people in Holland thanking the 34th for saving their lives but the letter we recently received from one of our members had a unique twist.

William J. Donlon from Bokeelia, Florida was a radar operator flying with the 18th squadron of the 34th Bomb Group in late April, 1945. On the 29th of the month the crews were called for a briefing, later in the day than normally. They were told that the mission would be a low level run over Holland to drop food parcels and that they would not (hopefully) be shot at.

What they witnessed upon arriving over Holland was a sight to behold. People everywhere, on the street and on the roofs of houses. American and Holland flags were seen everywhere. Roofs were decorated with colorful sheets and blankets. People waving frantically.

Bill Donon and several other airmen wrote their names and home addresses on tags and attached them to the parcels prior to dropping them.

Exactly one year from the first food drop, April 29th, 1946, Bill received a letter postmarked Holland. Upon opening it he found that it was from a A. Koppen telling that he and his friends were on the ground that day and found Bill's name and address in one of the parcels and wanted him to know that the Allied food drops would never be forgotten.

As so often happened, after we all returned home from the war we became pre-occupied with the problems involved in resuming our civilian lives and our wartime experiences were put on the back burner. So it was with Bill Donlon as he returned to school to finish his legal education that was interrupted by the war.

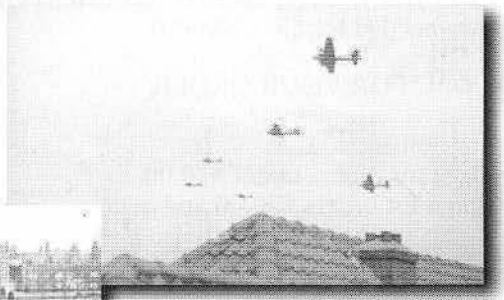
In 1962 Bill was chosen for a government study program that sent him to Europe and Holland was on the list of countries to visit. Thus his memory was jogged and he was reminded of those days 17 years ago in the skies over Holland. Prior to leaving, he packed the letter from A. Koppen with the intent of finding him and answering his letter in person.

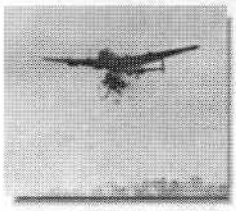
Mr Koppen, it turned out, no longer resided at the address on the letter. However, one of the people in the group overheard him talking about it and, unbeknown to Bill, began a search for Mr. Koppen.

On the last day of their visit to Amsterdam, they were entertained at a reception and, although Bill didn't realized it, it was in his honor for his role in the American food drops in World War II. The press was there, being previously advised of the letter, which they published in the newspaper. Mr. Koppen learned of the article in the paper and arrangements were made for the two men to meet the next day. That day being Sunday the meeting would take place over a cup of coffee just prior to Bill's departure.

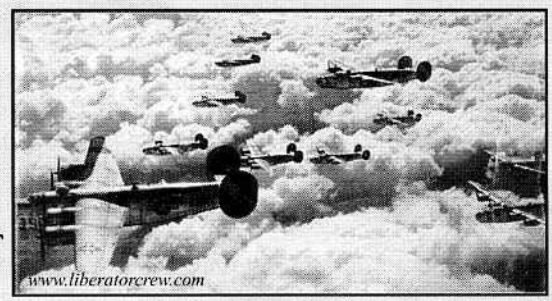
Although this was their first face to face meeting, the years apparently had not dampened the bond that existed between them. Mr. Koppen told how he was a member of the underground during the war and had to hide in a chimney for several days as he was on the German wanted list. He stressed the hardships that the people of the Netherlands had received at the hands of the Germans during the '44-'45 time frame. As the two separated to return to their private lives, Mr Koppen, once again, thanked the Americans for their assistance.

Bill Donlon had finally answered Mr. Koppen's letter - personally.





The Old B-17 vs. B-24 Debate



This column was sent to me by our Archivist, Gary Ferrell prior to his untimely death. - Editor

Working with the history of the 34th Bomb Group, I've found that this group could sustain a pretty lively B-24 vs. B-17 debate among it's members. It seems the 34th switched between these two types of airplanes no less than SIX different times in the course of its WWII existence.

The 34th Bomb Group was activated January 15th, 1941 at Langley Field, VA where they flew a few B-17's, probably early E models.

First Switch - On June 11th,1941 they ferried four B-17's to their new station at Westover, Field, MA where they switched to LB-30's before January, 1942 and also flew a few B-18 Bolos.

Second Swith - On January 22nd, 1942 the group left Westover, ferrying four LB-30's to their new station at Pendleton, OR. They left the few B-18's and PT-17's behind at Westover. On February 12th, 1942 the group received 17 B-17's and as more B-17's arrived the LB 30's were sent off to a sub-depot.

Third Switch - In May, 1942 all of the groups B-17's were sent off one by one to various theaters of operation and the 34th was left without any planes. Finally, four of the B-17's formerly used at Westover were brought back to equip the group but in June, 1942 they began using B-24's.

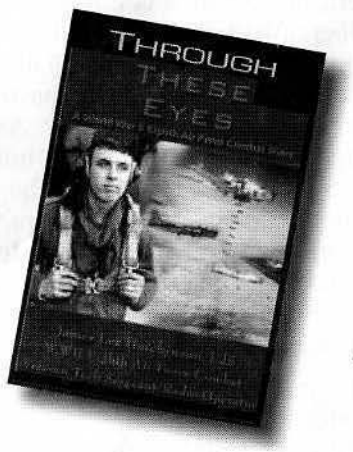
Fourth Switch - On July 4th, 1942 the group arrived at its new station at Geiger Field, Ephrata, WA with its B-24's. On September 1st, 1942 the group provided a full cadre for the organization of the 88th Bomb Group which took the B-24's. On that same day the first B-17's arrived at Geiger for use by the 34th for training.

Fifth Switch - The group continued to fly B-17's through a short stint at Ephrata and for a short time at Blythe, CA, where they arrived in December, 1942. Sometime between April 26th and May 12th, 1943, they again switched back to B-24's which they continued to fly through the remaining time of stateside training. The group deployed to England in April, 1944 with B-24's which they flew in combat from May 23rd to August 24th, 1944.

Sixth Switch - On September 17th, 1944 the group standardized on the B-17G which they flew through the remainder of the war.

Anyone out there know of a group that switched mounts more than the 34th Bomb Group did?

NEW BOOK RELEASE:



"Through These Eyes: A World War II Eighth Air Force Combat Diary" details a young man's life growing up in the hills of southern Illinois, during the great depression, through his tour with the "Mighty Eighth". The author, James Lee Hutchinson, now 80, was one of the 16 million young men and women called to military service by Uncle Sam more than a century ago. His combat service with the 490th Bomb Group in England as a teenage radio operator on a B-17 Flying Fortress interspersed with his frank, sometimes humorous and always riveting narrative are excerpts from his tour diary.

The book contains 336 pages including 40 WWII photos and is available from bookstores-author house.com, amazon.com. An autographed copy of the original diary, complete with Stars and Stripes articles may be obtained at - jlhutch@localnet.com

ARSENAL OF DEMOCRACY

Excerpt from the book "AMERICA" by the late Alistair Cook.
As it appeared in newsletter of the 390th Bomb Group "FRAMILINGHAM TIMES".

That Sunday afternoon, breathless voice said over the radio, "One moment please," and then: "The Japanese have attacked Pearl Harbor, the United States Naval Base on Oahu Island in the Hawaiian Islands. The designation of "Oahu Island" instead of Honolulu" was a small recognition of our vague sense, in those far-off days, of Pacific geography. I suspect that not one American in a hundred, on that brilliantly sunny day, knew that Honolulu was the main base of the American Pacific Fleet.

Most Americans up to that moment thought of Japan as a remote Asiatic nuisance, a friend of Hitler that had invaded China and Indochina and was now under the heel of a fire-eating general, Tojo. Reading through interminable single-column dispatches in the New York Times, it was possible to learn that for some weeks Tojo and the Japanese military had been demanding consent to the expansion of the Japanese empire through Southeast Asia. But Pearl Harbor was a bolt out of the blue.

On 8th December 1941, Congress declared war on Japan, and the next day President Franklin D. Roosevelt held a press conference. We expected to see a drawn, grave figure, but he rattled on with his usual buoyancy about the speed-up in production, and a shortage of metals, and he was wryly amused at the protests of one reporter that the Army and Navy had given him the "the run-around." They pressed him on rumors that "a lot of leaves" had been granted at Pearl Harbor, and that "someone slept." Roosevelt blew a riffle of smoke and smiled back. "How do I know? How do you know? How does the person reporting know?"

But he already knew what we would not until the going was good. The Pacific Fleet had been pulverized. Of the fleet's eight battleships, one was blown up, three sunk, four crippled, three destroyers gone, and 177 Army and Navy planes demolished on the ground. Perhaps Roosevelt's aplomb was not merely a brave cover-up for purposes of moral. Pearl Harbor was to him a political godsend. It deflated the isolationists with a single thrust. Only a year before Roosevelt had appeared before a great rally in his third presidential campaign and had given a promise that brought heart's ease to America mothers (and votes to Roosevelt). "I shall say it again and again - your boys are not going to be sent into any foreign wars." Well, there were no more questions of sending, or coaxing, American boys into foreign wars. This was an all-American war.

Disused American factories lit up like firecrackers. American became a continental workshop, and quite safe - as Lindbergh had said and cold now bitterly recall - from aerial bombing. Of course, by the 1930's everybody knew ad nauseam that the Americans were the masters of mass production. But of what? And of what quality? Air Marshal Herman Goering assured Hitler that there was nothing to fear from American industry and technology. "The Americans," said Goering, "cannot build airplanes. They are very good at refrigerators and razor blades." Even friendly Europeans still harbored a strong prejudice against the products of the assembly line and a complementary prejudice in favor of high skill and craftsmanship.

I remember an optical plant in New Hampshire that, once America was in the war, received a contract for bombsights and the like. The place was suddenly flooded with semi-skilled young workers, and the old men - most of them foreign born - were loud in their lamentations over the slaphappy indifference of the young to precision and discipline. But to their dismay, new molds were cast, the assembling was done by newcomers, the product was stamped out in abundance, and it worked.

In the countryside outside Detroit, Michigan there was a creek running through flat, sandy pastureland. Within six months of Pearl Harbor this bucolic scene had been transformed into what somebody called "the most enormous room in the history of man," half a mile long, (880 yards), a quarter of a mile wide (440 yards). Raw materials were fed in at one end and were disgorged, one hour later, at the other end in the shape of a finished bomber, which was plucked by another assembly line and moved out for immediate testing on an airfield. From this room, at Willow Run, there emerged 8,760 planes a year. It was astounding, but it was not enough for Roosevelt. In a high-flown moment he had publicly promised the Allies 60,000 planes a year, a foolish boast that Charles Lindbergh dismissed as "hysterical chatter." By the end of 1942 Roosevelt had missed his mark by only 12,000. The following year, 1943, American factories turned out 86,000 planes.

This starting orgy of mass production sent locomotives to Iran, trucks and tanks and aluminum to Russia, airplanes and ordnance and jeeps to every ally between Scotland and New Zealand. One year after Pearl Harbor the razor-blade manufacturer had outstripped the war production of Germany, and Japan and the forced labor (slave labor) of their conquered countries. Hitler and mechanized warfare together confronted Americans with the sort of challenge to which they respond like catapults: a dare to beat the unbeatable, to choke the world's champion with massive doses of his own medicine.

Productivity was not the only triumph. There was a challenge for Americans to show their inventiveness in a new situation. They sent men off into the desert with new infrared counters to scan the rocks for minerals in a hurry. They developed the specialty of "dehydration chemists", who compounded a candy bar that could keep a man sustained in the jungle for a couple of weeks. They set the Forest Products Laboratory in Madison, Wisconsin, to testing out airplane wings of sixteen-ply paper. They produced the Jeep and the first amphibious trucks. They tapped the cunning of an old Irishman down in New Orleans who had designed a maneuverable speedboat. He appeared in Washington with a blue print within forty-eight hours of the U.S. Navy's first request, and the bootlegger's secret weapon turned into a fleet of PT boats.

But shipping was another story. There was no miracle formulas available to the shipbuilders, who were suddenly called on to provide transport and supplies for the Atlantic and now, also,

Continued on Page 11

for the huge Pacific. The government kept insisting on a miracle, however, and got it in the shape of a lumbering, un-dramatic tub called a "Liberty Ship". In its final form it was a brainchild of Henry Kaiser, a bald bullfrog of a construction man who liked nothing better than the word of an expert that something couldn't be done. He had helped to build Boulder (now Hoover) Dam, on the Arizona-Nevada border, where the pouring of the concrete spillway put not outrageous strain on mountain ridges as firm as steel. But when he drew plans to build the Grand Coulee Dam up in the rainy Pacific Northwest he was warned by the U.S. Army engineers that before the concrete spillway could set, the soft mountainsides would crumble and send the Columbia River cascading death and destruction through the valley towns. Henry Kaiser received the official report, and, having learned how it couldn't be done, he settled down to do it. He built refrigeration tubes the width of city blocks and the height of a skyscraper, planted them in rows, froze the mountains, poured the spillway, removed the tubes, and saw the Columbia River flow docilely along the channel he had prescribed.

He had never built a ship before. When the Liberty Ships appeared they had no furnace plates, no emergency generators, no fire-detection devices. And as steel grew short they shortened the anchor chains. The crew, instead of being scattered below, lived in a single mid-ship house. But all the engine parts were interchangeable, and the sections were welded. These tubs were not intended as proud specimens of the shipbuilder's art - and Kaiser's rivals, among the old firms in New Orleans and San Francisco, were the first to shudder at them; they were great galumphing, seagoing improvisations and at the start some of them snapped and went to the bottom a thousand miles from the enemy.

I remember going into Kaiser's Richmond, shipyard in California. The place was laid out like a gigantic chessboard, with cranes hovering over head depositing parts, engines, and booms in alphabetically marked and numbered squares. Thirty thousand components, came in this way, and it was like something out of Disney: trolleys whizzing, and hooters honking and buzzing, a whole deckhouse moving to the ways upside down. It would then be upended while the welders descended on it like an army of woodpeckers. You would have a stem and then a keel and then part of a plate A-1 would be welded to A-2, and S-13 to S-14, and so on. The workers knew even less about shipbuilding than Kaiser. Only one in two hundred had ever been in a shipyard. Kaiser himself talked about the "front" and the "back" end of a ship. Roosevelt said: "I don't care what he calls them, provided he delivers." And he did. The first Liberty ship, built on the East Coast, took 245 days from assembly to launch. Kaiser's California shipyards got this down to a ship every four days.

The best thing about the Liberty Ships was their number. The early ones replenished the dwindling food stocks in Britain. The later ones replaced transport ships in the vast Pacific and offered the first guarantee of a continuous supply line across the English Channel - the missing link that made an Allied invasion of Europe impracticable for two and half years.

This seemingly inexplicable delay in the mounting of a second front had enraged the Russians and depressed the British, whose populations had little or no understanding of the vast scope of the war in the Pacific - a quarter of the globe for a battleground. At first aircraft carriers were the only airfields along a six thousand-mile approach to Japan, the enemy's homeland. Then for three and a half years Americans had to inch along the loose chain of the enemy's outer island bases, making contact with guerrillas, threading through jungle bush, in which, surprisingly, many Americans from the cities of the prairie and the East were at home. In 1941 they had learned jungle fighting in the swamps of Louisiana, in an enormous war game commanded by the then totally unknown Major (temporary Colonel) Dwight D. Eisenhower.

To the American soldiers, sailors, airmen and marines in the Pacific, Hitler was on another planet, and so was the clockwork precision of a blitzkrieg. The European who read daily of the tactical collision of great land armies on his own continent, there was something equally unreal and alien in the thought of the virile Americans being picked off singly along jungle trails, or trapped in batches in a clearing, or dying from obscure tropical diseases.

Yet the outcome of the Japanese war was not really decided in the Pacific. It was preordained a decade before by a pathological mistake of Hitler's: in general by his suppression of intellectuals, in particular by his persecution of the Jews and the dispatch into exile of their most brilliant scientists. These men, whether they were German or neighbors of Germany, saw the writing on the wall and fled to America. Among them, Hitler would have trembled to think, if he had been a meditative man and not a mystic, were half a dozen or more of the Worlds leading physicists. There was Albert Einstein. There was Enrico Fermi, an Italian. There were Edward Teller, Leo Szilard, and Eugene Wigner, three Hungarians, so obscure that in the summer of 1939 they had to enlist Einstein's help - and he in turn, with the help of a banker - to reach President Roosevelt with word of the dire consequences that might follow from the secret news that Germany had forbidden all exports of uranium ore from Czechoslovakia. Since the State Department had at the time not the slightest suspicion of the military significance of uranium, Einstein's letter - written in August but not delivered till October - probably baffled Roosevelt more than it disturbed him. At any rate, the Secretary of War did not hear the strange words "uranium" and "fission" until the fall of 1941, and the President's decision to form a small committee and put some substantial money into the project the refugees had been urging on him was not taken until the day before Pearl Harbor.

In the spring of 1943 a very small dribble of odd-looking tourists arrived in Santa Fe, New Mexico, the first capital of New Spain in North America. They came one at a time, and they never met together as a group in public. They were under instruction not to call each other by their professional titles, either doctor or professor. They were a secret team of refugees and native American and British scientists who had gathered at Santa Fe before being driven off thirty miles northwest of Los Alamos. There, in the loneliness of the desert, they would brew the Apocalypse.

Continued on Page 12

Today their retreat looks like some old silver miner's cabin or a relic of a long-vanished road gang. It is all that is left of the base camp of this band of eminent men who built a primitive laboratory and lived and worked for two years in a secret society. They carried false driving licenses and went under assumed names. Fermi was Henry Farmer. Nis Bohr, a Dane, was Nicholas Baker. Their leader was a forty-year-old American, Dr. Robert Oppenheimer, known as "Oppy". They were allowed no personal contact here with their families, who could write only to a Post Office Box number. They lived in tar-paper shacks. The cleaning woman and the other routine job workers were chosen for their illiteracy, in case they came on an engineering tool or a formula on a scrap of paper. A U.S. Senator whose investigating committee had achieved some fame for exposing fraud and extravagance in war costs was forbidden by President Roosevelt even to question the huge expenditures on this mysterious project or to find out what it was all about.

It was about, of course, the atomic bomb. The team had worked for eighteen months or so on the theoretical construction of the bomb, and at Los Alamos they spent another two years making it. Until the end they didn't know whether it would explode, or, if it did, whether they could absolutely control the nuclear chain reaction. They were 99.9% sure, but between the theory and the proof there was on tenth of one percent possibility of the end of all of us. The test site had to be as far as possible from settled country. It had to be a flat horizon to minimize the effects of the blast. It had to have reliably fine weather and only light winds. It had to be as close to Los Alamos to be within an easy day's ride, but far enough to discourage conjecture that the bomb and the secret work at Los Alamos were connected.

The chosen place was over two hundred miles due south from Los Alamos on a part of the Alamogordo bombing range in a blinding stretch of desert. The team's waking misgivings were not pacified by the Spanish name for this country, which was where disabled Spanish wagon trains could expect no help and were left to die Three hundred years earlier the Spaniards' route across the desert country had been dubbed the journada del muerto, the "journey of death."

The final assembly of the bomb began on 12th July 1945, in an old ranch house. Two days later, they had it mounted on a hundred foot tower. They locked in the central core of the bomb, and by the night of 15th July they were ready. There then blew in a tremendous storm of thunder and crashing hailstones, a final explosion of the elements they could not control. But at last the thunder rumbled away and the rain stopped, and before dawn on the 16th July they retreated to observation shelters of reinforced concrete built ten thousand yards, south, west, and north of the firing point, trucks stood by for an emergency retreat to be conducted by drivers who knew the desert roads by night. As the countdown started they stretched face down on the ground, with their feet towards the blast, and they covered their eyes. In one of the shelters Oppenheimer was seen to hold on to a post to steady his shaking body.

At 5:29 and 45 seconds in the morning of 16th July 1945, there was an immense flash of light, brighter than any they had ever seen, shocking all the colors out of the sage and the red soil and the mountains. There was a single thunderclap, and at the site itself an inferno of flame was sucked into a rising pillar of smoke, which then billowed into a vast mushroom and slowly dissipated in the high winds.

The prostate scientists were stunned out of all professional pride. Oppenheimer could think only of a line from a Hindu poem; "I am become Death, the shatterer of worlds." Three weeks later, the shattered city of Hiroshima began to count one hundred thousand dead. Three days later Nagasaki received the second bomb.

The decision to drop the bomb was made on the fateful calculation that an invasion of Japan might confront five million defenders and five thousand suicide aircraft and cost up to two million American lives. That decision was made by a man who had been permanently forbidden to look into the atomic project, by that one-time Senator who, when Roosevelt dropped dead in April 1945, was now President Harry Truman.

So the Second World War ended in a flash "brighter than a thousand suns." When the Japanese were led aboard the battleship USS Missouri in Tokyo Bay to surrender, the American Commander of the Pacific, General Douglas MacArthur, said it in four resonant words: "These proceedings are closed."

The proceedings in Europe had been closed too, but by conventional bombing and artillery. The Germans camped out amid the ruins of the Third Reich, which had lasted only twelve of the thousand years that Hitler had promised. But the cost of liquidating him was thirty million lives and the devastation of Europe

It was a good time to remember Winston Churchill's old recipe of "magnanimity in victory." Within two years, the United States devised a grand plan, the Marshall Plan (whose true author was Under Secretary of State Dean Acheson), which asked Western Europe what it needed to rebuild itself. The largesse poured out from an Act of Congress, the European Recovery - in the main to Britain, France, Germany, Italy - the railroads were rebuilt, the factories and farms subsidized, international trade reborn; the simple, breathtaking aim was, in Dean Atchison's words, "to restore the fabric of European life". This creative gesture of generosity, which cost the American people between ten and fifteen billion dollars, has not been matched in modern history; a truth only slightly dimmed by the need to convince Congress that it was a plan of resistance to the Soviet Union's takeover of Eastern Europe.

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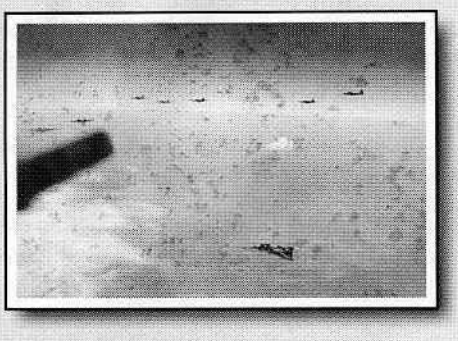

AERIAL GUNNER

They call him the aerial gunner
His hopes they say are dim
And his life is said,
to hang by a thread
that is long and weak and slim.

He loves his home
and he loves his land.
For he gambles his neck and limb
And wagers his life
in a cloud land strife
In the game with the reaper grim.

His mount is a roaring dragon
that flashes across the sky
To take the dare
in the enemies air
and to strike him down or die.

He is a knight of the upper air
and death his eternal foe
rides the tail
With an eerie wail
Where ever his steed may go.

Your have to give him credit,
for the job he does so well.
For he brings her home,
though his steed may roam
to the very jaws of hell.

He wears no bars and he wears no stars
for sergeant is his rank.
But I've heard tell
he fights like hell,
and is proud of the title, Yank

There are others there in the upper air
and we can't detract their fame.
For they make a crew
and the job they do
regardless of who is the same.

But this is a song to the gunner,
The hero who goes unsung
Though the enemy knows
his deadly blows
and the funeral knells he's rung.

Tsgt. James I, "Chip" Spencer

FRIENDS WRITE

ARTHUR MODE - LAS VEGAS, NV

My father, Arthur I. Mode, served in the 34th Bomb Group in WWII. His plane was the "Flying Dutchman". He is very interested in getting any newsletters or any other current information on survivors of his crew. Is there something that can be mailed to him with current contact information for any of his crew? He has been in contact with Paul Gustafson but not any of the others who might still be alive. His address is: Arthur Mode

2272 Castleberry Lane
Las Vegas, NV 89156
702-438-8583
My e-mail (Arthur's daughter) photomode@aol.com

Thank you for any information you can pass along. Also he doesn't mind if you post his contact information where some of his crew members might be able to find him.

****

EARL ZESCH – LAKE ARROWHEAD, CA

Delores and I now live in Lake Arrowhead, CA but receive our mail in Blue Jay, CA since the postal service doesn't deliver to the mountain residences.

We keep busy with various activities, a little house/pet sitting for a couple who also live here. We recently spent a few days at their beautiful condo in Hamilton Cove visiting the various shops and restaurants while driving their golf cart which are licensed in Avalon.

We will be celebrating our 60 wedding anniversary next fall with our family in Hawaii.

I recently received an e-mail from my waist gunner, Bob Lillie, who I haven't seen in years. Haven't heard from the rest of the crew in quite some time. Some have passed away while others I have been unable to locate.

****

DONALD TUTTLE – SAN JOSE, CA

With all the excitement in moving, I forgot to send you my new address and also my dues for the year. Now I know why I didn't receive the last Mendlesham Memories.

Please find check for dues enclosed.

****

DOROTHY WESSEL – PARIS, TN

I'm enclosing 2006 dues. Jerome R. Wessel, my husband, passed away Feb. 2001. I enjoy receiving Mendlesham Memories and the news of the members. We enjoyed the 34th reunions but I haven't gone since Jerry passed. I miss him so much and our life together. We were born in Cincinnati and lived there 'till we moved to California. I'm in Tennessee right now.

Best wishes to you as treasurer of the 34th BGA.

****

Friends Write - Continued

BAILEY ADAMS – HOUSTON, TX

All plans were set for my wife, me and our two children to join the 34th Bomb Group in Albuquerque this past fall. My son was coming along for the first time and my daughter was looking forward to attending her 6th reunion. With growing dismay though, we realized hurricane Rita was bearing down on the upper Texas coast and we began to frantically secure our homes and property. The Houston airports closed shortly before our departure time on that Friday. We were all so disappointed to miss the reunion and especially to miss seeing the two members of my crew who were attending. However, we feel very blessed to have missed the brunt of the hurricane.

We look forward to attending the reunion this fall and hope to join 3 or 4 of our crew members there.

Enclosed is a donation for our 2006 dues.

****

CARWIN BAXTER – LAKELAND, FL

I read with great interest the article on page 6 of the June issue of Mendlesham Memories regarding the 2115 Engineering Aviation Firefighter Platoon fighting a gasoline truck fire on September 26, 1944.

I am sure our crew, "Vic's Crew", was involved in that ordeal. I could not remember the date it happened, but our crew was called for our 3rd mission and, after breakfast and the briefings, I, being the radio operator, went to another briefing to pick up the "flimsy" containing the codes for the mission. The other gunners went to the gun shack to clean and get all the guns ready to install in the plane.

Two of the guns, designated for our plane, were missing from the rack so the waist gunner went to the plane to see if he could find them. He discovered them in the nose turret. As he was attempting to remove them, they accidentally discharged striking the gasoline truck that was putting fuel in the plane. The article explains what happened after that.

At the investigation, the following day, our crew explained that the crew using the plane the day before apparently forgot to take the two guns out of the nose turret but before they could interrogate the crew their plane was shot down over Germany.

I would like to thank Mr. Keith M. Anderson for his heroism in driving the burning gasoline truck away from the plane we were preparing to use. If not for his efforts, we could have easily been blown to bits. We were one of the fortunate crews in that we completed the required 35 missions.

****

AL SADOWSKY – BOCA RATON, FL

I have just finished reading the latest edition of MM. I am writing this letter with a heavy heart knowing that the 34th Bomb Group Association will be disbanding in two years.

I cannot express enough the pleasures, smiles and tears that came to me when reading your wonderful publication.

The article by Michael Torre's grandson was most inspiring. I would like to thank him, in writing, if you would be kind enough to send me his address.

I intend visiting my pilot, Alf Johanson, in July who resides in Florida with his wife, Maye.

My experiences with the 34th Bomb Group turned a 98 lb. weakling into a 600 lb. gorilla.

Thanks again for bringing us memories that will last forever.

****

BETTY BRESH – FORT MYERS, FL

It is with deep regret that I send this obituary on my husband, Paul Bresh who passed away on May 8, 2006. He was a very kind, honest man, proud of his service with the US Air Corps and the 34th Bomb Group.

The very best to the 34th Bomb Group Association members who are still with us.

****

DEXTER JORDAN – HUNTERSVILLE, NC

We will not be able to attend the reunion this year, just too far to travel. We always enjoyed them very much. Hope one will be more central before disbanding.

****

AL SADOWSKY – BOCA RATON, FL

It is with deep regret to advise the members of the 34th Bomb Group Association of the passing of Alf Johanson on July 4th, 2006.

Alf was with the 34th Group since its activation as a combat group when training in Blythe, California. He and his crew completed their tour in December 1944 and returned to the states in early 1945. Many of his missions were as a lead crew.

His wife, Maye, whom he met while stationed at Blythe, and his children reside in Seminole, Florida.

I was ball turret gunner on Lt. Johanson's crew.

He will be sorely missed.

****

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

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Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Change of Address - SEPT '06 (2)

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SMART	MARY FRANCES,	7LM	625 E 19TH ST APT C3	EL DORADO	AR	71730
SMITH	NORRIS W	18	512 CEDARHURST RD	GREENVILLE	N	27834
TUTTLE	DONALD E	7	456 MILLPOND DR	SAN JOSE	CA	95125

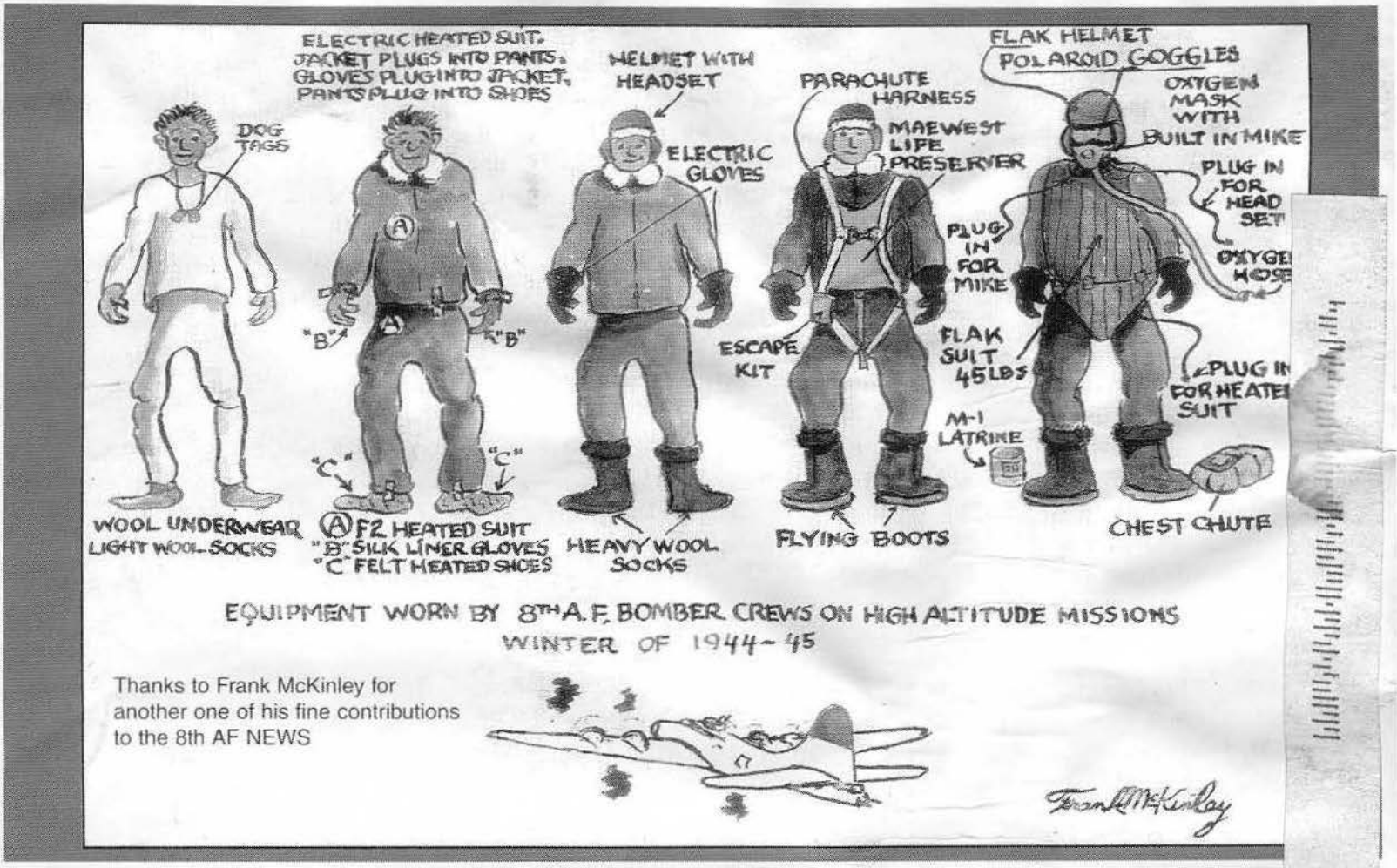
TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BRESH	PAUL E	391	05-08-06	1340 S BRADYWINE CIR APT4	FORT MYERS	FL	33919
JOHANSON	ALF H	4LM	07-04-06	11648 PINEDALE AVE	SEMINOLE	FL	33772

Inspirational Prayer

Dear God,
The battle is over and victory has been won. But among us there have been many for whom there was no flight home. For those of us who now remain is the task of speaking for...

...those whose lips will be forever silent. And now as we rendezvous for that peaceful flight of life, we know they will fly with us, just beyond the horizon in the sky they died to free.



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34th Bomb Group

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Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXXI Number 4 December, 2006

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

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OTHER WEB SITES OF INTEREST:

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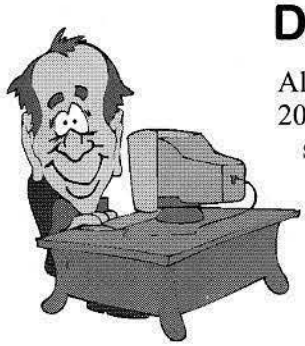
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
www.jccc.net/~bgustaf/34th_Bomb



DEADLINE

All material and items for the March, 2007 issue of Mendlesham Memories should reach me on or before January 15, 2007. All copy will be going to the publisher on that date.

Jack Share, editor

DUES are DUE

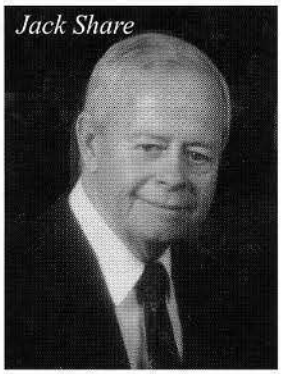
2007 Dues,
for those who pay annually,
are due as of January 1st 2007

Send Dues To:

Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Your cooperation in getting your dues paid now will guarantee your continued membership in the 34th Bomb Group Association. Thank you.

Share - a thought...


Jack Share

Our first trip to England, back in '44 '45, although free, could certainly not be called a vacation and we were all most happy to return to the good old U.S of A at war's end. Now, looking back, we realize that the time we spent over there was probably the most memorable days of our lives and the urge to return has leaned heavily on more than a few of our members. Those that have paid a return visit, or visits, have never been disappointed. To see the old base, meeting with the residents of the quaint village of Mendlesham and visiting the Fleece pub with the new 34th Museum would be an experience of a lifetime. If you have always wanted to return, and are able to travel, now might be the ideal time for you, your siblings and your friends, who have heard so much about the 8th Air Force legacy, to consider it.

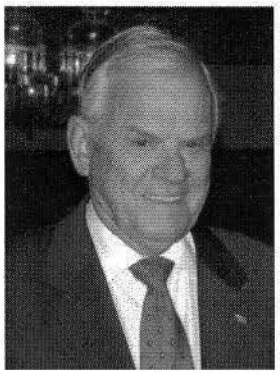
Our new, and younger, associate members are organizing a tour to England for June '07. For you, your family and any others who might be interested, all the details of the tour, along with the itinerary, are included in this issue. This could well be our last chance to return to Mendlesham. Don't be disappointed. Let's support our new members and sign up now to make this the most memorable return to England since World War II.

Jack

The Front Cover

A total of 118 registered guests attended the recent 34th Bomb Group Association reunion at Rapid City, South Dakota. Of this number, 31 of the attendees were veterans of the 34th Bomb Group and they are so honored with this cover photo.

President's Message



Another reunion has come and gone. Sure hope everyone enjoyed being in Rapid City. The attendance seems to be a bit lower each year but we all know the reason - Father Time is catching up with us.

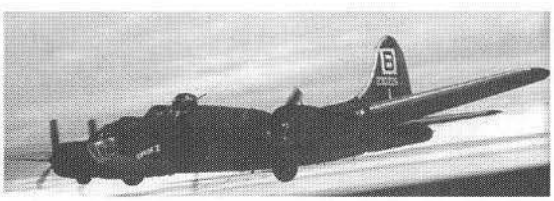
Jack van der Geest gave a good talk and sure had an interesting life. I am sure a lot of flyers owe a lot to him and the others in the underground.

Bruce Sothern's railroad caught up with me this year. He is hard to escape. Thanks to the membership for the confidence you have shown in me. With the help of the board of directors, the officers and all of you we look forward to another good year for the 34th Bomb Group Association. Were always open to suggestions and comments from the membership and together we will make a good team.

Dickie and I are already looking forward to the next reunion . As of this writing, we do not know where or when but we are assured the reunion committee will do their usual good job.

Hope everyone will stay well and, the good Lord willing, we will be together again in 2007.

Jim Hinchee.
President



Changing of the Guard

With an abundance of pomp and ceremony, Raymond "Jim" Hinchee of Salem, Virginia was inaugurated as the next president of the 34th Bomb Group Association at the group's 23rd annual reunion held recently in Rapid City, South Dakota. The outgoing president, Kivett Ivey's successful reign was finalized as he handed the gavel over to Jim at the Saturday evening gala banquet.

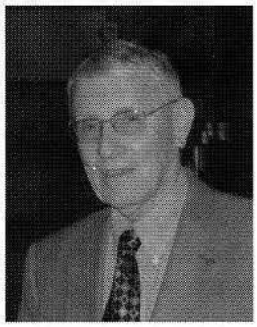
Jim, who might well be the final veteran president, will inherit a roster of some 600 members many of whom are our offspring and friends who are gradually assuming prominent positions of command in the organization.

Jim has been a long time member of the 34th BGA and along with his wife, Dickie, have been attending the reunions for many years. He has held numerous positions within the group and has been involved in many problem solving deliberations throughout the years. He is well qualified for his new position.

We extend our congratulations to Jim and look forward to another successful year under his tutelage.

Under Kivett's leadership we have maintained our standing as one of the premier World War II groups in the country due to his fairness and integrity in dealing with some difficult problems. We extend our thanks and appreciation for a job well done and the best of luck to him, his wife Lucille and family in the coming years.

Past President's Message



Although the Rapid City reunion was a little "short" on attendance, the *togetherness* of the attendees more than compensated for it. The bus tour was a little cold and some of us did a little shivering, yet most all had a good time. There was a lot of history to see and relive around Rapid City - more that we had time for.

Our Saturday night Gala banquet was highlighted by our speaker, Mr. Jack van der Geest. His story was most interesting and everyone was "spellbound" by his presentation. We owe John Feda a big vote of thanks for obtaining him.

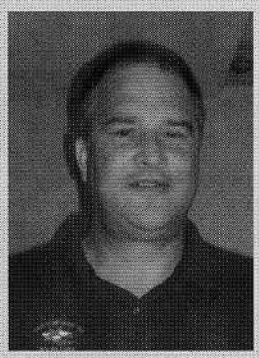
I bought one of Mr. van der Geest's books and when I got home I couldn't put it down until I had read it. Now my family is enjoying it also. I think the title "Was GOD on Vacation" may be a little off because GOD certainly protected him.

My year as President was the highlight of my membership in the 34th Bomb Group Association and my sincere thanks go out to all of you for making it so memorable.

To the wives of the reunion committee, I know who is responsible for the success of our reunion! THANKS!

Kivett Ivey,
Past President, 34th BGA

TREASURER'S REPORT



It was great seeing so many of you in Rapid City. The reunion committee did another great job of planning the reunion and getting the group together.

At the meeting in Rapid City, the annual dues amount for 2007 was again set at $20.00, the same as for 2006. There is no dues amount for life members for 2007. Elsewhere (pg. 2) in this issue is the address for sending your annual dues payment to me. Please make your check payable to the **"34th Bomb Group Association".** As I reported in Rapid City, our group is in good financial condition.

Some members like to have a 34th Bomb Group Association membership card to carry with them. If you want a membership card, send me a self addressed, stamped, envelope, enclosed with your dues payment.

This is a great group. Thanks for your continuing support.

Jack Steffen, Treasurer

Reunion Committee Report:

The 23rd. Annual reunion of the 34th Bombardment Group (H) is now history with many memories of another successful reunion. The Best Western Ramkota Hotel and Conference Center in Rapid City, SD did all they could to assure a successful reunion that provided a wonderful opportunity for us to meet our old friends and meet new ones. Several large family groups were included in the total of 130 attendees 106 of whom were on the American West Tour. 94 people attended the Friday night dinner with 137 in attendance at the Gala Saturday Banquet.

The 2007 reunion of the 34th Bomb Group has been confirmed for Grand Rapids, Michigan on September 4th through September 9th. The Crowne Plaza Hotel located on 5700 28th Street S.E. Grand Rapids, MI 49546 will be the headquarters hotel. The telephone number is 616 957 1770. The hotel rate has been confirmed at $72 and the room tax, currently, is 15%. The rates are offered for three days prior to and three days following the scheduled rates. Note: Regular rate is $129.00 plus tax.

The hotel will provide FREE shuttle service from the Gerald R. Ford International Airport to the hotel. The Crowne Plaza Grand Rapids Hotel is an upscale, full service hotel located on 10 acres of landscaped grounds.

Accessibility and Transportation: The hotel is conveniently located just off I-96 on 28th St. Grand Rapids is within an eight drive of almost any Midwest city. Gerald R. Ford International Airport provides a full range of air transportation services. More than 169 flights per day provide round trip air service to more that 240 U.S. cities and 40 foreign destinations. Direct flights from Atlanta, Chicago, Cincinnati, Cleveland, Dallas, Detroit, Houston, Las Vegas, Memphis, Milwaukee, Minn/St Paul, New York, LaQuardia/Newark, Orlando, Tampa and Washington, DC.

Free Transportation to Hotel: Once you have claimed your bags, use the courtesy phone to arrange for shuttle transportation to the hotel.

Reservations can be made through "Abby Tavel Agency, Inc" - Tracy Tellor and K.C. Lochner, Telephone - 1-800-807-2963, Office hours - 10AM to 5PM (Central Time) Monday thru Friday. Make your reservations now until 30 days prior to departure and save ten percent - within 30 days save five percent. Savings on Northwest, United and Delta airlines. All major credit cards accepted. Please mention the 34th Bomb Group. Car rental discounts available as well.

Tour information details will be in the March issue of Mendlesham Memories.

We would like to thank everyone for attending our 23rd annual reunion in Rapid City. And wish everyone a wonderful Christmas, Happy Holidays and a Wonderful New Year.

The Reunion Committee
Harold Rutka, Chairman
Robert Wright
Bruce Sothern

PX Report:

Another great reunion is past and I must say they get better each year.

Mr Jack van Geest, our banquet speaker, was only one of eight to ever escape from Buchenwald concentration camp and told of unimaginable hair raising experiences.

We were also impressed and entertained by Ken Cashion in the PX with his experiences expressed in his book "Ball Turret Gunner". Incidentally, if any of you want to get his book ($20.00) for Christmas presents, or just to keep, his address is:

Windmill Productions
ATT: Ken Cashion
157 Tennyson Cove
Picayune, MS 39466

Our PX sales at Rapid City reduced our inventory by about one-third. With just two more reunions left, I would like to sell most of the remaining inventory at next year's reunion at fantastically reduced prices to get it cleared out. However, YOU WILL NEED TO ATTEND THE NEXT REUNION TO TAKE ADVANTAGE OF THIS OFFER.

Also, we have another reason for you to attend next year's reunion and to stop by the PX. We have one book remaining "34TH Bombardment Group (H) 1941-1945" Volume II ($49.95 retail) that I held back hoping to get a reprint. Because it was copywrited, the publisher wouldn't reprint less than 100 copies. Therefore, we will have a drawing and give it to the lucky winner.

Remember the PX for Christmas gifts and have a "Merry Christmas".

Ken Paxton. PX Manager

THREE BUDDIES

Three buddies die in a car crash, they go to Heaven to an orientation. They are all asked, "When you are in your casket and friends and family are mourning upon you, what would you like them say about you?"

The first guy says, "I would like to hear them say that I was a great doctor of my time and a great family man."

The second guy says," I would like to hear that I was a wonderful husband and school teacher that made a huge difference in our children of tomorrow."

The last guy replies, "I would like to hear them say..Look! He's moving!"

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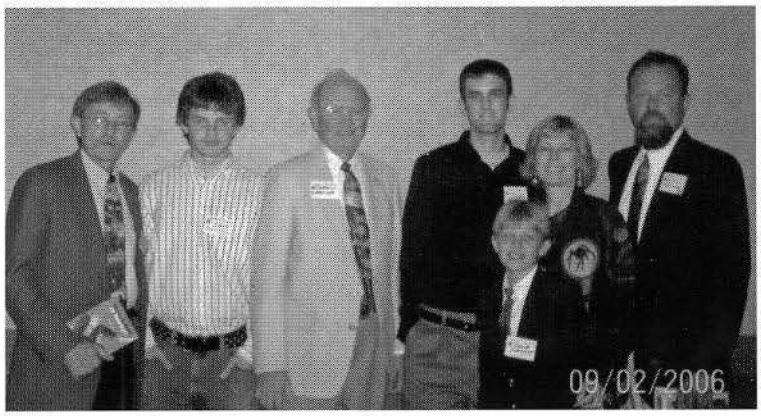
A Family Affair



I am very grateful for having had the privilege of attending another 34th Bomb Group Association reunion. Dad (Carroll Forister) was very pleased to be surrounded by his three children and three of his four grandsons. Stuart, my youngest son, will be 21 this November and in the middle of his University life. He has attended the reunions for the last three years, even attending the business meetings, and plans on attending each year until the end. He is in awe of his grandfather's WWII experiences and one of his biggest fans. He is very respectful of his grandpa's generation and very aware that the gallant men of that era, of his age (and younger), were saving the world!!

It was fun visiting with everyone and, unfortunately, the weekend flew by much too quickly. It is always a joy for me to visit with the men and their wives plus their extended families. I come home from each reunion and marvel about what a wonderful group of people I've been blessed too spend some time with. I find myself asking, "Does my generation have that much class"? The answer is "No". That generation was unique and so humble. They know what it is like to live without even the basics, thanks to the depression. Each generation since then doesn't even have a clue what that would be like! They served their country without question and with honor. They went because the world needed them and it was the right thing to do. They are "The Greatest Generation"

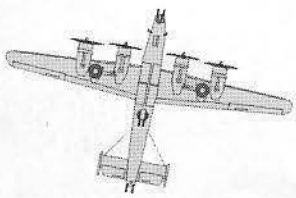
PX Order Form

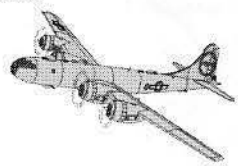
AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $11.50ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago. ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - 8TH AIR FORCE ..... $3.50ea.
PATCHES - SQUADRON - 4TH - 7TH - 18TH - 391ST ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5" ..... 2 for $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... 2 for $1.50ea.
HAT PINS (FOR DECOR) B-24, B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $3.50ea.
MEN'S POLO SHIRT w/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M, LR, XLR, XXLR ..... $25.95ea.
MEN'S POLO SHIRT w/ POCKET AND 34TH Logo (Royal Blue) M, L, XL, XXL ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows our bright red rudder. Nice for warm weather & very colorful ..... All Sizes $12 each or 2 for $22.00ea.
*Slight price change - we have only two Med. size left at $12.00 but will be able to reorder if and when we can order one dozen asst. sizes. If you are interested, send your order and check for the amount plus postage and I will send you a receipt until we get enough orders to place. On arrival, I will then ship them to you, but I can't promise when. If we don't have enough orders I will refund your money. They will be $12.00 each, except the XXL for $14.00
KEYRING - B-24 only ..... $4.00ea.
KEYRING with leather back B-17 ..... $6.00ea.
BOLO TIE - B-24 or 8TH Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background behind B-24 ..... $6.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" or B-17 or B-24 ..... $6.00ea.
PIN - VALOR TO VICTORY ..... $5.00ea.
BOOKLET - MENDLESHAM REVISITED, by our English school students and teacher, Gordon Leathers ..... $20.00ea.
POLO SHIRT - Royal Blue with pocket and 34TH BG logo ..... $22.00ea.

- PLEASE CIRCLE ITEMS DESIRED -
AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over.
Send check or money order to:





34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

All in a Day's Work - at MENDLESHAM

T/Sgt Dexter B. Jordan,
Crew Chief - 7th Squadron

January 21, 1945, one of the coldest days of that winter at Mendlesham, the planes had taken off for a mission, but one lost an engine shortly after take off and had to return to base. I don't remember who the crew chief was or why I was out on the line riding my bicycle on that cold day. But when I came close to the plane, which had just returned, it was close to all the workshops and the Engineering Office. I noticed a young soldier on top of the wing washing down #2 engine with a bucket of gasoline and a string mop. Gasoline was running off the wing and down through the engine and puddling on the pavement.

I saw a flash and from here everything began happening and changing, not in seconds, but split seconds. We began moving with all our strength, dexterity and speed. Fire was on top of the wing, in the engine and on the ground beneath the engine and fuel tanks. I don't know how the guy escaped without being burned, but he did. I grabbed a nearby fire extinguisher and flipped it upside down - nothing happened. The extinguishers were of the type that contained water and a small amount of some chemical and the water had frozen. I slammed it down as hard as I could - nothing happened. There were four or five extinguishers in the vicinity and none of them worked. By then I realized our chance of extinguishing the fire was one in a hundred or perhaps a thousand or nil. Realizing that in the nearby makeshift buildings, tents and the engineering office there were twenty or more guys that I had worked with for the last three years. Plus, Captain Cole had his office in a tent that was the closest to the fire. No one was aware of the fire except the two of us.

I knew the plane was loaded with 8000 pounds of RDX bombs - the most powerful that the U.S. had prior to the atomic bomb. This was a fully loaded airplane with 2700 gallons of 100 octane gasoline and a full load of 50 caliber shells for 12 guns.

The fire was spreading rapidly as I looked up at the young man and saw panic on his face. I said "go" and he started off. In desperation, I picked up another old fire extinguisher, slammed it down on the ground - amazingly, it worked! Glancing over my shoulder, I noticed the young GI had stopped about 200 yards away looking at my frantic efforts. Not as an order, but out of desperation, I yelled at him to come back to help. We picked up some of the other extinguishers and after bouncing them off the ground again and again they miraculously began working and the fire was put out.

After regaining my thoughts and composure, I suddenly realized why I was out riding my bicycle that cold day - I was called upon to put out a fire. I honestly thought when the extinguishers didn't work we were all going to be blown to bits, but I could not leave.

Looking back, I am sure God was there guiding me all the time and this was a test to see if I would give up.

The records show that I received the Soldier's Medal for saving a plane but all the guys in the buildings, with no warning after the fire started, and I, could have been long gone. Human lives are precious but no plane is worth dying for.

This all happened 61 years and 5 months ago and I thank God for saving my life and the others so close to the plane and also the young man that helped.

Joke of the Day

"Young man," said the judge, looking at Murphy, the defendant. "It's alcohol and alcohol alone that's responsible for your present sorry state!"

"I'm so glad to hear you say that," replied Murphy, with a sigh of relief, "Everybody keeps blaming me!"

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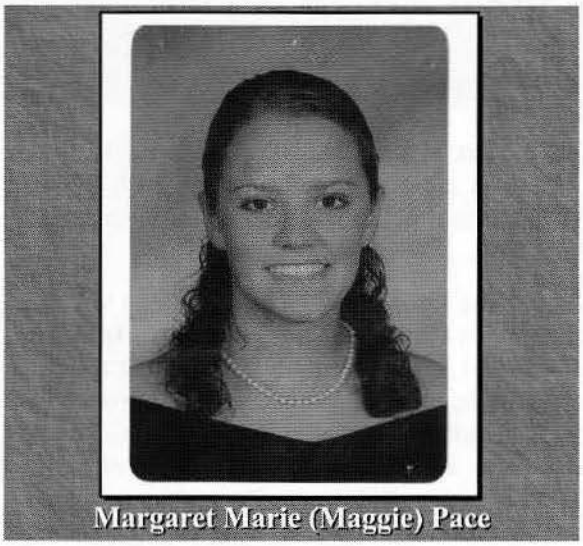
2006 Ray Summa Scholarship Recipients


Margaret Marie (Maggie) Pace

First Place - $1,000

Margaret M. Pace

Grandaughter of Raymond (Jim) Hinchee)

Thank you so much for your consideration of me in the scholarship process. I did not expect to receive it, but am very grateful to have that honor. I can assure you that the money will go to good use in my studies at Wake Forest University in this coming year. My field of study, at this Point, is undecided but this money will help me in pursuing several fields in order to find the one that fits best.

Unfortunately, I will not be able to attend your reunion in Rapid City, South Dakota because of school being in session but I wish the best to all of you in beginning another year as a group. Thanks again for your consideration and funding the scholarship. I appreciate it greatly.

Second Place - $750

Alyssa Emily White

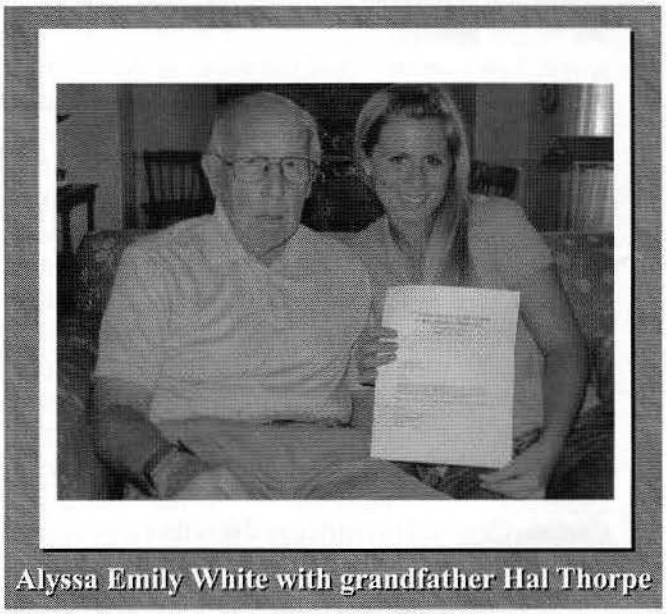
(Grandaughter of William (Hal) Thorpe

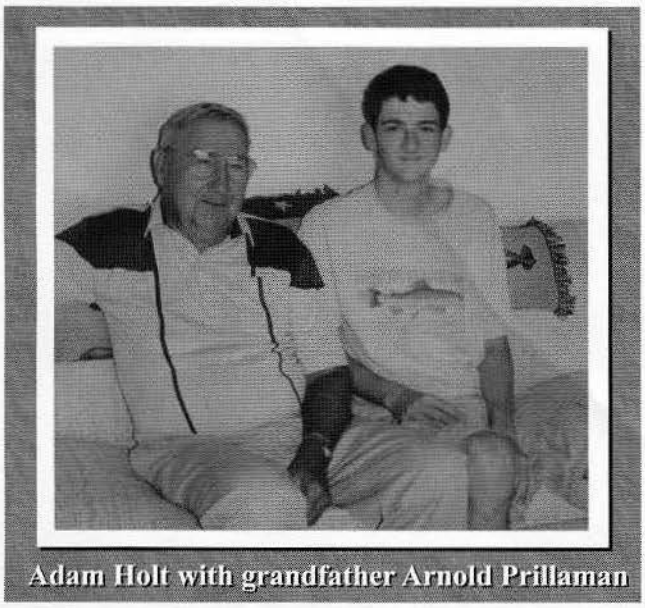
Thank you so much for awarding me this $750 scholarship. I feel very honored to be recognized for my hard work and to receive help in continuing my education at the University of Utah. My grandfather, W. Hal Thorpe, was also pleased that I was selected.

I am grateful for the 34th Bomb Group Association's generosity in providing these scholarships. I also appreciate the fine service they gave on behalf of our country. My grandfather has had many great experiences with the men he served with and enjoyed attending the reunions.

Thank you for the invitation to attend the upcoming meeting. I would love to come to accept this scholarship in person but my school is already back in session. I am also sorry to say that my grandfather will not be attending this year due to his health.

Thank you, again, for this scholarship. It will help me continue to focus on completing my education and enriching my life.


Alyssa Emily White with grandfather Hal Thorpe


Adam Holt with grandfather Arnold Prillaman

Third Place - $500

Adam Prillaman Holt

(Grandson of Arnold Prillaman)

Thank you very much for the $500 scholarship you awarded me this summer. I am sorry that I was not able to attend your meeting in August to thank you in person.

My classes at Tennessee Technological University started in early August. I want you to know how much I appreciate your help in covering the cost of college. I am majoring in physics and plan to pursue my dream of becoming a scientist and serving my country in the Air Force. I am very proud to receive this award. Thank you again for your support.

A$500 scholarship was also awarded to Andrew L Levenick, grandson of Richard L. Levenick.

MINUTES: BOARD OF DIRECTORS

34th Bomb Group (H) Association, Inc.
Minutes of the Board of Directors Meeting
Rapid City, South Dakota
August 31, 2006

The meeting was called to order August 31, 2006, at 1400 hours at the Ramkota Hotel in Rapid City, South Dakota, by President Kivett Ivey. President Ivey led the group in reciting the Pledge of Allegiance. Chaplain James Martin gave the invocation.

President Ivey asked for a roll call. Present were: President Kivett Ivey, 2nd Vice President and Recording Secretary David Fieber, Treasurer and Corresponding Secretary Jack Steffen, Past President John Feda, Chaplain James Martin, PX Manager Ken Paxton, Mendlesham Memories Editor Jack Share, Board Members Raymond "Jim" Hinchee, Oral Walker, and Clayton Mink. Norm Mayer sat in place of Board Member Bonnie Zylstra. Reunion Committee members Harold Rutka, Bob Wright, and Bruce Sothern were also present. Absent were: 1st Vice President Verbal Holcomb, Board Members Robert Pacholski and Scott Mackey.

James Martin made a motion to approve the minutes of the September 22, 2005, Board of Directors Meeting held in Albuquerque, New Mexico. The motion was seconded by John Feda, and passed unanimously.

Jack Steffen presented the Treasurer's Report. Because of the earlier schedule of the reunion this year, the Report is based on eleven months. The report shows the cash on hand one year ago as $20,605.70 and it is currently $23,006.32, although the most recent Mendlesham Memories bill of approximately $2,600 and $2,750 in scholarship awards are still outstanding. Revenues and expenses nearly offset, with only a slight decline to the Total Funds. There were several comments of praise and thanks to Jack regarding the format he has used for the report and ease there is to understand it. With only two more years planned for the 34th B.G., there are more than sufficient funds available for the duration of the group. Jack asked for a recommendation for Dues and it was also recommended to maintain the current Dues costs. A complete copy of the report is filed with the minutes of this meeting. A motion to approve the report was made by John Feda and seconded by Bruce Sothern. The motion passed unanimously.

Ken Paxton presented the PX Report. Kivett Ivey asked about plans for phasing out the PX and Ken said that is already happening. The inventory on hand is down 33% from a year ago and should almost be gone in two years. No new items are planned on being bought. Plans were discussed for purging excess stock, including hold drawings at the final banquet and donating some to the 8th Air Force Museum. The financial report for the PX shows that the cash balance one year ago was $743.07 and that the current balance is $1,708.13. A motion of accept the report was made by Bruce Sothern and seconded by Harold Rutka. The motion passed unanimously.

Jim Hinchee, Claude Conklin, and Oral Walker were appointed to the 2006 Audit Committee by President Ivey. They will audit the general books of the organization, the books of the PX, and the books of the Reunion Committee.

Harold Rutka presented the report of the Reunion Committee. There is a concern among some Reunion Committee members that because of the dwindling numbers now attending the reunions, there is a potential monetary risk for Reunion Committee members, who have to sign contracts with potential financial penalties, to secure lodging and transportation. Jack Steffen suggested instituting a Board Resolution that states that the 34th B.G. Treasury will financially cover the Reunion Committee members in case a situation arises where their money is being used to pay costs associated with the reunions. Ken Paxton made a motion to draft a Board Resolution to cover these costs and Jim Hinchee seconded the motion and it passed unanimously. The issue was tabled until the end of the meeting in order for Jack Steffen to work on preparing the resolution.

Ambers Hanson provided the report of the Scholarship Committee. The number of qualified applicants has been shrinking and this year there were only two applicants that met the qualifications. The committee members talked to President Ivey and Treasurer Steffen and it was decided that they would go back and review previous 2005 scholarship applications in an effort to find enough recipients for the 2006 scholarships. A total of four qualified applicants were found and the following scholarships were issued: $1,000 to Margaret Pace, granddaughter of Jim Hinchee; $750 to Alicia White, granddaughter of Hal Thorpe; $500 to Adam Holt, grandson of Harry Prillaman; and $500 to Andrew Levinick, grandson of Richard Levinick. There currently is $10,681.87 in the Scholarship Funds, minus the $2,750 in 2006 scholarships. Jack Share expressed disappointment that "thank you" letters are not being sent by scholarship recipients for publication in the Mendlesham Memories and is concerned that the scholarships are not being appreciated and that maybe it is time to end the scholarship program. Jim Hinchee indicated that his granddaughter submitted a nice thank you letter, but that it was inadvertently mailed to the wrong address. John Feda strongly endorsed continuing the scholarship program, but that we should strongly recommend that "thank you" letters be written. John Feda made a motion the scholarship should continue and that $5,000 will be set aside for the following two years ($2,500 for each year) and that no more than three awards will be given each year, and that there will not be a minimum set number of awards. If there is only one qualified applicant, only one award will be issued. Any remaining scholarship money will be transferred to the General Fund. Ambers Hanson seconded the motion and it passed unanimously.

Kivett Ivey brought up the issue of the 34th B.G. website. Susan Ferrell currently is maintaining the website, in honor of her husband Gary. She has indicated that she would be willing to accept assistance toward the $120 yearly web site maintenance fee. Norm Mayer expressed the desire to pay the $120 fee this year. Kivett recommended that any contributions given towards the website should be given to the 34th B.G. Treasurer and that the Treasurer be the one that issues the $120 to Susan Ferrell to cover the cost of the website. James Martin made the motion for this recommendation and John Feda seconded the motion and it passed unanimously.

New Business:

The position of Archivist was discussed. Kivett Ivey read a letter from John Ross regarding two individuals from England and his suggestion that they be made Associate Archivists., but James Martin made a motion that we delay this decision until the 2007 meeting and Norm Mayer seconded the motion and it passed unanimously.

John Feda spoke about the program for the banquet. Jack van der Geest is scheduled to be the guest speaker. Van der Geest, a Dutch citizen and member of their Underground, was one of only eight people that escaped from the Buchenwald Concentration Camp. He also had many other interesting duties during the war and is a wonderful speaker with lots of great stories and we will all like him. The fee for his appearance is $300 and Ken Paxton made a motion that we pay the fee and it was seconded by Harold Rutka and passed unanimously.

President Ivey returned to the subject of the tabled Board Resolution regarding the Reunion Committee. Jack Steffen presented the following resolution to the Board: "The Reunion Committee acts on behalf of the 34th Bomb Group Association in planning the group's annual meeting. This process involves signing contracts in order to reserve room blocks, plan meals, and schedule tours. As attendance at the annual meetings decreases, there is increased risk of financial costs or penalties. The 34th Bomb Group Association commits to reimburse the members of the Reunion Committee for any out of pocket costs that they incur when acting in good faith in the capacity as the Reunion Committee." John Feda made a motion to present the resolution at the General Meeting and Ken Paxton seconded it and it passed unanimously.

Harold Rutka spoke about the location for the last two reunions. There have been some issues with the hardship of travel to Rapid City and the desire is that the last two reunions will be in the middle of the country. Michigan is being looked at for 2007 and somewhere in the middle South of the U.S. will be looked at for 2008. Bruce Sothern indicated that as soon as the exact site has been chosen we will e-mail everyone whose e-mail address he has.

A motion to adjourn was made by Bruce Sothern and seconded by Ken Paxton. The motion passed unanimously.

The meeting adjourned at approximately 1600 hours.

Respectfully submitted,

David Fieber
Recording Secretary

MINUTES: GENERAL MEMBERSHIP

34th Bomb Group (H) Association, Inc.
Minutes of the General Membership Meeting
Rapid City, South Dakota
September 2, 2006

The meeting was called to order September 2, 2006, at 0900 hours at the Ramkota Hotel in Rapid City, South Dakota, by President Kivett Ivey. President Ivey asked Chaplain James Martin to lead the group in reciting the Pledge of Allegiance. James Martin followed with the invocation.

Bruce Sothern made a motion to approve the minutes of the September 24, 2005, General Membership Meeting held in Albuquerque, New Mexico, as published in the Mendlesham Memories. The motion was seconded by Jack Steffen, and passed unanimously.

Jack Steffen presented the Treasurer's Report. Because of the earlier schedule of the reunion this year, the Report is based on the past eleven months. The report shows the cash on hand one year ago as $20,605.70 and it is currently $23,006.32, although the most recent Mendlesham Memories bill of approximately $2,600 and $2,750 in scholarship awards are still outstanding. The Reunion Committee contributed $2,100 to the General Fund and the PX contributed $2,000 and those sources, along with Dues, comprise the bulk of the Revenue. The main Expense is the publication of Mendlesham Memories. The bottom line is that we began the year with about $20,600 and ended the year with about $17,600, which is more than enough to run the organization for two more years. Jack made a motion, based on the Board's recommendation, that Dues remain at $20 a year for non-life members and no special assessment for life members. The motion was seconded by Ken Paxton and passed unanimously. A complete copy of the report is filed with the minutes of this meeting.

Ken Paxton presented the PX Report. The sales for the years were $3,443.95 and the only merchandise bought were special orders for the $37.50 book ("Reprint of 34th B.G. History Book"), totaling $274.45. $2,000 was transferred to the General Fund. Supplies and Postage were $87.44. Accounting costs were $100, and refunds were $17.00. The financial report for the PX shows that the cash balance one year ago was $743.07 and that the current balance is $1,708.13. The inventory retail value is $6,226.20. Once all the inventory is gone, all remaining funds will be used for the General Fund. No new items are planned on being bought and several items have been reduced in price. Belt Buckles are now $6.00, down from $11.50. Decals and Bumper stickers are available for 2 for $1. Ken mentioned the license plate frames and there were several comments from members regarding positive reactions they had received from people who had seen their frames. Ken mentioned that there is only one copy left of the blue, hardbound, "34th Bombardment Group, Volume II" book and that he plans to give it out at the 2007 reunion via drawing. He cannot order any additional copies because the publisher will only take order for a minimum of one hundred copies. Ken also spoke about author Ken Cashion's book that is being sold for $20 at the PX and he invited members to stop by the PX and speak to Ken because he is very personable and entertaining. Ken mentioned that Jack Share is mentioned in the book and Jack told the members that the reason for that is because his first mission was with the group that the book details. Bruce Sothern thanked Ken Paxton for all his hard work. A motion of accept the report was made by Bruce Sothern and seconded by John Feda. The motion passed unanimously.

Jim Hinchee, on behalf of the Audit Committee, which includes himself, Claude Conklin, and Oral Walker, reported that the committee audited the general books of the organization, the PX, and the Reunion Committee and that they accepted all the reports. Claude Gibbs made a motion to accept the report and it was seconded by Ken Paxton. The motion passed unanimously.

Harold Rutka presented the report of the Reunion Committee. He asked if everyone was having a good time and response was extremely positive. Harold said that one hundred-thirty were registered for the reunion. The committee is actively looking for a site for next year's reunion and the rumors going around are that it could be in Michigan, although that is not certain. Harold also mentioned that due to the dwindling number of attendees it is becoming harder to find first class hotels. It was suggested that maybe we could advertise the reunions in other Veteran's magazines and Harold said the problem is that the ads are usually very small and hidden in the back of the magazines. But he added that this is something that can be looked at. Kivett Ivey mentioned that the Reunion Committee's wives should also be mentioned for all their help. Charles Siragusa made a motion to accept the report and it was seconded by Paul Mueller, and passed unanimously.

Bruce Sothern presented the Nominating Committee report. He informed the group that Verbal Holcomb's health in not strong and that he has declined from serving in any other positions. The committee nominated the following officers: Jim Hinchee, President;

David Fieber, First Vice President; and Charles Siragusa, Second Vice President. Craig Coutros and Emmett Forrister have been elected to fill the vacancies on the Board of Directors. Nominations were requested from the floor, but none were received. Claude Gibbs made a motion to close the nominations and approve the slate as submitted by the Nominating Committee. Carroll Forrister seconded the motion and it passed unanimously.

The Mendlesham Memories report was given by Jack Share. Jack mentioned that the state of the Mendlesham Memories is in good shape and he foresees no immediate problems. The newsletter is averaging sixteen pages and there might be a need to cut it down to twelve in the future. Jack spoke about some past problems with mailing out the Mendlesham Memories; names and addresses inexplicably were dropped from the mailing list, but now he thinks those problems have been fixed. Jack also mentioned that there have not been very many new stories being submitted and that he attributed that to all the stories having already been told and retold. Instead of submitting stories, he recommended that members submit "little experiences" from their time during the war. Jack also reminded members to submit their 2006 reunion photos to him so that they could be published. Carroll Forrister and Kivett Ivey both thanked Jack for all his hard work. There was no motion made or vote taken regarding the Mendlesham Memories report.

Kivett spoke about the future finances of the association. He said that has already been discussed and laid out and that everything is in good shape and we should be able to last two more years without having to do anything drastic

Kivett Ivey presented the status of the Web Site and he mentioned that Susan Ferrell will keep up the web site, but that she would be open to donations to cover the $120 yearly fee. The Board has approved that donations be submitted to the 34th B.G. Treasurer and then the money will be forwarded to Susan Ferrell. Jack Steffen told the group that Norm Mayer has volunteered to make a $120 donation to cover the website for one year.

Old or New Business:

There was a comment from the floor regarding plans for the future. Even though the 34th B.G is only holding two more reunions as a separate organization, we need to look at attending Eighth Air Force reunions. This idea has previously been discussed and more information will be published in the Mendlesham Memories.

Harold Rutka mentioned that at the Eighth Air Force Museum in Savannah, Georgia, there is a "Last Man Bottle" of champagne. There were several light comments about just "who" would be the last man.

There was also a comment from the floor about a member's recent participation in the Van Nuys Air Show.

David Fieber spoke about the planned 2007 trip to Mendlesham, England. The trip has been scheduled for June 17, 2006 though June 22, 2006. Flyers have been displayed at the registration table as well as in the PX. There is also a "sign-up" binder in the PX. The price of $1,451.00 (not including air fare) has been set. This will include lodging, transportation in England, and several meals. If anyone has any questions, please feel free to e-mail David Fieber, Jack Steffen, or Scott Mackey.

Jack Steffen spoke about the Board of Director's decision to institute a resolution to protect the reunion committee members for costs incurred organizing the reunions. Jack presented the resolution to the Board: "The Reunion Committee acts on behalf of the 34th Bomb Group Association in planning the group's annual meeting. This process involves signing contracts in order to reserve room blocks, plan meals, and schedule tours. As attendance at the annual meetings decreases, there is increased risk of financial costs or penalties. The 34th Bomb Group Association commits to reimburse the members of the Reunion Committee for any out of pocket costs that they incur when acting in good faith in the capacity as the Reunion Committee." Jack Share made a motion to accept the resolution and Bruce Sothern seconded it and it passed unanimously.

Ken Paxton mentioned that there is a need for volunteers to help in the PX this afternoon.

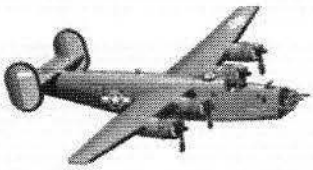
Jack Share mentioned that a reporter from the Rapid City Journal was at last night's dinner and that a story and pictures would appear in Sunday's edition. Their also was discussion of the group photograph of all the veteran's that was taken by the Rapid City Journal photographer and how it would be a nice idea to try and take this kind of picture every year. The only problem was trying to determine just when the picture could be taken and the general consensus was that the picture could be taken after the dinner.

A motion to adjourn the meeting was made by Bruce Sothern and seconded by Jack Steffen. The motion passed unanimously.

The meeting adjourned at approximately 1015 hours.

Respectfully submitted,

David Fieber
Recording Secretary



"A Step Back In Time"

The 34th Bomb Group Invites You to take "A Step Back In Time".

June 17 - June 22, 2007

Visit the historic sites of
***Mendlesham Airfield &**
34th Bomb Group Memorial*
The Village of Mendlesham
Fleece Pub & Museum
Madingley U.S. Cemetery
London* *Cambridge
...And Much More!

6 Nights Hotel Stay, Daily Motor Coach
Daily Breakfast, A Welcome Dinner,
A Farewell Dinner, Taxes & Much More!

$1451 Per Person**

To book this Event of a Lifetime,
Call our Travel Specialist: Brenda Doner
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** Price is based on double-occupancy, does not include the air transportation to London, England. Price does not include all meals, tips, or travel protection. A $300 per person deposit is required at time of booking, to secure your space. There is an additional charge of $539 Single Supplement for those wishing to room alone. This package begins and ends in London. Full payment is due April 1, 2007. Package will include 3star+ hotels, deluxe motor coach. Round-trip air to London and Pre/ Post packages will be available upon request (additional). Last day to secure an event package is March 1, 2007.

34th Bomb Group (H) Association, Inc.

Itinerary

Trip to Mendlesham (June 17 – 22, 2006)

The planned activities for the week will begin in London on June 17, and will end there on June 22. Attendees will arrange their own transportation to and from the United States, and to and from the airport to the hotel in London. This allows for other "add on" trips that attendees may want to arrange for themselves. Starting at the hotel in London, motor coach transportation from location to location will be provided for all group activities.

Day 1 (Sunday - June 17). Tour participants arrive at the Central Park Hotel in London. There will be a Welcome Dinner at the hotel.

Day 2 (Monday - June 18). Tour participants will be picked up from the hotel and driven by deluxe motorcoach to Mendlesham. There will be a group lunch at the Fleece Pub and a visit to St Mary's church in the village. The balance of the day and evening is free in Bury St. Edmunds. Lodging will be at the Ramada Hotel, in Bury St. Edmunds, for the next three nights.

Day 3 (Tuesday - June 19). Visit the Mendlesham Airfield, including the technical site and other areas. Attend a wreath laying at the 34th B.G. Memorial. Visit Stoke Ash School and meet the children who put together the Fleece Museum. There will be an evening reception in Mendlesham (organized by the village). Visit the King's Head (a GI pub in the village).

Day 4 (Wednesday - June 20). Visit the Parham Air Museum. The afternoon is free for relaxation, side trips or sightseeing on your own.

Day 5 (Thursday - June 21). Check out from Ramada Hotel and travel to Cambridge. En route, visit the Madingley Cemetery. Group lunch and afternoon tour of Duxford - American Air Museum. Following the tour, continue on to Cambridge and check in to accommodations. The evening meal will be in Cambridge. Visit pub called the Eagle, which still has an autographed ceiling from US aircrew!

Day 6 (Friday - June 22). Return to the Central Park Hotel in London. There will be a Farewell Dinner for the group at the hotel.

This will conclude the group activities. Spend some time in London on your own, or with friends, or plan trips to other favored locations.

If you have any questions,comments, or suggestions, please contact:

David Fieber
661-325-1604
Teemumicah@sbcglobal.net

Jack Steffen
513-574-1171
jsteffen@cinci.rr.com

Scott Mackey
614-761-7973
scottm1917@aol.com

34th Bomb Group reunites to relive WWII memories

By Michelle Muellenberg
Special to the Journal

Rapid City

The first-hand accounts of enemy fire, downed planes and early morning missions flooded out of their mouths like World War II was yesterday.

They came from all parts of the country, yet share one commonality — they were all members of the 34th Bomb Group, a WWII outfit based in Mendlesham, England, that flew B-24s in missions over France and Germany.

For 23 years, members of the 34th have reunited to share stories as well as continue the history lesson for future generations.

This year's reunion brought more than 100 34th Bomb Group members to the Black Hills.

"When we were (in Europe) everyone was so busy ... taking care of yourself and your crew," Ken Paxton of Wichita, Kan., said standing in the lobby of the Best Western Ramkota. "Now, we have time to talk about (the war)."

Paxton, 81, and his wife have traveled to many reunions.

Ken **Paxton**

Jack **Share**

Robert **Wright**

Paul **Mueller**

Harold **Rutka**

As the men and their families arrived earlier this week, they immediately started catching up. In between stories about children, grandchildren and life over the past year, the men recalled tales of war six decades earlier.

Paul Mueller, the only member from Rapid City, remembered his crew's final bombing run in 1945.

"We were on a final approach when we lost engine two," Mueller said.

German flak, anti-aircraft guns, then took out engine four, he said.

"We stayed in formation with two engines for two minutes," Mueller said.

The crew then called for a B-51 escort.

"We got across to friendly lines," he said.

After landing safely back in England, crew members noticed 17 holes in their aircraft.

None of the nine crew members were injured.

The same outcome, however, did not hold true for Jack Share and his crew.

Share, 83, of Woodland, Texas, remembered his 15th bombing mission. The crew had just bombed Nuremberg and was headed back to the base when their plane was shot down.

"We ditched in the North Sea," said Share, also the editor of the bomb group's quarterly newsletter, Mendlesham Memories. "We lost three crew members, and I was wounded."

Share was taken to a hospital in Britain where he lost the lower half of his leg.

"It was a messy day," he said.

Robert Wright, 85, of South Bend, Ind., spoke of the time his plane nearly got shot down when hit by German fire.

"I was lucky they hit my engine and not the cockpit."

The majority of 34th Bomb Group members who traveled to Rapid City this weekend have attended previous reunions throughout the United States and in England, where a memorial is set up at their former base in Mendlesham. The prospect of future gatherings, however, is uncertain.

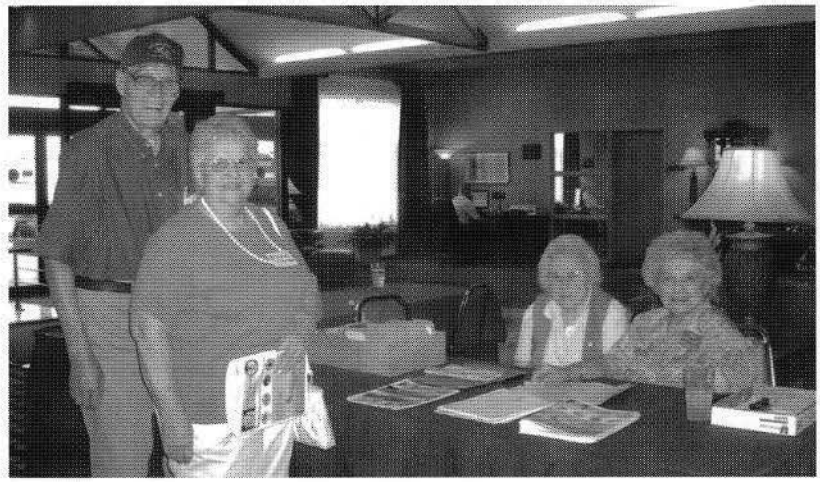
"Our numbers are going down," said Harold Rutka, reunion chairman for the past 23 years. Previous reunions numbered several hundred veterans; however, many members have died or are too ill to travel.

"We have to decide what to do this year for next year," Rutka said of board meetings held this weekend.

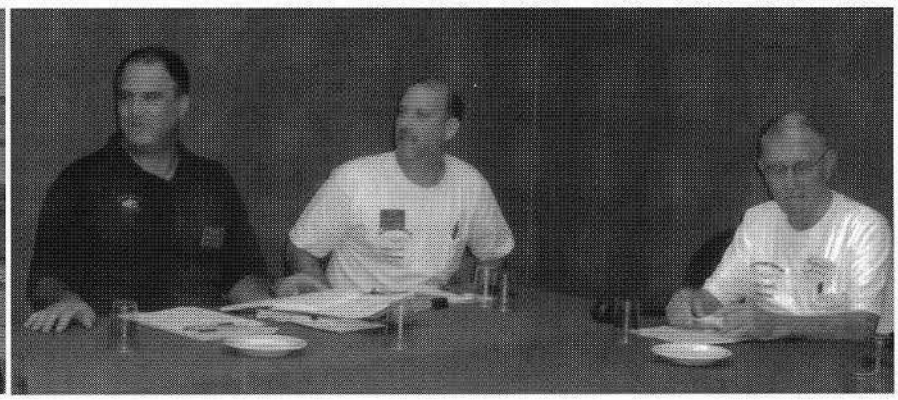
From Rapid City Journal - Rapid City, SD

Reunion Attendees

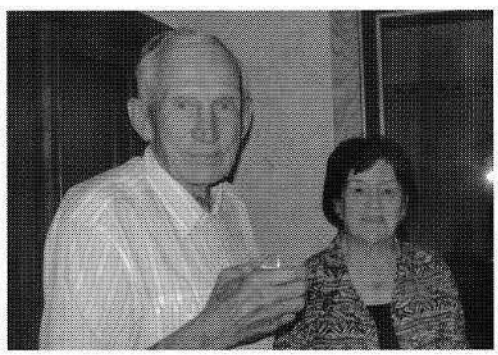
Ruth Bailey & Stan Adams
Clarence & Rita Arand
Lawrence & Lucille Babcock
Charles & Roberta Barclay
Alan Barclay, Sue Barclay
Loretta Shultz
Elaine Gilbert & Mike Gilbert
Robert Barclay, Sandy Barclay
Bobby Ray – Karla Ray
Daniella Ray – Taylor Ray
Roberta Barclay
Merlin Bruning - Donley Granstra
Kenneth Cashion
Hymen & Ruth Chauson
Claude & Gen Conklin
Harry Crawford, & daughter, Donna
Anthony & Ruth Coutros
John & Craig Coutros
John & Betty Mae Feda
David & Sonia Fieber
Nancy Fieber
Carroll Forister
David, Emmett , Stuart,
Zachary &
Jacob and Vivienne Schwab
Dale & Esther Frank
George & Debra Garbiso
Claude & Audrey Gibbs &
Betty Miller
Willis Griffis – Ed Morrison
Walter & Dorothy Grimes
Carolyn Guertin – Florence Blank
Ambers & Jean Hanson
Jefferson Hawkins & John
McKinney
Glen & Vera Henry
Raymond & Dickie Hinchee
Lloyd & Marla Inman
Al & Agnes Israelsen
Kivett & Dennis Ivey
Michael & Margaret Jacobbauski
Joseph & Kay Marks & 2 kids
James Martin
Norman Mayer – Louise Crew
Clayton Mink & daughter,
Pamela Schmitt
Paul, Hazel & Steve Mueller
Fred & Ginny Muente
William & Maria Orton
Ken & Kathleen Paxton
Richard & Kieth Paxton
Boyd Niederlander
Floyd & Miriam Richmond
Harold & Gen Rutka
Leon & Jeanne Salveson
Fred, Randy, Michelle Sauermilch
Charles & Henrietta Siragusa
Robert, Jennie, Richard Schroeder
Jack & Marian Share
Bruce & Gregg Sothern
Jack Steffen
Jim & Stella Stivender
Walter Sturdivan
Robert & Esther Wright

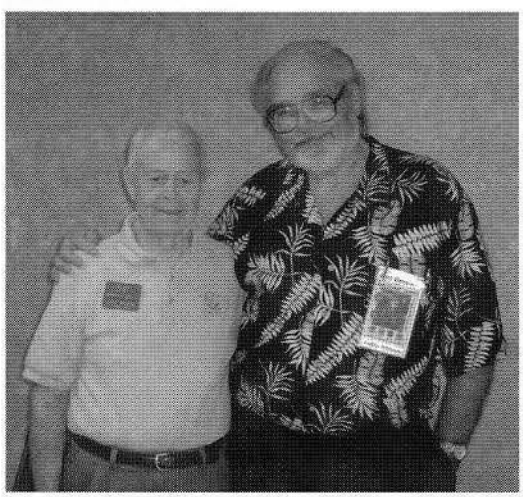


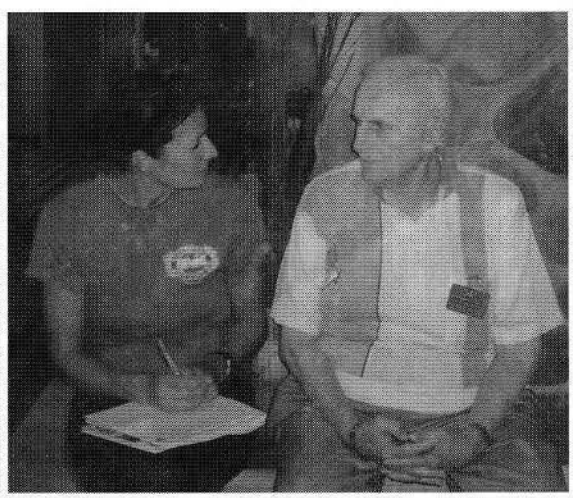
Welcome to the 34th Bomb Group Reunion 2006

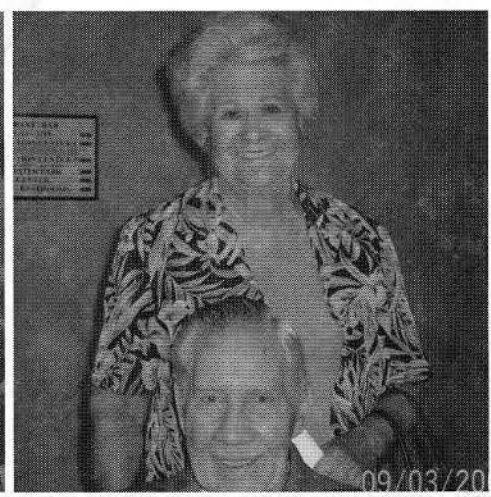


Rapid City, South Dakota

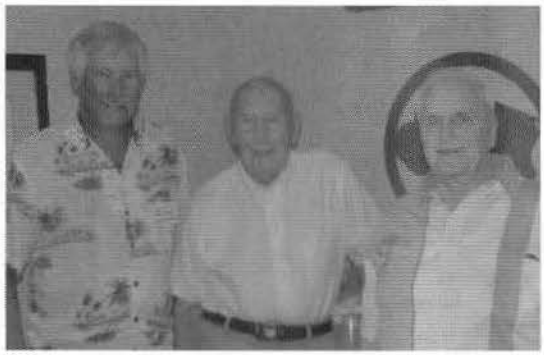
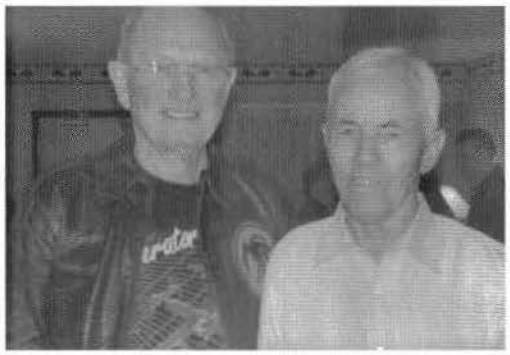




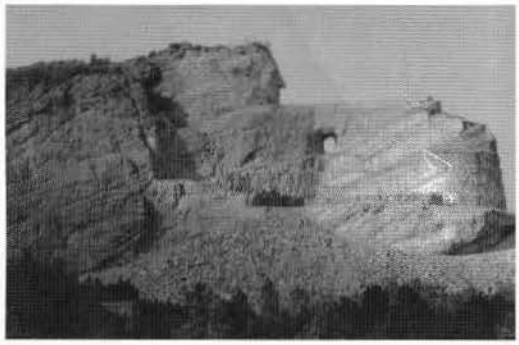




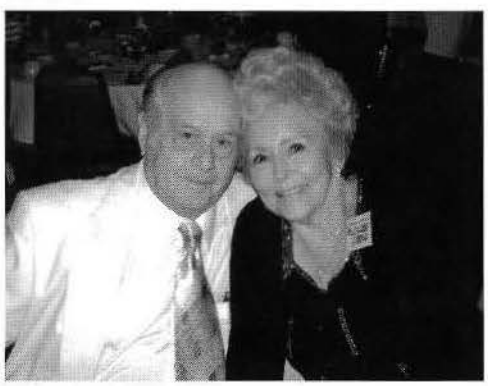
Catching Up With Friends

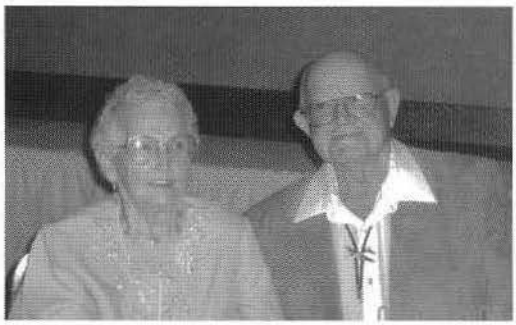
The Tour of Rapid City

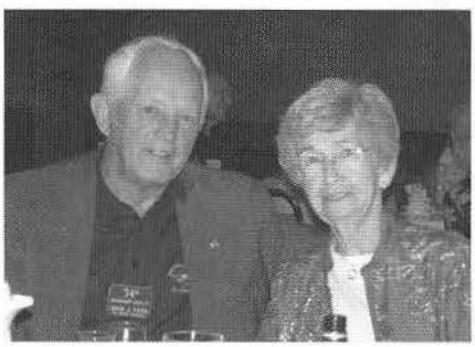


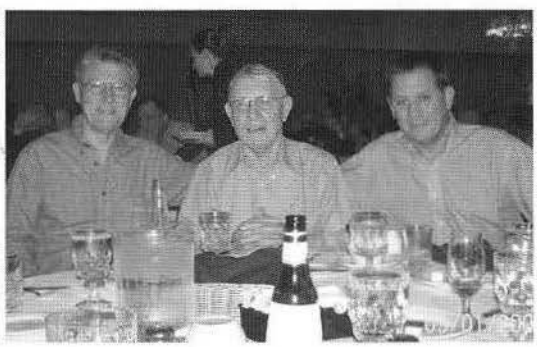
Saturday Night Gala Banquet



Saturday Night Gala Banquet







Overheard, a father tell his son: "I didn't start to enjoy life until I learned to get up and go to bed on the same day."

FRIENDS WRITE

EMILE ARMSTRONG - WATKINS, CO

Enjoy the Mendlesham Memories very much. When I got the June issue it reminded me to pay my dues.

Would love to go to Rapid City to the reunion but my health doesn't permit it.

You guys do a great job.

****

BARBARA HARTMAN - BALLSTON LAKE, NY

Glad to hear the "Special Gunners are Heros". My husband, Ralph Hartman, was a tail gunner on "SHORT CHANGE" - flying out of Mendlesham with the 391st squadron.

Ralph, an amputee, enjoyed teaching other handicapped skiers at Sindham in the Catskill Mountains, New York State. There is a ski race named "Hartman Race" and also a special race devoted to disabled vets - who mostly served in Iraq.

****

KENNETH ANDERSON - WADENA, MN

Enclosed dues for last year and this year. They are long overdue but my memory isn't what it used to be.

Eileen and I are both 83 this year and have been married 62 years. We are in good health but like everyone our age we have aches and pains. We are thankful we can live in our own house and we both still drive. Just finished a fun trip to North Carolina and Virginia to visit our son, all the grandkids and 3 great grandchildren.

Our life together began in Blythe, CA and we have been back a couple of times. Surely, not the same.

We look forward to Mendlesham Memories.

****

JAMES "CHIP" SPENCER - CARSONVILLE, MI

We have enjoyed Mendlesham Memories as life members since 1989 so we don't mind paying the $10. Hope to see you in Rapid City.

****

OLGA GRENDZINSKI - MIAMI, FL

I am sorry, and with deep regret, to inform you that my husband, Mitchell R. Grendzinski passed away on May 23rd, 2006. He was a very proud American who served his country and, thank God, came back alive. He was 82 years old and we were married for 57 years. A great husband and father and very proud of his service in the U.S. Air Force. He used to enjoy reading the Voice of the 34th Bomb Group Association.

****

JACK OYSTER – NICEVILLE, FL

I'll be 85 soon and would like to meet or hear from any of the members that flew on the Group's 13th, 16th and/or 69th missions.

The 13th mission on June 7, D-Day plus 1, was flown to Tours, France, RR marshalling yard. Since we went west out on the second wave of planes, we were late returning to base, about dusk. It was then a German night fighter shot down two of our planes as they were about to land at Mendlesham. The rest of us hit out landing lights and headed west to other fields.

Group mission 16, June 14, was to Cambrai Epinoy, France. On the way back, close to Antwerp we were hit very hard by flak. Our pilot, Sam Daskin, was injured by flak which came up through his seat, through his right thigh and his right hand. Despite his injuries, he got the '24 under control and somehow got us back to England where we landed at Manston. All of us survived and Sam was awarded the Silver Star for saving our lives.

Mission 69, Sept. 27 '44. Ludweigshaven, Germany. We were assigned another pilot, Capt. "Speedy" Blackburn and , as I remember, we were leading the Wing. Major Burton, from wing, took over the right seat. Our '17 was heaving electrical problems so just before the IP we moved to the side so the deputy lead could take over. Unfortunately, we moved over a flak field and were shot down. All of us jumped, were captured, and spent the rest of the war as POW'S.

These mission stand out in my mind from the other 12 missions we flew. It would be great to talk with other fellows that also took part in them.

ED-A good place to connect would be at the next reunion.

****

BOB DEES – TORRANCE, CA

Enclosed find my dues for another year. Enjoy getting Mendlesham Memories and would like to get to a reunion but find it to big a task. Hope you had a good one this year.

****

DORIS BRAUKS – AFFTON, MO

It is with heavy heart, I wish to inform you that my beloved brother, Wallace (Wally) G. Brauks, entered the Kingdom of Heaven on August 5, 2006.

****

DICK DUNKEL – SINKING SPRINGS, PA

Enclosed find check to get me current with the dues. Balance can be applied to web site or where ever needed.

I'm still kicking – but not so high.

****

ALICE PAULNOCK – SANTA BARBARA, CA

Enclosed are my dues for year 2006 to keep the magazine, Mendlesham Memories coming.

****

Continued on page 18

Friends Write - Continued

LETHA NOEHREN – FT. WAYNE, IN

I regret to inform you my husband, Robert E. Noehren, passed away December 20, 2005 following a bad fall on the ice.

He always enjoyed reading the Mendlesham Memories. He especially enjoyed the reunion we attended.

Keep up the good work.

****

SHEILA FICK – FLEETWOOD, PA

My name is Sheila Fick from Fleetwood, PA. I just wanted to let you know how much I enjoyed reading your June 2006 newsletter. A very dear friend of mine, Richare Dunkel of Sinking Springs, PA let me read his copy. My dad was also a WWII veteran in the US Army and if he were still here, I know he would also enjoy it. I've been going on some of the websites listed in the newsletter because I am fascinated with, and proud, of all the veterans who served. My grandfather was also in US Marines during WWI. Just wanted to let your know how much I enjoyed Mendlesham Memories. Keep up the good work.

****

NORM MAYER – HUNTINGTON BEACH, CA

Louise and I had a great time at Rapid City and enjoyed every part of the trip and meeting all the members of the 34th Bomb Group.

I'm sorry it's all going to end in a couple of years but time does take it's toll. We all have a lot of good memories from our meetings.

****

DAVID FIEBER – BAKERSFIELD, CA

Just wanted to let you know how much we enjoyed the reunion this year. We were really pleased with the location because there were so many wonderful sights and activities that we could do. The tour was a lot of fun and we enjoyed both of the dinners. The food and the hotel were terrific and everything that we needed was available to us.

We can't even imagine how much work goes into organizing the reunions but we certainly know that none of it would ever come about if it wasn't for the reunion committee.

It was great seeing you and all of our friends. Please take care and we look forward to seeing you in '07.

****

BOB SCHROEDER – AMERICAN FALLS, ID

We enjoyed the reunion very much and were happy the Joe Hammersley crew had the most members there. They are a very close knit group and we enjoyed being together with them and all the other 34th members we have met over the many years that we have been going to the reunions.

Thank for the Mendlesham Memories and to those who work so hard for our great reunions.

****

JIM HINCHEE – SALEM, VA

Sure did enjoy being with you at the reunion. Am sending a check for dues. Please let me know if I owe more.

****

CHARLIE SIRAGUSA – SPRING, TX

Enclosed are dues for year 2007 and 2008. Enjoyed meeting you again in Rapid City. You are doing a good job as treasurer. Thank you.

Hope to see you at the next reunion, wherever it might be.

****

ED HAYES – SALISBURY, MD

Just finished reading the MM and regret, due to our health, we can not attend the reunion. My wife, Ginny, and I just had our 66th wedding anniversary on June 22.

There are only two members of our crew still living. The MM brings back fond and sad memories.

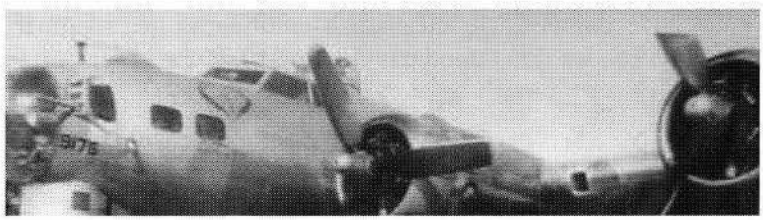
Enclosed is check for 2 yrs dues and the balance into the treasury of MM. May there be a solution to the problem of disbanding MM?

****

RITA HILTNER – FREEPORT, MN

Sending my dues for the year 2007. I sure enjoy reading Mendlesham Memories. Keep up the good work. Greetings to all.

****



MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BAKER	WILLIAM V	391A	205 ALBEMARLE CIR	CROSSVILLE	TN	38558
BROWNE	WILLIAM J	18LM	143 SHAFER RD	CORAOPOLIS	PA	15108
CHAUSOW	HYMEN, M	391/4	830 AUDUBON WAY APT506	LINCOLNSHIRE	IL	60069
DUNCAN	ROBERT L	391A	29751 FINLEY	CLINTON TWNSHIP	MI	48036
FRANCO	GEORGE A	18/4	4089 NESCONSET HWY	SOUTH SETAUKET	NY	11720
GARDNER	MARVIN I	18LM	210 FOUR BEARS	KERRVILLE	TX	78028
JAQUA	WILLIAM M	LM	16809 OKOBOJI LN	ODESSA	FL	33556
LEE	WALLACE B	18	17502 102ND AVE NE #237	BOTHELL	WA	98011
MONGEON	DANIEL G	A	1116 ANESBURY LN	ALEXANDRIA	VA	22308
MONGEON	OMAR GEORGE	18LM	104 ALCORD LANE	BATESVILLE	MS	38606
MORGAN	CHARLES D	391	4 LINDSAY LANE	METHUEN	MA	01844
MURRAY	CLAUDE C	97PRG	C/O SUNSHINE VILLAGE 2606 E GREEMWAY PRKW	PHOENIX	AZ	85032
STELLING	WILLARD	391	632 EPWORTH PLACE	OTTAWA	IL	61350
STRAWDER	EARL C	7	209 LAKESHORE DR	MOULTRIE	GA	31768
WALKER	ORAL D	391LM	3241 FINE LAKE	BATTLE CREEK	MI	49017

Rest easy, sleep well my brothers.
Know the line has held, your job is done.
Rest easy, sleep well.
Others have taken up where you fell, the line has held.
Peace, peace, and farewell...

Taps

Last Name	First Name	Org	DOD	Address	City	State	Zip
ALSTON	DR. WILLIAM C	7	10- -06	4134 E 31ST ST	TULSA	OK	74135
BEALE	JOSEPH H	391LM	not known	2314 LINDBERG BLVD	SPRINGFIELD	IL	62704
BRAUKS	WALLACE G	7LM	08-05-06	6923 ALICETON AVE	AFTON	MO	63123
FREEMAN	EDMOND, F	391	10-03-06	2450 BAYWOOD DR	DUNEDIN	FL	34698
FREYSINGER	CARL W	7LM	08-31-06	6137 URBANNA WOODSTOCK, CABLE		OH	43009
NOEHREN	ROBERT E	391LM	12-20-05	1123 CINNAMON RD	FT WAYNE	IN	46825
TOBIASON	HENRY T	4	05-02-06	409 DALE DR SE	REMER	MN	56672
WOODWARD	FRANCIS L	391	07-18-06	127 JOHNSON RD	ILION	NY	13357

66th Wedding Anniversary

Congratulations To

Ed And Ginny Hayes

On Their 66th Wedding Anniversary On June 22nd, 2006

CHRISTMAS AT ARLINGTON - WREATHS FROM WORCESTER WREATH CO.

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

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Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Volume XXXII Number 1 March, 2007

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

They watched -
They waited -
They Prayed.

Scholarship Application

In This Issue

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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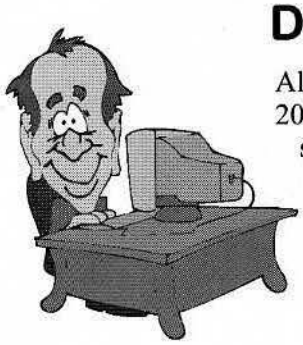
OTHER WEB SITES OF INTEREST:

http://members.tripod.com/valortovictory/index.html
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb



DEADLINE

All material and items for the June, 2007 issue of Mendlesham Memories should reach me on or before April 15, 2007. All copy will be going to the publisher on that date.

Jack Share, editor

DUES are DUE

2007 Dues, for those who pay annually, are du as of January 1st, 2007.

DUES ARE $20.00 PAYABLE TO 34TH BGA.

Send Dues To:

Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Your cooperation in getting your dues paid now will guarantee your continued membership in the 34th Bomb Group Association. Thank You.

Share - a thought...

Jack Share

Since all copy for the March 2007 issue of MM needs to be turned over to the publisher by the 15th of January, my contribution to that edition is being conceived in this second week of January. At this time I am not sure that we will have a report from the Reunion Committee in time for the printing due to the unfortunate accident that befell Harold Rutka, our committee chairman. As some of you know, Harold fell in his driveway recently and fractured the femur bone just below the hip socket. Genevieve has said that, after the bone was stabilized, he was released from the hospital and sent to a rehab facility where he will perhaps reside for sometime during his therapy sessions.

We are fortunate in that Harold and Gen, efficient as they are, have finalized plans for our hotel in Grand Rapids but, as I understand it, they are still negotiating with several tour companies regarding pricing and tour locations. Knowing Harold, I'm sure that all will be settled shortly and the reunion plans will go forward without a hitch. All pertinent information for the reunion will be included in the June issue of your newsletter, Mendlesham Memories.

For our working members, and those who plan on accompanying their parents to our September reunion in Grand Rapids, it is not too early to start making plans now. September will roll around pretty fast so scheduling your vacation times now will assure that the reunion dates, September 5th - 9th will be locked in. Us "old geezers" never get any vacation time so we don't have to worry.

It's amazing that very seldom do the remaining family members of our veterans want to have our newsletter, Mendlesham Memories, suspended after the veteran is gone. Although we hear of how WWII veterans never wanted to talk about their experiences it is clearly evident, even 60 plus years later, that the following family members are very proud of their mothers, fathers and other relatives participation in the war and the war effort. It seems to have had a continuing major impact on their lives through out the years. Hopefully, the servicemen and women serving in all past, present and future world wide conflicts are equally respected in years to come. Thank a serviceman/woman today. They deserve our support regardless of our political leanings.

Jack

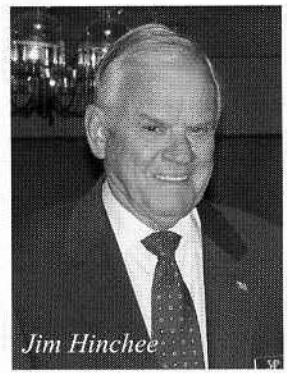
LOOSE TRANSLATION

A little boy opened the big family Bible. He was fascinated as he fingered through the old pages. Suddenly, something fell out of the Bible. He picked up the object and looked at it. What he saw was an old leaf that had been pressed in between the pages. "Mama, look what I found!" the boy called out.

"What have you got there, dear?"

With astonishment in the young boy's voice, he answered, "I think it's Adam's."

PRESIDENT'S MESSAGE


Jim Hinchee

Here it is 2007. Christmas has come and gone. It will soon be time to go to Grand Rapids. How time flies. 2006 was a good year for us. Thankfully, we did stay healthy with just the normal aches and pains of old age.

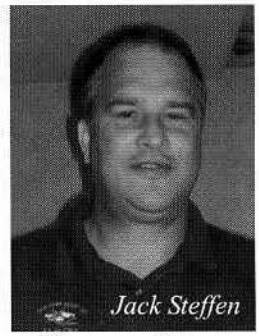
It is sure nice to see how the young associates have added new life to the group. Kind of reminds me of the past years when the stairs were not so steep and the halls so long. Just thankful to keep going.

As usual, Jack is working hard on the March issue of Mendlesham Memories. What would we do without him and the newsletter? It is the lifeline of the 34th. We always look forward to getting the MM.

Sure hope everyone stays healthy and, the good Lord willing, we will see you all in Grand Rapids in September.

Jim Hinchee,
President, 34th BGA

TREASURER'S REPORT

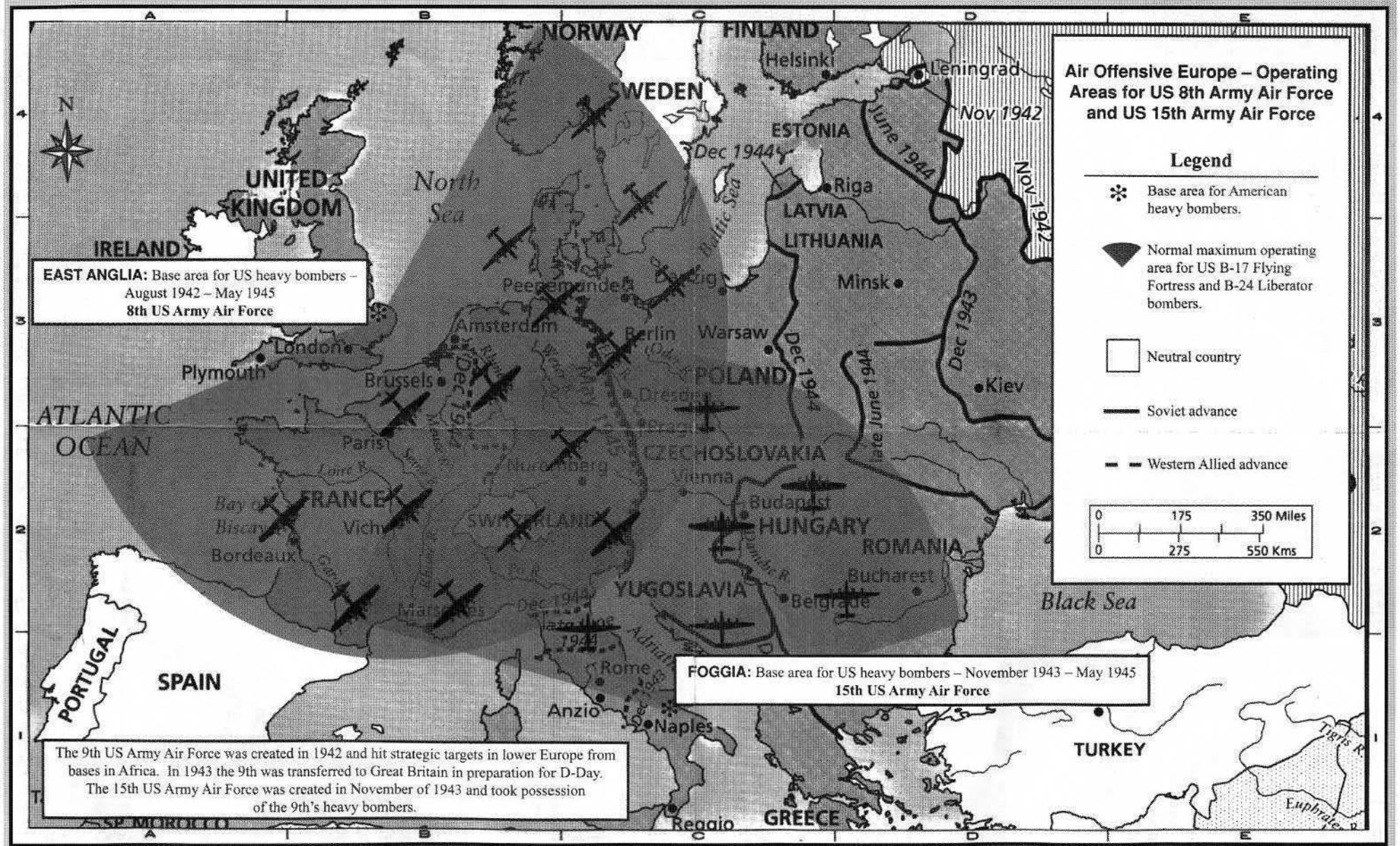

Jack Steffen

At the meeting in Rapid City, the annual dues amount for 2007 was set at $20.00, the same as for 2006. There is no dues amount for the life members for 2007. I have already started receiving 2007 dues payments from many of you. Thank you for your prompt payments. Elsewhere in this issue is the address for sending your annual dues payment to me. Please make your check payable to the **"34th Bomb Group Association".**

In addition to dues payments, we have received two other significant contributions to our treasury. First, thanks to a lot of hard work by both Ken and Kathleen Paxton, our PX continues to be a success. They always have many nice items for sale and are able to keep prices reasonable and generate a profit. Ken recently sent me a $2500.00 check to deposit in the treasury. I hope that everyone appreciates the hard work that Ken and Kathleen perform on behalf of the group. Please stop in at the PX at our next reunion in Grand Rapids, Michigan and thank them personally. And, speaking of reunions, the Reunion Committee sent me a check for $650.00 representing the attendeest $5.00 registration fee at the 2006 reunion in Rapid City. The Reunion Committee also does a consistently good job for our group. I hope many of you come to our final two reunions in 2007 and 2008 and thank them in person.

I reported in Rapid City that the group is in good financial condition. With 2007 dues payments rolling in, and the contributions from the PX and the Reunion Committee, our finances continue to look good. Thank you for your continuing support.

Jack Steffen,
Treasurer, 34th BGA


Air Offensive Europe – Operating Areas for US 8th Army Air Force and US 15th Army Air Force
Legend
Base area for American heavy bombers.
Normal maximum operating area for US B-17 Flying Fortress and B-24 Liberator bombers.
Neutral country
Soviet advance
Western Allied advance
0 175 350 Miles
0 275 550 Kms
EAST ANGLIA: Base area for US heavy bombers – August 1942 – May 1945
8th US Army Air Force
FOGGIA: Base area for US heavy bombers – November 1943 – May 1945
15th US Army Air Force
The 9th US Army Air Force was created in 1942 and hit strategic targets in lower Europe from bases in Africa. In 1943 the 9th was transferred to Great Britain in preparation for D-Day. The 15th US Army Air Force was created in November of 1943 and took possession of the 9th's heavy bombers.
NORWAY
FINLAND
SWEDEN
Helsinki
Leningrad
Nov 1942
June 1944
ESTONIA
Dec 1944
Riga
LATVIA
LITHUANIA
Nov 1942
Minsk
Dec 1943
UNITED KINGDOM
IRELAND
North Sea
Baltic Sea
Peenemunde
Amsterdam
Berlin
Warsaw
Dec 1944
London
Plymouth
Brussels
POLAND
late June 1944
Kiev
ATLANTIC OCEAN
Paris
CZECHOSLOVAKIA
Vienna
Budapest
HUNGARY
FRANCE
Vichy
Bordeaux
ROMANIA
Bucharest
YUGOSLAVIA
Belgrade
Black Sea
Dec 1943
late June 1944
Rome
Anzio
Naples
PORTUGAL
SPAIN
TURKEY
Tigris R.
Euphrates R.
Reggio
GREECE
SP. MOROCCO

Request for Information on Former Member of the 34th Bomb Group

My wife's grandfather, PFC Joseph T. Cirolia, was a former member of the 34th Bomb Group during World War II stationed at Mendlesham, England. His Army serial number was 32971867 and his DD 214 states that he was a "duty soldier 590" with the 4th Bomb Squadron. Any information that you could provide on him, or links on the web, would be greatly appreciated

Also, please let me know how I might join your organization and receive you newsletter.

As you can see by my signature block, I am currently serving in the United States Army stationed at Fort Sheridan, Illinois. If any members were ever stationed here, they can certainly contact me for information about the old post.

Many thanks,

Robert K. Fischer
SSG, USA
PSNCO

Coml: 1-847-266-3204
Fax: 1-847-266-3191

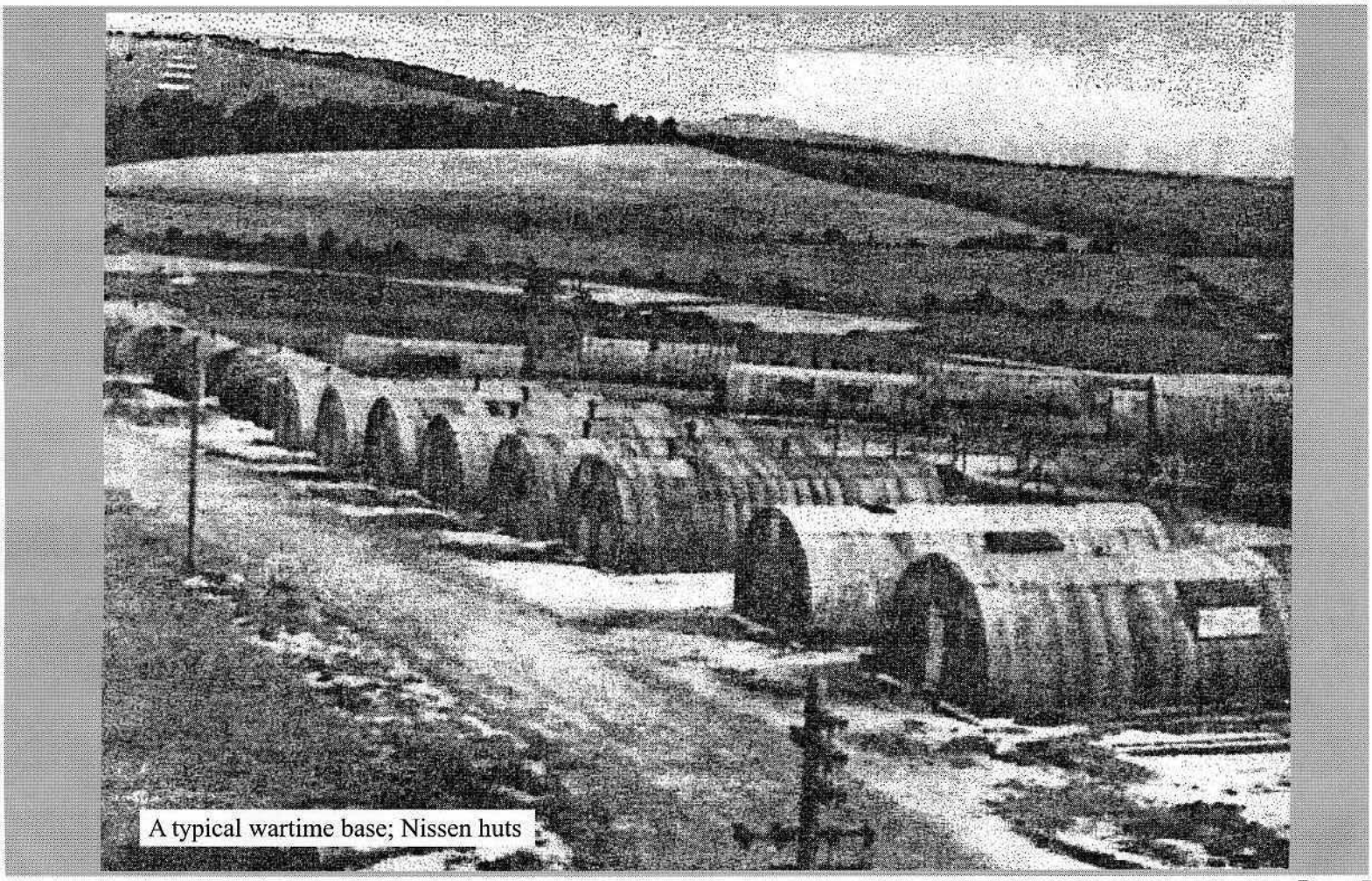
WWII Control Towers in England

In the UK there is a website called "Control Towers" (www.contrower.co.uk) which provides information and photographs of the many US Air Force control towers that were, and some still are, in existence throughout England. A number of these that are still in existence are now being preserved as museums or even housing. As you can appreciate though, many of the original land marks have now been destroyed with the airfields returned to fram land. However, there has yet to be a "write-up" or photograph of the Control Tower at Mendlesham. Therefore, could I be so bold to ask that if anyone within the 34th Bomb Group may have such information/photos, would they be so kind to pass it along to me to help complete the website. Of the many World War II 8th Air Force bases, I believe that the site contains all of the airfields except four (4) with one of the missing being Mendlesham. Obviously, the tower is long gone, but there are remains of the airfield that still exist.

Through your newsletter, "Mendlesham Memories" I have learned that the 34th Bomb Group Association is planning their last sortie to Mendlesham next year. May I wish you every success with your plans and hope next year's trip will be a memorable one.

Many thanks for your help,

Barry Turner
45 Goodwood Close
Ipswitch, Sufffolk
Ip1 6SY
England
e-mail: barry.turner1@ntlworld.com
(I live approximately 14 miles from Mendlesham.)



A typical wartime base; Nissen huts

SCHOLARSHIP APPLICATION

The Ray L. Summa, 34th Bomb Group Association Scholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.

2. Applicant must have maintained a 3.0 grade point average on a 4-point scale during his/her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4-point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4-point scale.

2007 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name:_____ Phone:_____

Address:_____

Name of Sponsor (paid-up 2007):_____ Squadron:_____

Address:_____

_____

Age of applicant:_____ Grad. Date:_____ Best SAT/ACT Score:_____ GPA:_____

Will pursue Academic Major:_____

Colleges and Universities of interest to you:_____

_____

Summary of academic achievements (e.g. scholarships, awards, honor society):_____

_____

Extracurricular activities:_____

_____

Community activities you have participated in:_____

_____

Hobbies and Special Interests:_____

_____

List any non-government funded jobs which you have held: (Full or part time, with dates):_____

_____

_____

(Use additional sheets as needed.)

Applications must include and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: Copy of your ACT/SAT test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class (your positioning the number of students in class).

Applications must be postmarked no later than July 10, 2007.
(Please include a self addressed post card if you wish acknowledgment of receipt of application).

Winners are expected to be announced at the 2007 34th Bomb Group Reunion in September.

Mail completed application to:

Scholarship Committee
c/o Ambers Hanson
1505 Chadwick Ln.
Auburn, AL 36832

PX Order Form

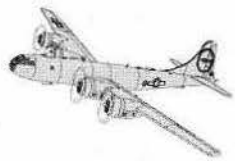
AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

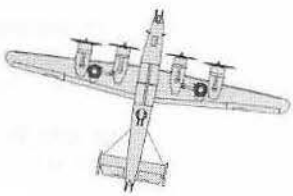
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $10.00ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and EighthAirForce. ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5". ..... $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8TH AF) ..... $ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years") ..... $19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows our bright red rudder. Nice for warm weather & very colorful ..... All Sizes $12 each or 2 for $22.00.
KEYRING - B-17, B-24 or 8th Air Force ..... $4.00ea.
KEYRING with leather back ..... $6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background ..... $10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $8.50ea.
SWEATSHIRT (good quality) colorful logo on front "PROUD TO BE A VETERAL" S, L, XL, OR XXL ..... $20.00ea.

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)

THANK YOU FOR YOUR ORDER





Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

Back To The Future

(Blythe Army Air Base Revisited)

The 34th Bomb Group did much of their stateside training outside of the small agricultural town of Blythe, which is situated on the Colorado River that separates California and Arizona. Stuck in the middle of a sparsely populated area of the southwest, the War Department decided this would be an excellent location for a major training base. With lots of open, undeveloped area, and sunshine almost year-round, this provided an excellent training environment.

Construction of the base began, and the airfield was ready for use by the end of 1942. A cross-shaped runway provided a north-south and an east-west approach, while a NW-SE and a NE-SW runway provided more options. To the northeast and northwest of the runways were the ramps where the B-24's, B-17's and A-20's were tied down. Directly behind these ramps were the crew buildings for the 4th, 7th, 18th and 391st Bombardment Squadrons that comprised the 34th Bomb Group.

Just south of the runways, were other buildings including the post headquarters, post exchange, barracks for non-flight personnel, a theatre and a swimming pool.

The 34th occupied this field from mid December, 1942 through April, 1944. BAAB became home to thousands of men before being sent overseas to Mendlesham, England. No doubt many of the men stationed there have fond memories of Blythe, including and perhaps predominately, the heat!

Once the war ended, many of the buildings were eventually dismantled and the good wood and other materials were carted off for use elsewhere, while the rest went to the city dump. For years, many of the building's concrete foundations, stone-lined walkways, roads, runways and ramps were intact. Eventually, and unfortunately, most of this was destroyed when dozers cleared the area so farming could take over. Although the crops are now long gone, one can still see where the plowed rows of soil literally went around the airfield, wiping out the areas of BAAB's post buildings.

The main hanger was spared, as were a few other buildings, and is still in use today.

I have been interested in researching the WWII-era airfields of Arizona, as well as Blythe and Rice airfields (Rice is about 30 miles north of Blythe AAB) for many years now. I enjoying photographing and researching these old airfields as they are slowly being absorbed by the desert or development. I am in the process of writing a book about these airfields in the southwest as I feel they played such an important role, yet are virtually never spoken about. It is my way of honoring the men who served, as well as preserving the history of these bases.

A few months ago, I had the opportunity to pay 'an arm and a leg' for some photos of the 34th while stationed at Blythe. It is fascinating to look at the base over 60 years ago, and compare it to today. It is easy to look at the photos and wonder what it must have been like at Blythe AAB during the war years.

I also research aircraft crashes that occurred while these bases were in operation, and have personally visited about ten B-24 and B-17 crashes of the 34th BG in Arizona and California. As I am sure many of you recall, the 34th had many mishaps while at Blythe AAB, which unfortunately took many young lives.

One crash that really stands out to me is that of B-24E, serial number 42-64397, that crashed into the McCoy Mountains, 8 miles northwest of Blythe AAB on October 15, 1943. After take-off for a night-flight, the plane developed engine trouble, which prompted the pilot, Lt. Merrill Bernard to request permission to land on the east-west runway. Unfortunately, the darkness hid the lofty mountain peaks and the tower reported seeing a fireball on the mountainside. The crew was Lt. Merrill Bernard, F/O Dean Mulberger, Lt. Arthur Osburn, Lt. William Grace, and Sgt's Willis Thurmond, Louis Buess, Paul College, Ormond May, Howard Hazelwood and Paul Grimm.

When I first found this remote site about 8 years ago, I noticed that most of the larger parts had been taken away after the crash, but tons of smaller debris and a burn area remained. After taking some photos, I saw a small chain in the dirt. When I pulled it up, it was still attached to a dogtag; that of radio operator Lewis Buess. Also found was the 1942 Greencastle, PA high school class ring that belonged to flight engineer Paul College.

With research, I was able to track down Buess' 87 year old sister and return her brother's dogtag. I recall her telling me that it felt so warm in her hands.

Paul College's ring was returned to a family member and from what I understand, is on display in the local VFW building.

Another interesting crash was from 21 January 1944, when B-24 #42-99969 crashed after a night-time take-off. Although undetermined, investigators suspect that the pilot may have suffered from vertigo or disorientation in the night sky. Amazingly, two men survived the crash: gunners Elmer Stred and Lawrence Jorgersen. I have not been able to locate either man. The crew for this plane was Lt's Mark Russell, Carl Boland, Donald Brown, John Burford, and Sgt's Robert Lipesynski, Joseph Love, Elmer Stred, and Cpl Lawrence Jorgensen, and Pfc John Babkewics.

A number of years ago, I located a 34th B-24 that crashed about 30 miles south of Casa Grande, AZ, on January 30, 1944, after the crew bailed due to an engine fire. I was fortunate enough to locate and interview two crewmen, Sgt Kenneth McLennan and Pfc Elmer Wiley. They both shared their thoughts and recollections of that day and also enjoyed reading the crash report and viewing photos of the crash site I had mailed. That crew was Lt's Charles Daniels, Williams Bagus, Morris Wender, Wilbert Terry, Sgt's Kenneth McLennan, Leonard Coletta, Edward Iverson, John Malpede, Charles Brannan, and Pfc Elmer Wiley.

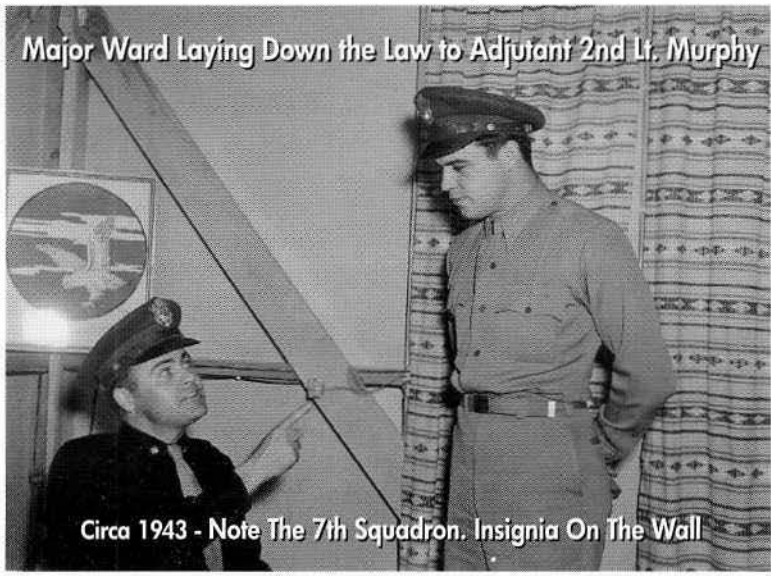
I am still searching for a few other 34th BG crashes that still elude me, including the January 25, 1944 mishap that occurred 4 miles north of Quartzsite, AZ. The crew was Lt's Donald Harris, George Thomas, Harry Brennan and Sgt's John Dzaich, Elwood Wolf, John Corbett, Woodrow Marlow and James Marasa.

Eventually, it is my goal to build a small monument at the Blythe airport honoring the over 120 young men who died stateside and never had the opportunity to serve at Mendlesham.

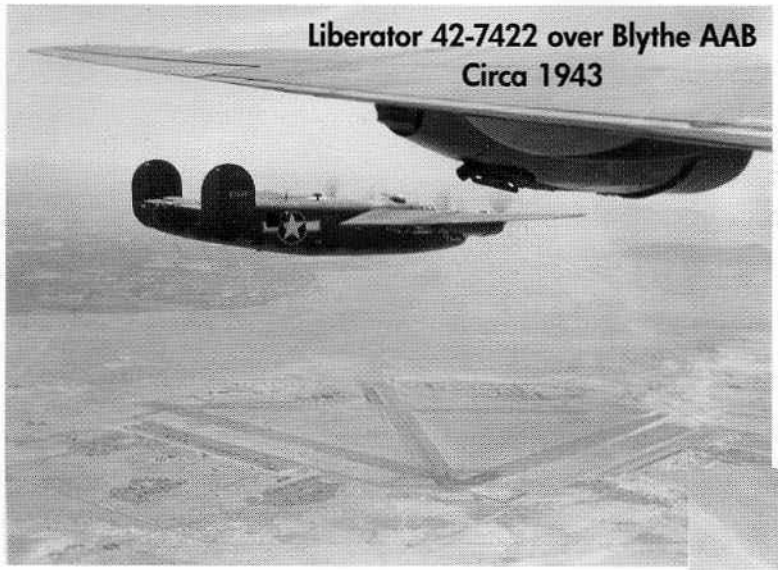
If any members have any photos, stories or information on your time at Blythe or on plane crashes that you would like to share for my book, please let me know.

Trey Brandt
4340 N. 23rd Pl
Phoenix, AZ 85016
(602) 952-2646
TreyB@cox.net

Recognize Anyone?
Blythe AAB - Circa 1943



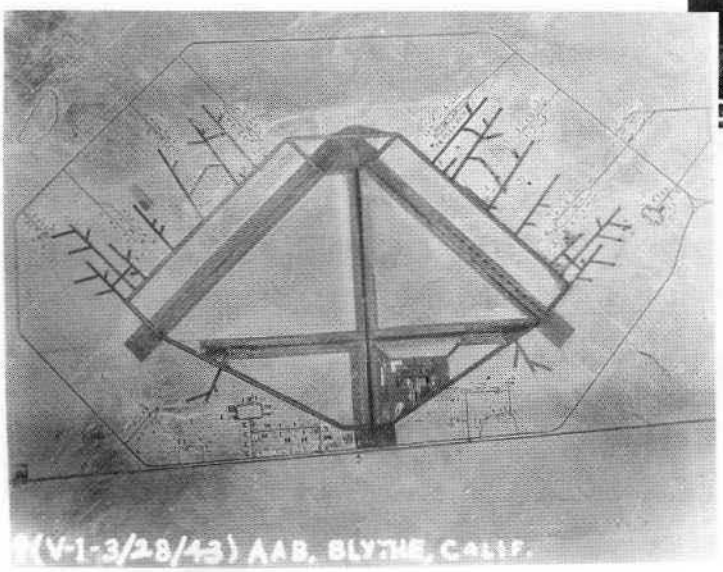
Major Ward Laying Down the Law to Adjutant 2nd Lt. Murphy
Circa 1943 - Note The 7th Squadron. Insignia On The Wall



Liberator 42-7422 over Blythe AAB
Circa 1943

B-24 #41-28473
Carol Robbins - Circa 1943

Crash of Liberator # 42-7099 July 1943
½ Mile South of BAAB
Crew: Pilot - Stanley Obarski; CP - Victor Swenson;
Nav - Erwin Smith; Bomb - John Connor;
Radio - Tyra Thornell & Joseph Graves;
Eng - Guy Lee
Gunners - Howard Ely, Joseph Hinebaugh,
& Richard Wolf.



Main Hanger

Searching for Stanley

By Kay Dwyer Hughes

WESTERN UNION

Mrs. Ellen J. DWYER
The Secretary of War desires me to express his deep regret that your son, Second Lieutenant Stanley N. Dwyer has been reported missing in action since ten May over Austria - stop - If further details or other information are received you will be promptly notified. Dunlop, acting the Adjutant General.

Like thousands of families, during World War II, this telegram was received by Lt. Stanley Dwyer's mother and father in what must have been a most anxious and emotional time. Stanley Dwyer, age 27, was the pilot of a B-17 named "Pete's Playhouse" flying out of Foggia, Italy with the 15th Air Force. Also, like many other families, the Dwyers were most eager to learn the fate of their son by corresponding with military personnel and all the crew of the aircraft. Through their investigation, they learned that the plane was shot down on May 10th, 1944 on a mission over Wiener Neustadt, Austria and that five of the crew had bailed out and were interned as POW's. The other five crewmen perished in the crash - three of the five's bodies were found near the crash site and were buried by local villagers. The remaining two crewmen, one of whom was Lt. Dwyer, remained as missing in action.

After the war, as the survivors were released from the German POW camps, they contacted Lt. Dwyer's parents with what information they had on that fateful day but could shed no light on Lt. Dwyer's fate. Reason, of course, told them what must have happened. However, there remained that glimmer of hope, that by some miracle, Stanley had survived. Over the next 60 years, correspondence about the mission dwindled and daily life continued with memories easing the heartache, but there was always the unanswered questions. Mr. and Mrs. Dwyer left this world yearning for closure and a chance to bring their son's remains home to the United States.

Also, at this same time, another son of the Dwyer's, Harold E. Dwyer, age 19, was in advanced pilot's training at Ft. Sumter, New Mexico on schedule to receive his wings in August, 1944. He was eventually assigned to the 34th Bomb Group with the Eighth Air Force stationed at Mendlesham airbase in England.

After decades of silence, the last eight years of personal research rekindled the effort to get answers and learn more about the May 10, 1944 mission and Stanley's life. Enter JPAC (JOINT POW/MIA ACCOUNTING COMMAND) located at Hickham Air Force Base in Honolulu, Hawaii, whose responsibilities are accounting for missing servicemen from this country's previous wars. Their motto is " You Are Not Forgotten". The numbers of MIA's is staggering - 78,000 missing from WWII. Eighteen teams travel worldwide, working in many environments, often in perilous conditions to fulfill their missions.

On August 2, 2006 an 18 member team made up of servicemen from the Army, Air Force and Marines, with one civilian forensic anthropologist, Dr. Jay Silverstein, arrived in Austria to excavate the 1944 B-17 crash site looking for remains and a possible closure to the fate of Lt. Stanley Dwyer. Accompanying the team with, "front row seats", were Stanley's brother Harold, wife Darlene, their daughter, Kay Hughes, husband Rick and their two college age children, Melissa and Nathan. For the next 45 days the team meticulously examined every ounce, every speck of dirt in five by five meter grids marking the crash site focusing on finding a piece of air craft wreckage, life support material and the ever so precious human bone fragment or tooth.

EXCAVATING THE CRASH SITE

Perhaps the most difficult aspect of this mission was the secondary explosion from a bomb or bombs after the plane crashed. In the days immediately after the crash, the Germans hauled off the large pieces of wreckage and the local villagers buried the three dead crewmen found near or at the crash site. After that it appeared that not much evidence was left behind.

AIRCRAFT WRECKAGE

Searching for Stanley

Continued from Page 10

Unique to this excavation, were the eyewitnesses that came to the site to share their stories of May 10, 1944. Not only was this information helpful to the JPAC team, but for the family the information clarified some of their questions about the final moments of the flight of "Pete's Playhouse". From talking to one man who saw the crash as a 13 year old boy standing near his farmhouse, the plane had to turn to miss his neighbor's house, so they know the plane was under control minutes before it crashed. By going to the crash site, they were able to put most of the story together.

Being at the crash site also gave them the opportunity to erect a memorial stone. On Sunday, August 27th, a memorial dedication was held at the site with about 45 people attending. The JPAC team, the family and local people were there to pay their respects to the fallen crew in a moving ceremony which closed with the playing of taps.

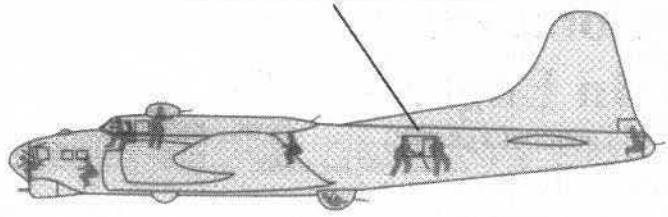
MEMORIAL STONE

Unfortunately, the team didn't find human remains on this mission but JPAC will be returning to the area for another recovery mission in the future. The family did leave with a sense of hope, because during the first week of the mission a 1916 silver dime was found in the crater where a 500 pound bomb detonated after the crash. Of the ten members of the crew aboard the aircraft only one was born in 1916, and that was Lt. Dwyer. His family is confident that he was carrying that dime, possible as a good luck charm, on the day his aircraft went down. The team also found various pieces of life support from the aircraft and other personal effects from the crew.

"I'm a little disappointed that we weren't able to find human remains and have a definitive answer for the family," said Dr. Silverstein, "but we definitely know we're in the right area and it will only be a matter of time before we're able to bring our boys home.

ED: Kay Hughes and her father, Harold E. Dwyer, are both members of the 34th Bomb Group Association.

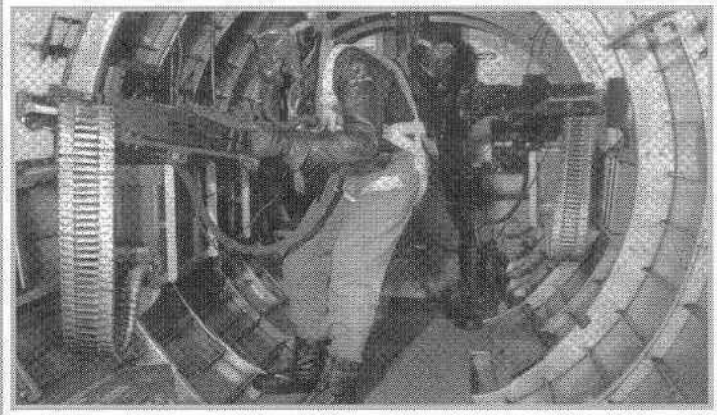
Waist Gunners



The waist windows of the Fortress provided excellent defense stations; however, great skill or good luck was required to obtain strikes on an enemy fighter hurtling past. The waist guns were an important defense feature of the B-17 formations, combining the open lateral areas with a gauntlet of massed firepower.

The waist gunners had flak helmets, flak suits and an armor plate contoured to the curve of the fuselage below the windows as their only protection from the flak and bullets. Standing at their guns, their bodies filled a larger target area than was the case for the rest of the crew, who were sitting or kneeling.

B-17's carried two waist gunners; each protected his respective side of the aircraft. Waist gunners incurred the largest number of casualties of all the Fortress crew positions. Early waist gunner positions were directly across from each other, often causing the gunners to bump into one another and getting entangled in each other's oxygen lines. Later, the positions were staggered, giving the gunners greater mobility. On early B-17's, waist window coverings were on slide rails and had to be opened before combat so the guns could be swung out from their stowed positions.



Improvements introduced on the B-17G mounted the guns to the inner frame of the windows and were enclosed with a permanent Plexiglas covering, which meant the gunners didn't have to stand in the freezing slipstream, as in earlier models.

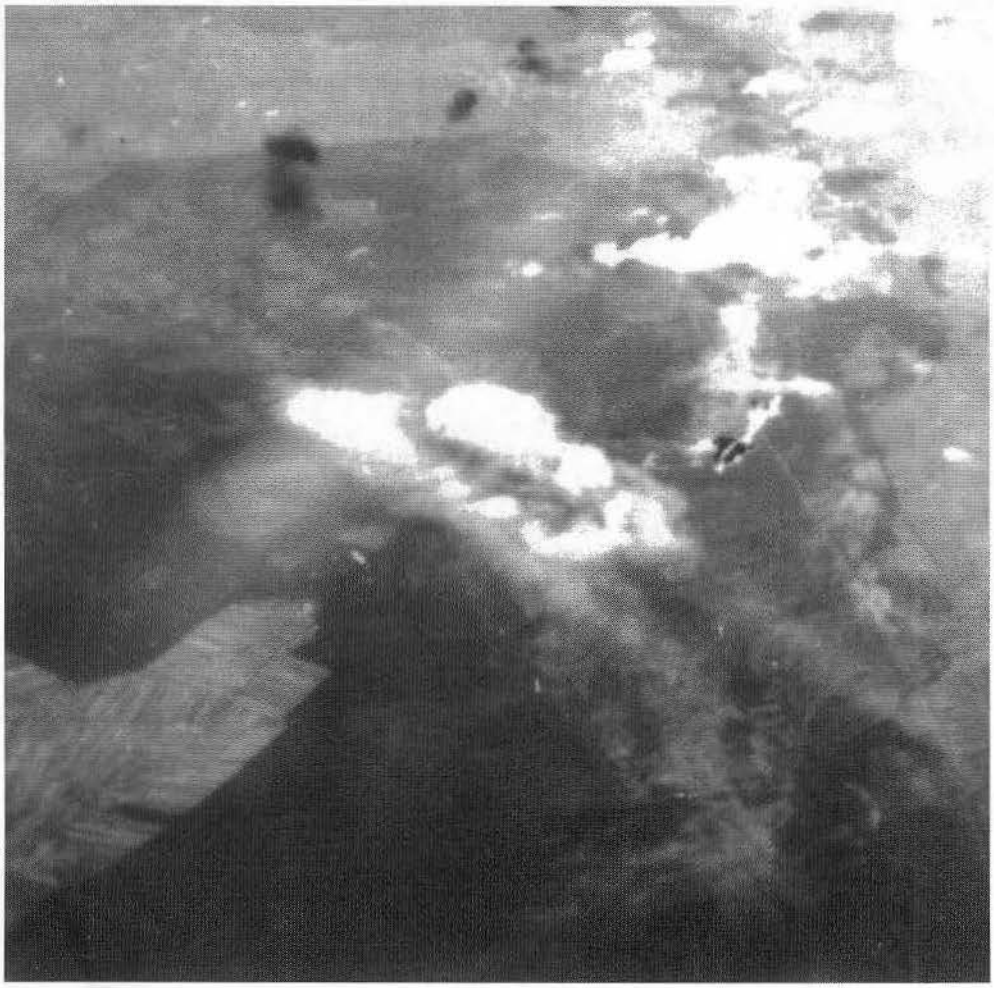
This presentation is part of a living History created by the Arizona Wing of the Commemorative Air Force, Mesa, Arizona. The last crew position (tail) will be presented in a future issue. Special thanks to the CAF and the Sentimental Journey.

REUNITED

(via Mendlesham Memories)

Regretfully, I must inform you of my husband, Charles R. Meyer's passing in his 85th year. Several years ago a Mendlesham Memories arrived with a photograph taken at the previous reunion. One in a group turned out to be Charles' navigator in the 391st squadron. They had not seen each other, or been in touch, for some 60 years. He located Harry, by phone, who was now living in Daly City, CA. They, finally, made a personal contact at the following reunion and for the next two, three in all. Charles nicknamed Harry "Fearless Fosdick" from the Dick Tracy comics. It was "Mendlesham Memories" that brought them together. Many thanks.

The photograph is one of the Charles Meyer's B-17 crew. In the crew photo, Charles is on the left, top row. His navigator, Harry Curusis, is the second from the right, top row. Unfortunately, I can not identify any of the others.



Going Down

This 62 year old snap-shot from a cheap camera shows a 34th Group B-17 going down in flames. Expert opinion believes that the swirling cloud-like smoke (or fire) shown to the right and below the plane is the result of another plane going down. Notice the swirling cloud (or smoke) to the left of the plane continues down with the possible loss of another. Notice, also, far below the plane there is an object that could be a plane that might be responsible for the swirling action. It is, to say the least, and interesting photo. It was taken by one of my crew mates on the Capt. Russell Lindstrom crew on a mission over Germany.

Walter Sturdivan
18th Squadron
34th Bomb Group

FRIENDS' WRITE

AC EGGLESTON - CLOVENDALE, CA

In June 1945, following the end of WWII, crew #38-34 flying B-17G S/N 42-102523 departed Mendlesham Airdrome with a crew of 10 and 10 passengers for the return trip to the United States, landing at Bradley Field, Connecticut.

In January 1958 to Dec. 1961, I returned to the UK flying a B-66 with the 47th Bomb Wing at Sculthorpe. During this period I flew down to Mendlesham to observe what remained - unusable runway, a few handstands and a few vacant building pads.

We lost our navigator, Norman Ashwood of Cleveland, OH in 1955. Carl Travernicht Jr, Bernard Peczkowski and I attended his funeral.

****

WARREN E MORRISON - WASHINGTON, DC

I'm not sure how up to date I am on annual dues, so I'm enclosing $60.00 - backwards and forwards, perhaps.

The illustration of the equipment worn by bomber crews on high altitude missions in winter of 1944-45 brought back some cold, cold memories!!

****

ROBERT SCHROEDER - AMERICAN FALL, ID

Enclosed is $80.00 for me and my families 34th Bomb Group Association annual dues for '07.

We appreciate your finally getting our addresses straightened out so we all get our Mendlesham Memories.

****

LLOYD & CAROL ELLIOT - OKLAHOMA CITY

We were honored to represent the 34th Bomb Group at the Memorial service for Dr. William Alston at Checotah, OK on Friday October 20, 2006. Dr. Alston, Jr., age 93, served as flight surgeon with the 34th Bomb Group at Mendlesham in 1944-45. After the war he established a practice in general surgery and served in several hospitals in the Tulsa, OK area.

****

EARL ZESCH - ARROWHEAD, CA

Dolores and I vacationed in Hawaii, October 28th to November 9th to celebrate our 60th wedding anniversary. We were accompanied by one of our two daughters, her husband, five of our nine grandchildren and six of our seven great grandchildren. Also, accompanying us was my sister from Georgia. Needless to say, all had a wonderful time!

****

BIRGIT LONERGAN - FT MYERS, FL

What a wonderful picture on the cover of the Dec. MM. Still recognize a few faces. I am already making plans to join you in Grand Rapids.

****

BERNIE FARLEY - WEST CALDWELL, NJ

A different sort of holiday for me this year, After 50+ years, I am closing on my house in Verona, NJ on 12/14/06 and moving to a retirement community. I have a very nice apartment. God Bless our 3 for their help with my packing and moving.

****

SYLVIA & "BUB" LUMMIS - MENDLESHAM, ENG

Its that time of year to be sending cards and best wishes to our friends. We hope you are all well. We understand from our copy of Mendlesham Memories that some of you might visit us in June 2007. We do hope this is right and look forward to seeing you or as many who are well enough to travel.

On November 13th we celebrated our annual "Remembrance Sunday" at the parish church of St. Mary The Virgin at Mendlesham. Although this is principally a remembrance of the First and Second World Wars, we also call to mind the many thousands of people who die every year in conflicts around the world in our own day and ask God to strengthen the resolve of all who work for peace. It was a very moving time for every one and I hope it made people *think.*

****

VIRGILINE & "CHIP" SPENCER - CARSONVILLE, MI

$10.00 check for 2007 dues enclosed *(Ed.- dues have been increased to $20.00).*

When Chip and I met I was 15 he 18. I knew he was going in the service. I asked him if he was married and he said, "No, it will be a cold day before I marry." And do you know, we were married on December 4, 1945 - a day with a record low temperature!!

****

NANCY & BOB HAM - RAMSEUR, NC

Enclosed find check for 2007 dues. We probably will not attend the Grand Rapids reunion - too far. But will try for the last one in 2008 - if it's within driving distance.

****

DWIGHT KELLEY - BURDEN, KS

2007 dues enclosed. Sorry that I am unable to attend the reunions as I don't do much driving alone anymore. Maybe if the last reunion is in the middle of the country I will be able to attend. We are all getting older and not as active as we were in the good old days, but time passes on. I think that there are still 5 of our crew still living. I still e-mail to one of our past crew member's son who lives in South Carolina. His mother had a crew plaque put on the memorial at the 8th Air Force Historical Museum in Savannah. Have a Merry Christmas and a very Happy New Year!

****

GINA FISCHER - LAKEMOOR, IL

My husband, Robert Fischer, has been e-mailing you regarding my grandfather, Joseph Cirolia.

I am sending a check for $20.00 to become an associate member of the 34th Bomb Group Association.

****

FRIENDS WRITE - *Continued*

REGINA GIVEN - SILVER STAR, MT

Enclosed check is for 2007 dues for myself, Ganel, Wade, and Rick Given.

I am so sorry I missed the '06 reunion but a young Given member was married on the same week-end and it was very important for the family to attend. But, I am writing down the date for the '07 reunion and would sure like to meet everyone. I am very sorry that my husband, Dick, and I never attended one but he just didn't care to. Maybe he thought it would bring out too many memories. If several from his crew had attended I believe he would have enjoyed a visit with them.

Is there any indication that the new associate officers and members might think twice about carrying on for awhile, if so I would be happy to be a working member since all my life I have been an organizer. I would like to keep the organization going.

****

RITA FITZGERALD - FORSYTH, MT

Please find enclosed check for $20.00 for 2007 dues for my mother Mrs. Francis Schmidt. She wishes to receive the Mendlesham Memories even after my father passed away.

****

BASIL GAUMER - GREENVILLE, IL

I am enclosing my check for 2007 dues to the Mendlesham Memories.

I was an Ordnance Man in the 18th Sqd. And by job was loading bombs onto the aircraft and putting the fuses in them. Here, sometime ago, I saw on the news about someone trying to put a bomb into a plane and thought how awful that a man would do such a thing. Then it hit me like a ton of bricks, I was putting them on for a different reason.

****

REID McCLOSKEY - CARLSBAD, NM

Thanks for calling me to confirm my dues status. My check is enclosed. Your response and you acceptance of the treasurer's job is appreciated.

This morning I had a special telephone call fro Lloyd Elliot, Oklahoma City. He was tail gunner on the original "Flying Dutchmen" crew, Clair Zarfoss, pilot.

Lloyd and I are the only survivors. A wonderful group of men.

****

FLORENCE KILEY - SAN DIEGO, CA

As a life member, I'm just not sure how often I should send extra dues. I'm enclosing a check for $50.00.

My husband's B-17 "Feather Merchant", was shot down on Oct. 7, 1944 with a heavy loss of life. He was taken prisoner and spent the rest of the war in a POW camp in Barth, Germany.

****

WALTER STURDIVAN - STOCKTON, CA

I received the Dec. Mendlesham Memories and , boy, what a flash of color. A first class issue, and a lot of information. The Rapid City reunion was wonderful and the Reunion Committee deserves a lot of credit.

So, the next reunion is at Grand Rapids, Michigan. That seems like a good location since most of the American people live East of the Mississippi River. Lois and I hope to make the meeting.

The record of the 34th Bomb Group will live on long after our last reunion. Activated on Jan. 15th, 1941, the group was the oldest AAF organization to serve in the Eighth Air Force. Usually, not remembered, is the fact that although we didn't arrive early in the air war, we served during the time that the most bombs were dropped and the most sophisticated weapons were used against us.

****

BASIL MAUK - DENISON, TX

Here's check for the next two years. Use the rest wherever needed.

By the way, my nephew looked up my WWII records and found my serial number to read 18005200 and it should be 18005700. Is there some way you can correct the error? I do not have a computer nor the knowledge to do so.

I would like to take this time to thank all of you for a wonderful job you do putting out the MM. I enjoy it very much.

****

CHARLES METZ - PATCHOGUE, NY

Enclosed find my 2007 dues for continued membership in the 34 BGA.

Merry Christmas and Happy New Year to all.

****

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

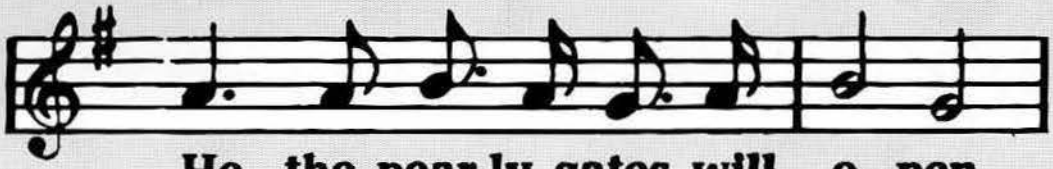
City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Change of Address - SEPT '06 (2)

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BERGOLD	ROBERT	18LM	10184 SUMAC RUN	LITTLETON	CO	80125
BROWNE	WILLIAM J	18LM	143 SHAFER RD	CORAOPOLIS	PA	15108
CAMPBELL	MRS MARY	4LM	140 TER HEUN DR Rm215	FALMOUTH	MA	02540
FARLEY	BERNADETTE	18LMA	CRANES MILL – APT#18	WEST CALDWELL	NJ	07006
JAMES	ERNET H	4/18	5958 MADISON	TAYLOR	MI	48180
MARTIN	RANDALL R	7LM	302 LINDEN PONDS WAY UNIT 512	HINGHAM	MA	02043
POLIVKA	JOHN G SR	7	10719 NE 143RD PL	BOTHELL	WA	98011
SMITH	JAMES C	7LM	4917 RAVENSWOOD DR APT.708	SAN ANTONIO	TX	78227
TURNER	BARRY	A	45 GOODWOOD CLOSE	IPSWITCH, SUFFLOLK	IP1 6SY	UK
WELCH	SEAN	A	21 WATERFORD CLOSE	HEATH CHARNOCK, NR. CHORLEY, LANCASTER	PR6 9JQ	UK
WESTMAN	CARL B	18LM	6187 TYLER LN	FERNDALE	WA	98248
WILLIS	LYNN	391LM	19985 JAGUAR TR	BLOOMFIELD	IOWA	52537
WITHAM	HAROLD G	18LM	2950 TURKEYFOOT RD APT 218	EDGEWOOD	KY	41017

Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
MYERS	CHARLES R	391LM		25 RUE GRAND VALLEE	NEWPORT BEACH	CA	92660
MUELLER	PAUL L	4LM	12/06/06	4017 W CHICAGO ST	RAPID CITY	SD	57702
SCHMIDT	FRANCIS C	7LM	10/28/06	BOX 421	FORSYTH	MT	59327
WITHAM	HAROLD G	18LM	12/11/06	3393 CITRUS LN	CINCINNATI	OH	45239

New Associate Members

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
FISCHER	GINA	A	633 ARBOR CICLE	LAKEMOOR	IL	60051

60th Wedding Anniversary

Congratulations To
Earl and Dolores Zesch - Lake Arrowhead, CA
July, 19th 2006

NON PROFIT
ORG.
U.S. POSTAGE
PAID
G3 Direct

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

34th Bomb Group

Volume XXXII Number 2 June, 2007

MENDLESHAM MEMORIES

34TH BOMB GROUP — VALOR TO VICTORY

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

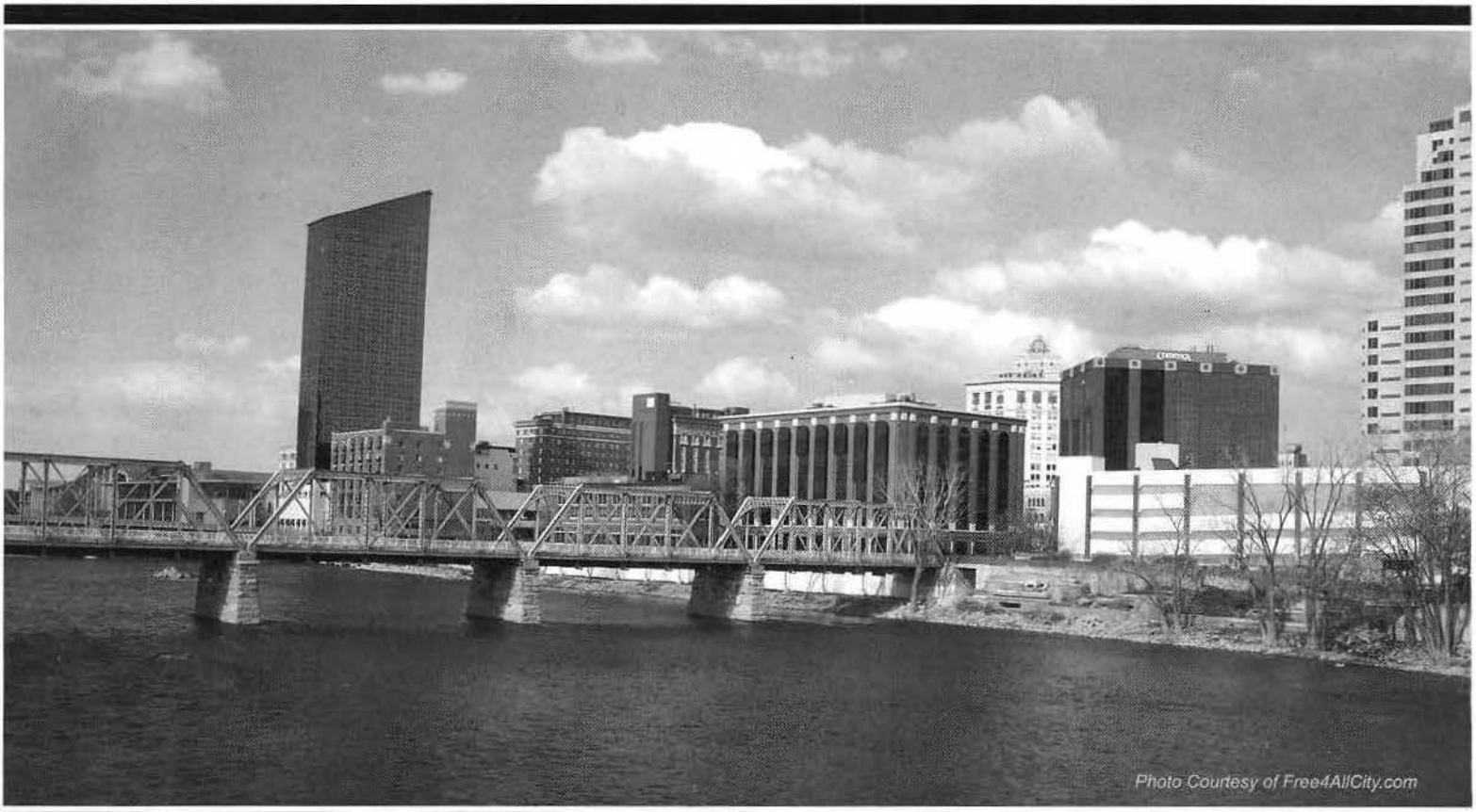


Photo Courtesy of Free4AllCity.com

The Grand River

Grand Rapids, Michigan

34TH BOMB GROUP ASSOCIATION REUNION

September 5TH - 9TH

Crowne Plaza Hotel

Registration Information In This Issue

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

Jack Share, editor
Mendlesham Memories
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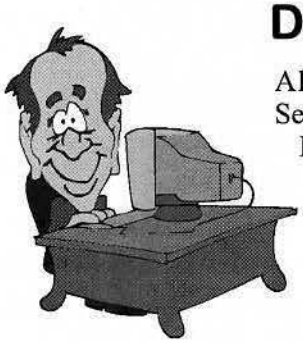
OTHER WEB SITES OF INTEREST:

http://members.tripod.com/valortovictory/index.html
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb



DEADLINE

All material and items for the September, 2007 issue of Mendlesham Memories should reach me on or before July 15, 2007. All copy will be going to the publisher on that date.

Jack Share, editor

DUES are DUE

2007 Dues, for those who pay annually, are due as of January 1st, 2007.

DUES ARE $20.00 PAYABLE TO 34TH BGA.

Send Dues To:

Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Your cooperation in getting your dues paid now will guarantee your continued membership in the 34th Bomb Group Association. Thank You.

Share - a thought...

Jack Share

There are quite a few B-17 Flying Fortress's still flying around the world. But it is my understanding that there is only one B-24 Liberator. This is amazing considering there were some 5000 more B-24's built than B-17's. The one remaining B-24 is owned by the Collings Foundation which takes their planes around the country for viewing by the general public. Many of our members have been fortunate to have viewed these planes, some have even been fortunate enough to have had the opportunity to experience a short flight in the B-17.

Recently the Collings Foundation exhibited the B-17, the B-24 and a B-25 near our hometown and my wife and I went to see them. While it is a nostalgic experience to review them, I was particularly impressed with the younger generations interest in these vintage aircraft. From what I observed, the world will not soon forget the exploits of the men who fought in the air to defeat those who would take away our freedom.

The Collings Foundation and other groups who maintain and display those aircraft from that era are certainly responsible for keeping the memories and incidents of the war alive and are to be congratulated.

I know you all wondering how Harold Rutka is doing since breaking his leg while shoveling his driveway. After many weeks of therapy at a health care facility, he is finally home, much to his relief - and Genevieve's. He is still having therapy sessions and gets around quite well with aid of a walker.

They have assured me that everything will be in readiness for the reunion in Grand Rapids in September. Most of the a plans had already been confirmed prior to his injury. The only remaining problem was with the tour companies and that will be resolved before this publication goes to press.

Harold and Genevieve wish to express their thanks and appreciation for the many get well cards and phone calls which they have received..

All the reunion information can be found in this issue of Mendlesham Memories, including the hotel reservation form, the registration form and the reunion agenda. Fill them out and send them in and, God willing we'll all get together in Grand Rapids.

See you there.

Jack

Da Vinci's Horse - Meijer Park
Grand Rapids, Michigan

President's Message

Jim Hinchee

Here again we are thinking about another reunion. Time flies when you're having fun. We were fortunate to spend 3 months in Florida. When we left it was 81 degrees and when we arrived home it was in the 30's and we had to dig out winter clothes again.

As for the reunion, does anyone have any suggestions for the banquet program? I am open to suggestions. Think it should be short and give more time for socializing and saying our good byes 'till 2008 - our last and 25th reunion. Some suggest we join up with the 8th Air Force Historical Society and have a mini reunion with our own group. Think about it and we can address it in the membership meeting at the reunion.

Thinking back some 62 years when we were flying missions. D-Day was coming up and then June 7th when the German plane followed our group back and shot down 4 of our planes. We had an engine out and had to land at a base west of Mendlesham. Quite a night as I am sure a lot of you remember. It was so sad to loose our fellow comrades.

There are a lot of stories out there that should be recorded, shared and left for our children, grandchildren and great grandchildren.. They are part of history and will be treasured and remembered for years to come.

We're looking forward to the next reunion and, God willing, we will be together at Grand Rapids.

Jim Hinchee, President

Treasurer's Report

by Jack Steffen

Jack Steffen

The annual dues amount for 2007 is $20, the same as for 2006. There is no dues amount for life members for 2007. I have already received 2007 dues payments from many of you. Thank you for your prompt payments. Elsewhere in this issue is the address for sending your annual dues payment to me. Please make your check payable to the "34th Bomb Group Association".

We have had a few recent inquiries from the widows of veterans, asking about their continued receipt of Mendlesham Memories, so I would like to take this opportunity to remind everyone of our practice. For many years, the 34th Bomb Group Association has continued to send Mendlesham Memories to the widows of veterans. Our intention has been to give them a way to keep informed about an important time in the lives of their husbands, and to give them an opportunity to keep updated about friends they may have made over the years. Mendlesham Memories is sent to them at no charge. Of course, if someone wants to be removed from the mailing list, all they need to do is let us know and we will remove them. I hope this helps to remind everyone of the group's efforts in this area.

Our group is in good financial condition. Thank you for your ongoing support.

REUNION COMMITTEE REPORT

Everyone is welcome to the 24th annual reunion of the 34th Bombardment Group (H) which has been scheduled for Tuesday, September 4th to Sunday, September 9th, 2007. The name of the hotel is "Crowne Plaza Grand Rapids Hotel, 5700 28th Street S.E. Grand Rapids, Michigan 49546. An upscale, full service hotel. Hotel telephone number is 616-957-1770. The rate has been confirmed at - $81.36, including tax (regular rates are $129.00 plus tax). These rates are offered for three days prior and three days following the reunion dates. Additional points to consider are: The hotel will provide free shuttles service from and to the Gerald R. Ford International airport.

The Crowne Plaza Hotel is conveniently located just off I-96 on 28th St. Grand Rapids is within an eight hour drive of almost any Midwest city. The Gerald R. Ford International Airport provides a full range of air transportation services. More than 160 flights per day provide round trip air service to more that 240 U.S. cities and 40 foreign destinations.

(Please take note): Once you have claimed your luggage, use the courtesy phone to arrange for free shuttles service to the Crowne Plaza hotel. Directs flights from many U.S. cities.

Reservations can be made through Abby Travel Agency, Inc. - Tracy Tellor and K.C. Lochner. Telephone 1-800-807-2963. Office hours are 10:00 AM to 5:00 PM, Central time, Monday thru Friday. Make your reservations now, until 30 days prior to departure, on Northwest, United and Delta airlines and save 10%. Within 30 days save 5%. All major credit cards accepted. Please mention the 34th Bomb group when making reservations. Discounts also available on car rentals.

Tour arrangements have been made with Gail Andrus Travel as of April 4, 2007. As of this date, we have three 49 passenger, climate control, restroom equipped motor coaches with reclining seats, video/dvd from Holiday Coach Co. for our transportation requirements. The tour cost is $42.00 per person based on a minimum of 49 paying passengers per coach. The escorted tour includes transportation, admissions to the President Gerald R. Ford Library, Frederik Meijer Gardens with narrated tram ride, one hour tour of Grand Rapids with a drive thru the Heritage Hill district by a professional guide. Gratuities for driver, escort and guide included in tour price.

The tour on Friday, Sept. 7th will leave the Crowne Plaza hotel at 8:45-9:00AM, for the Frederik Meijer Gardens. These 125 acres of gardens are the most impressive outdoor/indoor sculpture collection in the Midwest featuring the famous Leonardo De Vinci's horse. Tram tours depart at various times. We will arrive at the Woodland Mall for lunch at the food court after which (approx. 12:30) we will depart for the Gerard R. Ford Library with a drive thru the Heritage Hill District. We will arrive back at the Crowne Plaza Hotel at about 3:00PM.

We are looking forward to seeing all of you at the reunion.

The Reunion Committee,
Harold Rutka
Robert Wright
Bruce Sothern

Life After the War with Germany

by Jonathan Swift - 303rd Bomb Group

Jeff Hawkins, who was a navigator with the 34th Bomb Group, found out that I was at Mendlesham in a different capacity than most crew members. It , however, was for a short time. He requested that I relay my experience there, although I did nothing exciting.

What I and a few other lead crew members were doing was in preparation for continuation of bombing, but this time in Japan.

Prior to the end of the European War on May 8,1045, I was a lead bombardier with the 303rd Bomb Group (Hells Angels) at Molesworth. A great deal of my flying consisted of practice bombing with radar and "Mickie", a type of radio controlled bombing.

In any event, at the end of the war, plans were made for most of the crews to return to the states; however, about five groups of lead pilots, bombardiers and navigators were held back to be transferred to Mendlesham for special training. We were told that we were to be a nucleus for a new bomb group in the Philippines.

Once we were transferred to Mendlesham we started right off on studying meteorology and Japanese targets. We had 3-D pictures of all the major targets (cities), so we could decipher the camouflage. They had a tower there that looked just like a lighthouse. I would climb up to the top of the tower where there was a Norton bombsight. Down on the ground floor, reconnaissance pictures were run by on some sort of a track, so we could actually run a simulated bomb run. Most of our bombs were to be incinerated type with a large bomb pattern.

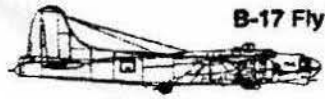
I promise you that with hundreds and hundreds of B-29's bombing, we would have burned Japan to the ground. The number Japanese killed by the atomic bombs would have been a drop in the bucket compared to what we would have killed, no to mention the millions or more allies that we would have lost invading Japan.

So, those that have a guilt complex about the atomic bomb should shut up and thank God for it, and this is from someone who knows what we had in store for the Japanese.

Back Row - D. Jones, T. Miers, A. Morgan, C. Risch
Front Row - S. Hearn, W. Snow, J. Raspier, R. Parent, R. Beyers, S. Wirnick

34th Bomb Group's
24th Annual Reunion

B-24 Liberator


B-17 Flying Fortress

CROWNE PLAZA

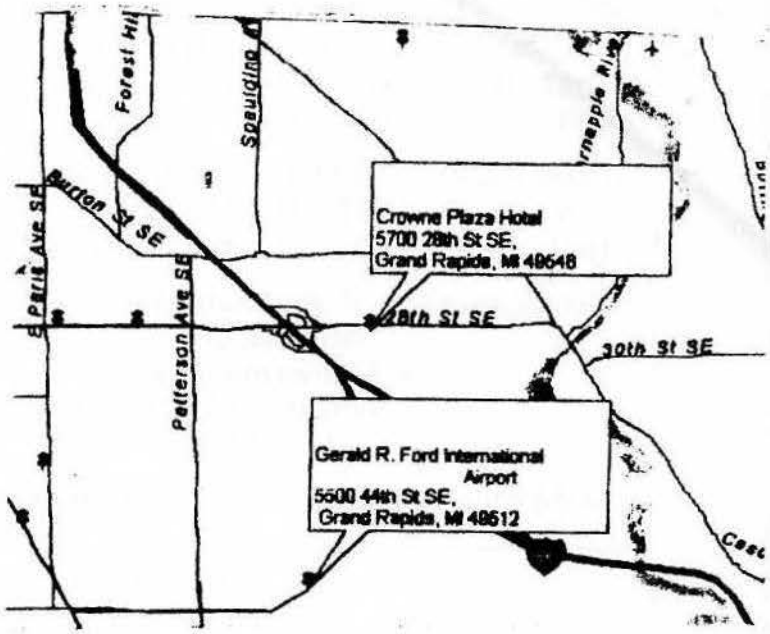
GRAND RAPIDS, MI

THE PLACE TO MEET.

Crowne Plaza Hotel
GRAND RAPIDS - AIRPORT

5700 28TH STREET S.E.
GRAND RAPIDS, MI 49546 UNITED STATES
Hotel Front Desk: 1-616-9571770 | Hotel Fax: 1-616-9570629

TO ENSURE ACCURATE RESERVATIONS, PLEASE COMPLETE THE RESERVATION REQUEST AND RETURN IT BEFORE AUGUST 7, 2007



"Enjoy our complimentary airport shuttle"

ROOM TYPE PREFERENCE: SINGLE____ DOUBLE____

NUMBER OF ROOMS____NUMBER OF PEOPLE____

PLEASE LIST ANY SPECIAL REQUIREMENTS:_____

NAME:_____ ARRIVAL DATE:_____

ADDRESS:_____ DEPARTURE DATE:_____

CITY/STATE/ZIP:_____ ADDITIONAL GUESTS:_____

TELEPHONE:_____

_____I HAVE ENCLOSED A CHECK IN THE AMOUNT OF ONE NIGHTS ROOM CHARGE PLUS TAX: $81.36
(ROOMS ARE $72.00 PER NIGHT PLUS $9.36 TAX AT 13%)

_____PLEASE CHARGE ONE NIGHTS ROOM CHARGE, PLUS TAX, TO THE FOLLOWING CREDIT CARD:
____MASTER CARD ____AMERICAN EXPRESS ____VISA ____DINERS CLUB____DISCOVER
CARD NUMBER:_____EXPIRATION DATE:_____

I UNDERSTAND THAT I WILL FORFEIT MY DEPOSIT IN THE EVENT THAT I DO NOT ARRIVE OR CANCEL LESS THAN 72 HOURS PRIOR TO ARRIVAL.

NAME OF CREDIT CARD HOLDER:_____

SIGNATURE OF CREDIT CARD HOLDER:_____

CHECK-IN TIME AFTER 3:00 P.M. CHECK-OUT TIME IS 12:00 NOON
ALL HOTEL ACCOUNTS ARE SUBJECT TO CREDIT ARRANGEMENTS AT TIME OF REGISTRATION AND PAYABLE ON DEPARTURE.

REUNION 2007

The 34th Bomb Group will hold it's Annual Reunion **from4 September - 9 September, 2007** at the Crowne Plaze Grand Rapids, 5700 28th street S.E., Grand Rapids, Michigan 49546. Phone: (616) 957-1770

Hotel Reservation Forms are included in this issue. Send your check or credit card number directly to the Hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H. Wright
411 Parkovash Ave.
South Bend, IN 46617-1029
TX (574)-232-4287

Make checks payable to **34th Bomb Group Association**.

34th BOMB GROUP ASSOCIATION
REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLARSHIP FEE $15.00 EACH PERSON X_____ = _____
NOTE: Both Member and Spouse or Guest must pay.

9/7 Friday Ford Museum - Meijer Gardens & City Tour
$42.00 per person (lunch on your own) X_____ = _____

9/7 Friday Dinner $25.00 per person X_____ = _____

9/8 Saturday Gala Banquet $25.00 per person X_____ = _____

TOTAL _____

Name_____ Spouse/Guest_____

Address_____

City_____ State_____ Zip Code_____

NOTE: All prices include tax and gratuity.

Squadron_____ First Timer check here_____

Need name tags _____Yes _____No Telephone #_____

REGISTRATION DEADLINE IS 10 AUGUST 2007

Full refund if notice of cancellation received by 22 August, 2007.

PX Order Form

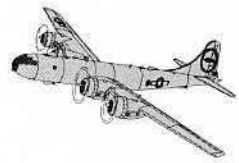
AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

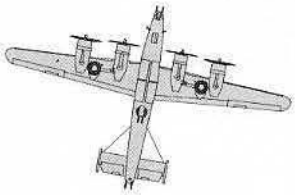
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $11.50ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago. ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - 8th AIR FORCE ..... $3.50 ea.
PATCHES - SQUADRON - 7th - 18th - 391st ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5" ..... 2 for $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... 2 for $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqds and 8th Air Force ..... $3.50ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT, cotton W/ POCKET AND 34th B.G. Logo (Royal Blue) M, L, XL, XXL ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
KEYRING - B-24 only ..... $4.00ea.
KEYRING with leather back B-17 ..... $6.00ea.
BOLO TIE - B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background behind B-24 ..... $6.00ea.
PIN - VALOR TO VICTORY ..... $5.00ea.
BOOKLET - MENDLESHAM REVISITED, by our English school students and teacher, Gordon Leathers ..... $20.00ea.

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)

THANK YOU FOR YOUR ORDER





Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

PX REPORT

Seems like last year's reunion just concluded and now we are looking forward to our next to last Group get-to-gether.

We still have over $4000 in memorabilia and merchandize in our PX which belongs to our 34th Bomb Group Assoc, members. To expedite clearing this merchandize we will be discontinuing all items 10% to 50% at the reunion in Grand Rapids but you must be present to participate. Mail orders will not be discounted.

We will also have a drawing in the PX at 2:00 P.M. Saturday afternoon to give our last copy of "34th Bombardment Group (H) 1941-1945" volume II published in 1998 or '99 (retail $49.95). It had been held back hoping to be able to get it reprinted. You may be the lucky one.

Most PX items are still available but only in limited quantities. We are out of popular T-shirts, however, if you are interested and if, we can get a dozen orders, our supplier will prepare them for us. If interested, send $12.00 ($14.00 for XXL) per each. Please add postage. On their arrival, I will ship them but, of course, I can't guarantee when. If we don't get enough orders by our 2009 reunion I will refund your money.

Will be looking forward to seeing everybody at the reunion.

Ken Paxton, PX Manager

PROPOSED AGENDA
34th BOMB GROUP REUNION
CROWNE PLAZA GRAND RAPIDS
GRAND RAPIDS, MICHIGAN

CHECK THE HOTEL BULLETIN BOARD FOR ROOM LOCATIONS

WEDNESDAY 5 SEPTEMBER 2007

1300 - 1600 hours	EARLY BIRD REGISTRATION (lobby area)

THURSDAY 6 SEPTEMBER 2007

1000 - 1600 hours	REGISTRATION (lobby area)
1400 - 1600 hours	Board of Directors Meeting, Salons E & F

FRIDAY 7 SEPTEMBER 2007

0900 hours	Tour group departs for Frederik Meijer Gardens. Lunch will be on your own, at The Woodlands Mall Food Court followed by a sightseeing trip around Grand Rapids. The tour will conclude with a visit to the Gerald R. Ford Presidential Library, returning back at the Cowne Plaza Hotel at about 3:00PM
1800 hours	Cash Bar
1900 hours	Dinner

SATURDAY 8 SEPTEMBER 2007

0900 hours	General Membership Meeting, Superior Room Lunch on your own/free time
1800 - 1900 hours	Cash Bar
1900 hours	Gala Banquet

Post Exchange in Michigan Room and Hospitality Suite in Salons E & F to be open at hours yet to be determined.

FRIENDS' WRITE

FRANCES M. (HUBER) NOEL - SPRING GROVE, PA
Please change both my name and address. I have remarried. Thank goodness my ex made sure I got the Dec. '06 issue of MM. My dad was Staff Sargent Steiner Huber. I have been to the 8th Air Force Museum in Savannah, Georgia only once while daddy was alive. I am going back this Sept. with my new husband. Can't wait. Please continue my subscription.

****

BLANCHE VOSS - PHOENIX, AZ
It's with deep sorrow, I must inform you that my husband, Fred Voss passed away on January 19, 2007.

****

ELAINE BRAVEMAN - HARRISBURG, PA
What wonderful friends and memories were made on our trip to England in '84 or '85. Yes, Mendlesham Memories is a wonderful name for the newsletter.

****

WILLARD STELLING - OTTAWA, IL
Enclosed is my dues for 2007. I hope the year is kind to all of us.

****

BERT OLIVER - WORCHESTER, MA
Good luck with your new duties as treasurer of the 34th.

They say history repeats itself, now I'm sending my dues to Cincinnati. I worked for Cincinnati Milicon-Worchester Div. for 401/2 years as sales engineer proposal manager and went to the main office in Oakley on a regular basis. Also to the plants in Mason, Batavia, etc.

****

WALTER STURDIVAN - STOCKTON, CA
Enclosed find dues of '07. Harold Withham, our fight engineer, passed away on December 11, 2006, brain tumor. He got his last request - he took a last ride in a B-17 over Cincinnati, Ohio for an hour at a cost of $800. He really wanted it.

****

BILL ORTON - TENACHAPI, CA
The newspaper put together a nice article about our wedding reception when we returned to California. Maria's daughter put on a big show for us also.

We really enjoyed the December issue of MM and want to compliment you for doing such a fine job. The cover was the best yet.

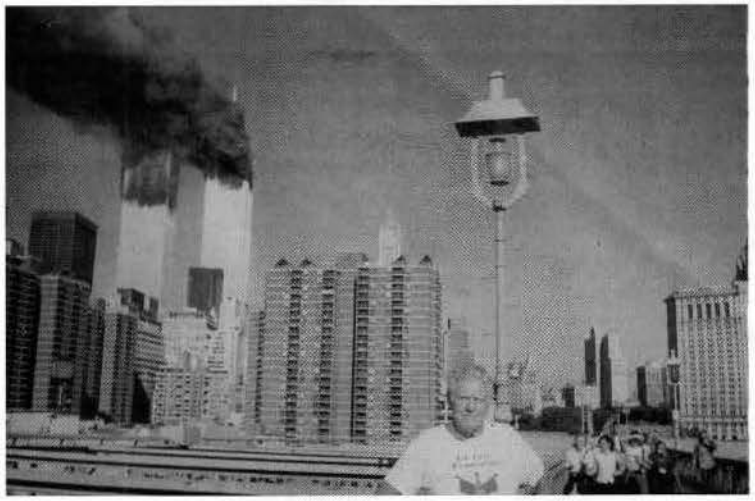
Congratulations Bill and Maria on your recent marriage.

****

SEYMORE WINICK - NEW YORK, NY
Was pleased to see the picture of the USS New York on the back page of MM which used the steel from the World Trade Centers in its construction.

I was walking the Brooklyn Bridge when it happened. Enclosed is the picture of me, and the crew I was with, on the Bridge when the planes hit.

I am a life member but am sending you $50 to help Mendlesham Memories.



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BOB GROSS - WEST HARTFORD, CT
To bring you up to date on my grandson, Zachary Wissner-Gross, who was a recipient of a MM Scholarship. He will be graduating from MIT this year and has been accepted for a MD/PhD program at Harvard and MIT. He has just been awarded, along with only 14 other students, the prestigious Hertz Fellowship which allows him to continue his studies with all expenses paid. He is also awaiting a decision from the Dept. of Defense of an additional grant as a result of his research at the government facility at Livermore in California this past summer.

****

CHRISTINE SMITH - MARIETTA, GA
Thanks for all you do. Enjoy it very much.

****

FRED HAMPTON - ZIONSVILLE, IN
Enclosed is my check for 2007 dues. I was a tail gunner on Jack Raymond's crew. We completed 29 missions. The last two were dropping food to the Dutch. We were in the 18th squadron and flew in B-17, "STORMY WEATHER". Our first B-17 was named "ABLE MABLE" and it was shot down over Germany with a new crew on their first mission. I believe Jack Raymond and I are the only surviving members of our crew.

****

HAP PRILLAMAN - MARTINSVILLE, VA
Sadly I report the death of Eugene James the pilot with whom I flew my tour of missions over Germany. Gene passed away on Jan. 27, 2007 at his home in New Jersey.

I think Gene was born to fly and he spent many years doing just that. After he was separated from the Army Air Force in 1945 he immediately took a job with Eastern Airlines flying DC-3's. He retired many years later as a 727 captain. He was cool under adverse circumstances and had a knack for always making the right decisions. He served his country well.

Enclosed check for the scholarship fund in his memory.

Hope to see you in Grand Rapids in September. Thanks for all you do for the 34th Bomb Group.

****

FRIENDS WRITE - *Continued*

JOSEPH J MORRELL - JOHNSON CITY, NY

I am sending you $50 for my 2007 dues. Maybe I won't be around next year but this is not a goodbye letter. If I knew I was going to live this long I would have taken better care of myself. Yesterday I was 93; today, February 20th, I am 94 and tomorrow I start on 95. I still drive my car and do a little work around the house and yard. But I'm slow at that.

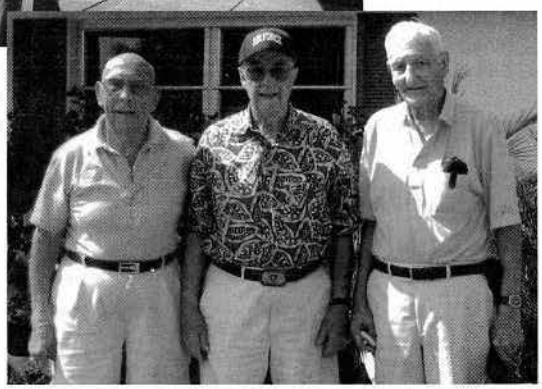
When I think back at all the things I've done and seen from childhood and now at 94, it seems like none of it ever happened. But, I sure loved life, being with a lot of friends and buddies. Willis Griffen, Harold Meredith, Joel Friedman, Bruce Sothern and Karl Wallace to name a few who are still with us.

Long live the 34th Bomb Group.

****

BOB WRIGHT - PORT CHARLOTTE, FL

Enjoying Florida again this year. A good time to be away from all the snow we had in northern Indiana. The Collier Group flew a B-17 and a B-24 into Venice, Fla.in late February. Jim Stuthers, who lives in Venice, Dick Scully and I had lunch at The Beach.



****

PHILIP LEVICK - SHEFFIELD, ENGLAND

Please find enclosed my 2007 dues. I have sent you the cash instead of a cheque that incurs bank charges. I am an associate member introduced by my friend Gordon Breeding from Alpena, Michigan.

Best wishes to you and the 34th Bomb Group. May you all have a fantastic 2007 . Hopefully, I will see you on your England visit in June. All the best.

****

W. WALLACE SCHILDMAN - JACKSONVILLE, ILL

Enclosed check for 2007 dues. Also, I have moved. I changed my address at the Post Office but, for some reason, they didn't take care of it and it was sent back to sender. Therefore, did not receive our December Mendlesham Memories. Would you please send us another one. Would appreciate it.

ED - All changes of address should be forwarded to me (Jack Share). The Post Office will not always follow your instructions. That is why we put the MOVING notice in the newsletter.

****

ONA LEA WITHAM - EDGEWOOD, KY

Regret to inform you that Harold Witham, my husband for almost 62 years, passed away Dec. 11, 2006 from a brain tumor. He was the flight engineer on the Dugan Wagon. Now there will be only two living members of that crew - Walter Sturdivan and Gordon Breeding.

Harold had three wishes - his first wish was to fly on the B-17 bomber called "The Flying Museum" at a local airport here in Cincinnati. Our son, Steve and Harold went on that flight and Steve said his dad was thrilled beyond words.

For his second wish Harold went to Wright Patterson Air Force Museum in Dayton, Ohio a couple of times. It was a few years since we had been there.

We could not do anything about Harold's third wish because he was getting too weak. He wanted to go to Michigan again to see Harold Breeding, but that was too far away.

Harold was a good husband and father and was very proud of his service to his country. I do miss him.

****

ALDA SIVRET - SHREWBURY, MA

I regret to inform you that my husband, Frank Sivret, passed away on April 7th 2006.

I do hope to make one more reunion and meet all our friends.

****

JOHN BOYSUN - GREAT FALLS, MT

Hello from Big Sky country.

Enclosed dues for 2007

Always enjoy reading MM. Keep up the good work. I'm proud to have served with the 34th. I was an engineer/gunner on crew 7 - 4th squadron. Thanks again.

****

ALICE PAWLOWSKI - DUNKIRK, NY

Enclosed my check of twenty dollars for 2007 dues.

The back cover of Arlington at Christmas 2006 warmed my heart for all veterans.

****

MARGARET KLINE - BURNT HILLS, NY

Enclosed $20.00 for annual dues for Mendlesham Memories. I do enjoy reading the news even though I'm not able to attend the reunions.

****

ANDREW FERENCE -STAFFORD SPRINGS, CT

Enclosed check for 2007 dues plus SASE for return card.

I had the good fortune to spend Sept., Oct., and Nov. in England with relatives of my deceased wife. I had the pleasure of visiting Mendlesham and the Fleece Pub. I was happy to see all the memorabilia and the American Room dedicated to the 34th Bomb Group. They did a wonderful job. At 86 years old it will probably be my last trip.

****

BOB DEES - TORRANCE, CA

Enclosing my dues for another year. Thank you for hanging in there and keeping the 34th Bomb Group going. I would like to get to the reunion but can't make it.

****

Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BRAVEMAN	ELAINE	391A	THE MANOR AT OAKRIDGE 4500 OAKRIDGE BLVD APT 207	HARRISBURG	PA	17110
FARLEY	DR. JOHN		3409 UNIVERSITY PL	BALTIMORE	MD	21218
FARLEY	BERNADETTE		459 PASSAIC AVE APT 186	WEST CALDWELL	NJ	07006
FECHKO	RICHARD W	391	OHIO VETERANS HOME 3416 COLUMBUS AVE UNIT B ROOM 228	SANDUSKY	OH	44870
FOX	ROBERT, C	18	4010 WAYCROSS APT 2041	COLUMBUS	OH	47203
ISRAELSEN	ALLEN, O	4LM	12209 SANTA MONICA DR	ALBUQUERQUE	NM	87122
NOEL	FRAN	391A	12 STARLITE DRIVE	SPRING GROVE	PA	17362
ORTON	WILLIAM, J	1446LM	21276 87 WHITE PINE DR	TEHACHAPI	CA	93561
SCHILDMAN	W. WALLACE	7	3 OGDEN ROAD	JACKSONVILLE	IL	62650
STELLING	WILLARD	391	632 EPWORTH PLACE	OTTOWA	IL	61350

Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
ARNOLD	HARRY (ARNIE)	18LM	03-22-07	524 ANCHORAGE DR	NORTH PALM BEACH	FL	33408
BUSH	RALPH, A	7LM	03-06-07	4402 TULANE	SPRINGFIELD	IL	62707
BERGOLD	ROBERT	18LM	UNKOWN	10184 SUMAC RUN	LITTLETON	CO	80125
JAMES	EUGENE, H	7LM	01-27-07	86 READINGTON RD	WHITE HOUSE STATION	NJ	08889
MACIEL	HELEN, C	391LM	05-03-06	10 CAPT SAMUEL FORBUSH RD,	WESTBOUROUGH	MA	01581
MARTIN	RANDALL, R	7LM	05-03-07	302 LINDEN PONDS WAY	HINGHAM	MA	02043
SALVESON	LEON(GENE)E	18LM	01-07-07	PO BOX 1264	SUTHERLIN	OR	97479
SCHIFFERER	JOHN S	391LM	08-17-06	1215 VIA RAMON	ESCONDIDO	CA	92029
STARR	JOHN J	391	10-04-05				
STEVENS	WILLIAM, F	18	12-22-06	202 EAGLE AVE	GRAVOIS MILLS	MO	65037
VOSS	FREDRICK, M	7	01-19-07	2609 E. PIUTE AVE	PHOENIX	AZ	85050
WISSMAN	DON, R	7	04-03-06	5247 VANCE PL	COCOA BEACH	FL	32927

New Associate Members

Last Name	First Name	Org	Address	City	State	Zip
STARR	MS PATRICIA J	391A	419 MARKET ST	LOCKPORT	NY	14094

Donations to the Ray L Summa Scholarship Fund

In Memory Of	Donor
EUGENE JAMES	BILL & MARGO BURNELL
EUGEND JAMES	H. ARNOLD PRILLAMAN

Wedding Anniversary

Leo And Josephine Aloi – Seminole, Florida
65th Wedding Anniversary – September 6, 2006

&

Paul And Beryl Anderson – Everett, Washington
65th Wedding Anniversary – April, 2006

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

WINGS OF FREEDOM TOUR

The Collings Foundation is touring the country with their
collection of World War II Vintage Aircraft.
The B-17, and B-25 continue to amaze and draw huge crowds wherever they are displayed

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

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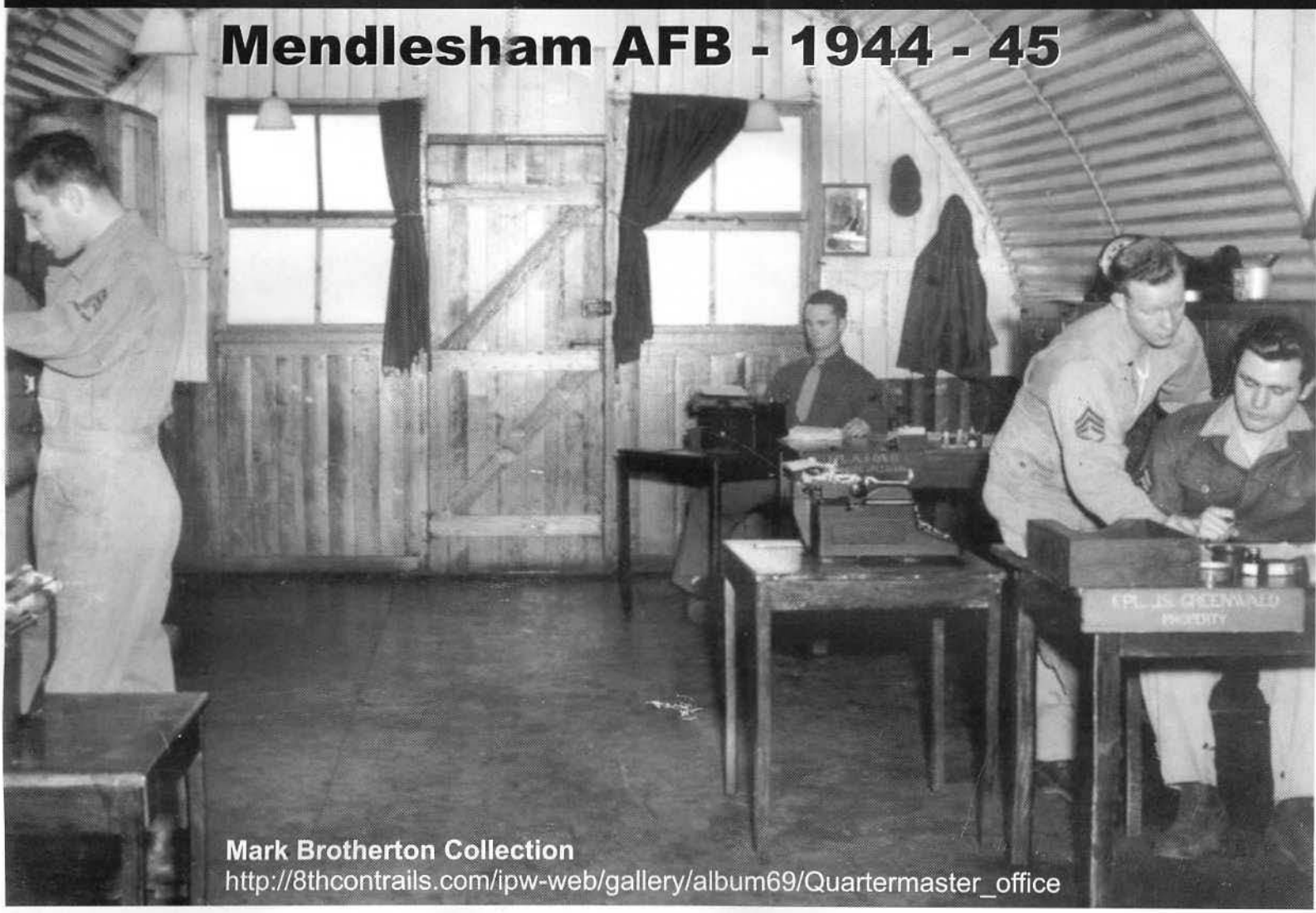
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXXII Number 3 September, 2007

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

Mendlesham AFB - 1944 - 45



Mark Brotherton Collection
http://8thcontrails.com/ipw-web/gallery/album69/Quartermaster_office

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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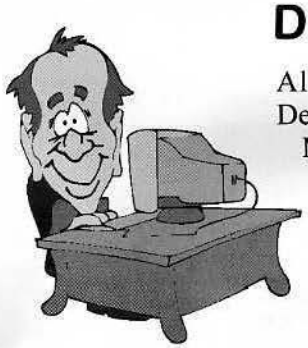
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb



DEADLINE

All material and items for the December, 2007 issue of Mendlesham Memories should reach me on or before October 15, 2007. All copy will be going to the publisher on that date.

Jack Share, editor

DUES are DUE

2007 Dues, for those who pay annually, are due as of January 1st, 2007.

DUES ARE $20.00 PAYABLE TO 34TH BGA.

Send Dues To:

Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Your cooperation in getting your dues paid now will guarantee your continued membership in the 34th Bomb Group Association. Thank You.

Share - a thought...

Jack Share

I ran across an interesting article the other day and thought it worth reminding readers of this publication just how important a part the 8th Air Force played in winning World War II.

The article stated that the 8th Air Force had it's existence on Bull Street in Savannah, Georgia. in January, 1942 and subsequently moved to the United Kingdom, headquartered at High Wycombe in a girls school. The staff expanded and air units were formed in East Anglia flying their first missions with borrowed aircraft.

The members of the original Eight Air Force were organized into some 65 Heavy Bombardment Groups, 20 Fighter Groups, three Air Divisions, four major headquarters and a support command with supply, maintenance and repair depots strategically located throughout The United Kingdom.

Some 350,000 men and women served during WWII, with about one half of those being combat crew members. The Eighth became the largest air force in the history of aviation and was locked in the most dangerous air battle in aviation history. This event will never be replicated. The cost in casualties of the brave young men, who were never turned back by enemy action, was awesome. Of an estimated 200,000 combat crew personnel, 26,000 were killed; 28,000 became POW's, and an unknown number seriously wounded. 9,000 bombers were shot down by enemy fire.

The Eighth Air Force continues its distinguished service under the operational control of the newly formed Air Combat Command headquartered at Langley AFB, Virginia.

Members and friends of one of those original groups, the 34th, from the World War II era will be meeting this month in Grand Rapids, Michigan. With the original membership getting older and rapidly dwindling, due to attrition, it becomes necessary to discontinue these reunions after 2008.

As of this date we do not know where next years reunion will be held but it would be desirable if we could go out with a bang and make it one of the largest attended yet. Although it is too late to attend this year it is not too late to start planning for the final one next year.

Jack

President's Message

Jim Hinchee

Hope everyone is surviving the crazy weather that has been happening all over the country. Hard to figure out. Have been trying to contact some of the people that have not been attending our reunions and have had a little luck. If you know of anyone please give them a call and encourage them to attend. We need a good turn out. I'm sure each of them will enjoy the reunions as we do. See a lot of friends and make new ones.

They had a big party at the D Day memorial in Bedford, Virginia. It was an impressive memorial to D Day. I know a lot of you remember it well. Bob Slaughter was with the 29th Division and made the landing. He has written a book (Omaha Beach and Beyond). I found it very interesting. Sure glad we were in the air and not on the beach. Then the day, June 7th, when the Germans came back with us and shot down four of our aircraft. Quite a night.

The reunion is just around the corner and may be over by the time we get the September issue of MM. Again, Jack does a wonderful job to get the MM together. We need to feed him with news of activities and things of interest to other members. We depend on him and he on us to help. We are fortunate to have someone so dedicated.

Looking forward to being together again - please come and bring a friend.

Jim Hinchee, President

Treasurer's Report

by Jack Steffen

Jack Steffen

The annual dues amount for 2007 is $20.00. There is no dues amount for life members for 2007. To those who have already sent your 2007 dues payments, thank you very much. For those who have not, elsewhere in this issue is the address for sending your annual dues payment to me. Please make check payable to the "34th Bomb Group Association".

Our group is in good financial condition. We have sufficient cash in the General Fund to pay our bills and keep the 34th Bomb Group Association solvent. We have sufficient cash in the Scholarship Fund to continue the group's good work in support of talented youth. Thank you for your ongoing support.

I am looking forward to another great reunion in Grand Rapids. I hope to see many of you there.

Jack Steffen, Treasurer

REUNION COMMITTEE REPORT

We are again extending a warm invitation to all the members and friends of the 34th Bomb Group (H) Association to join all your old and new friends at the 24th annual reunion. As was reported in our June issue of Mendlesham Memories, the dates for this years reunion have been scheduled for Tuesday, Sept. 4th to Sunday, Sept. 9th, 2007. All the information on the reunion was in the June issue of MM including the hotel reservation form, the registration form and the reunion agenda. Again, the reunion hotel in Grand Rapids is the Crown Plaza Grand Rapids hotel, 5700, 28th St. S.E. Grand Rapids, Michigan 49546, The hotel telephone number is 616-957-1770. We have a good rate confirmed at $81.36, including tax. (The regular rate is $129.00 plus tax. As mentioned before, the hotel rates are offered for three days prior to and three days following the reunion dates. The hotel is providing "free shuttle" service from and to the Gerald R. Ford International Airport. Please take note: Once you have claimed your luggage, use the courtesy phone to arrange for the free shuttle pick up for the trip to the hotel.

Tour arrangements have been with Gail Andrus Travel agency. We have 3-49 passenger, climate controlled, restroom equipped motor coaches with reclining seats and video/DVD monitors from Holiday Coach Company. The tour cost is $42.00 per person based on a minimum of 49 paying passengers per coach. The escorted tour includes transportation, admissions to the President Gerald R. Ford Library, the Frederik Meijer Gardens with narrated tram ride, one hour tour of Grand Rapids with a drive thru the Heritage Hill district by a professional guide. Gratuities for the driver, escort and guide included in the tour price.

Tour report schedule time follows:

Friday, Sept. 7, 2007 - Leave Crowne Plaza Hotel at 8:45 - 9:00 A.M. Arrive at Frederik Meijer Gardens at 9:20. These gardens consist of 125 acre attraction of the most compressive sculpture collection in the Midwest with indoor/outdoor gardens and the famous Leonardo de Vinci's horse. Tram tours depart at various times. At 11:45 A.M., lunch will be on your own at Woodland Mall Food Court. Some selections are as follows: A&W all-American food, Chinese Gourmet Express, Great Steak & Potato Co., Lotus Express, On the Border, and many more.

Leave at 12:30 P.M. for the City Tour of the Grand Rapids area to include a narrated drive thru the Heritage Hill District. At 1:30 P.M. arrive at the Gerald R. Ford Presidential Library followed by the return to the hotel.arriving at around 3:00 P.M.

The 24th annual reunion will be a wonderful opportunity to meet old friends and make new ones. We wish you all good health and hope to see all of you again at the great reunion in Grand Rapids, Michigan. Many thanks again to all of you who help to make all our reunions so successful.

The Reunion Committee:

Harold Rutka, Chaiman
Robert Wright
Bruce Sothern

MEMORIES

by Sheila Hudson, Ipswitch, England

Ghosts of the Forties still filter through,
Of the Army Air Force of World War II
In East Anglian bases of the air,
Filled with memories of what happened here.

To Polebrook, Kimolton, Grafton-Underwood, too,
Came the First Air Division to climb to fame.
At Bassingbourne, Poddington, Thurleigh they lived.
Young men of courage, their lives to give.

Names like Wendling, Shipham, Hethel, ring
With sounds that the Second Division bring.
Those khaki-clad airmen would be the next
To ride the skies in a Victory Quest.

Third Division groups were Suffolk based,
And, like the others, daily terror faced.
From Mendlesham, Framlingham, Horam where
Boeing B17's and B24's took to the air.

From Debach, Grt. Ashfield, Thorpe Abbotts too,
In the long ago friendly invasion of '42.
When the foe was vanquished and the young men gone,
They left behind memories that still linger on.

Of chocolate bars and bikes that clattered,
Of chewing gum and friendly chatter.
Leather jackets, letters home,
And two day passes into town.....

(From B-17 Flying Fortress Association newsletter)

A TRUE FLYING PATRIOT

Jack Schifferer was born June 10, 1922 in Corvallis, Ore. He loved airplanes and flying from the very start.

He died August 17th, 2006, doing what he loved. Between that start and end, he made significant contributions to his country and to all the colleagues and friends he collected along the way.

Jack started flying at the age of 16 and got a license to fly before he got a license to drive. His first job out of high school was flying Ford Tri-Motors for the forestry service and test flying for Boeing. He enlisted in the Army Air Corps in 1942, graduating from the aviation cadet program as a second lieutenant.

He commanded 35 missions in B-17's with the 34th Bomb Group out of Mendlesham airdrome in England. He rated his first B-17 mission as the worst flight of his life.

After WWII, Jack left the Air Corps to run a flying service. In 1947, he was re-commissioned as a first lieutenant assigned to the 10th Sea Rescue Squadron in Elmendorf, Alaska, where he flew a variety of single and multi-engine planes on floats, skis and wheels. Landing on the side of Mt McKinley on skis in a snow storm to perform a rescue was one of many tales he could tell of the period.

His favorite airplane to this day was the Grumman Albatross he flew off water on missions in Alaska.

It was in Alaska that Jack polished the training skills that became an integral part of his character, Jack demanded the right result - but only with the correct process - a trait that produced excellent pilots, engendered respect from students and colleagues, and stayed with Jack as he advised others his entire life.

Jack loved the outdoors and hunted and fished enthusiastically. Visiting dignitaries sought him out for flights into the Alaska back country and he recounted a fishing trip with Gen. Curtis LeMay as one of his highlights.

Jack was also self confident. In 1949 he accepted a bet from "experts" who said it was impossible to snowshoe 63 miles in 48 hours across the Talkeetna Mountains in the cold and dark of the Alaska winter. He did it in 47 hours enduring a blizzard and carrying a 25 pound pack.

He married Barbara Ingram, an airline stewardess, in 1952 and together they served on government attache missions in India and Afghanistan and a NATO tour in Italy. The attache missions included gathering intelligence information in addition to embassy duty.

Following many other interesting experiences while in Government service and a tour in Vietnam he ended his career as Chief of Staff for Intelligence, 15th Air Force at March Air Force Base.

Jack's career was unusual compared to modern equivalents for the variety of aircraft he flew.

Starting in propeller bombers, many search and rescue aircraft, instructed in B-47 jets and ending his flying in F-4 fighters over Vietnam. He won numerous awards including the Distinguished Flying Cross and the Bronze Star.

In retirement, Jack restored four autos, built four homes, built aircraft, and restored a 1932 Waco biplane. His insistence on perfection resulted in each one being a classic.

He continued to fly weekly, accumulating over 9,000 civilian flight hours to complement his 8,000 military hours.

Jack died doing what he loved. At the age of 85 he took off at 7:20 a.m. that August 17th morning from the Ramona Airport in his home-built experimental plane. A witness said he might have been trying to return to the air strip after the engine suddenly quit. As he started to turn, the plane rolled into a spin and slammed nose first into a field. *(From the North County times.)*

A Step Back In Time

By David Fieber

It all began with a few beers in the hospitality suite at the 2005 reunion in Albuquerque. Jack Steffen, Scott Mackey, Gordon Leathers (our wonderful guest speaker from Stoke Ash School in Mendlesham), and I discussed how exciting it would be to put together a trip to Mendlesham, the home of the 34th Bomb Group. With the knowledge that the 34th reunions are winding down, our mantra was to plan one last special group trip to England. Once Scott brought aboard our travel agent Brenda Doner, the trip began to come together. Working together, Brenda and Gordon organized the trip of a lifetime.

Nearly two years later, on Sunday, June 17, 2007, twenty-three excited travelers met in London at the Thistle Kensington Palace Hotel (directly across the street from Hyde Park and Kensington Palace). The first scheduled event was dinner at the hotel restaurant. We introduced ourselves, visited and quickly made new friends. We were thrilled to have four vets with us: John Feda, Abe Firestone, Harold Dwyer, and Angelo Grinaldo. Gordon Leathers also dined with us and discussed our itinerary for the week.

The next morning we checked out of the hotel and boarded our bus for the first stop of our journey, Mendlesham. When we arrived in the small village a few hours later, we headed for lunch at the Fleece Pub. One of the rooms of the pub has been dubbed "The American Room" and it is the room that Gordon and the children from the Stoke Ash School transformed in 2005 into a museum honoring the 34th Bomb Group. While we were at the pub, two perfectly restored World War II jeeps arrived. After lunch, the jeeps ferried our four vets while the rest of us walked to St. Mary's Church, where we were introduced to the local vicar, Father Phillip, a character seemingly straight out of a Dickens novel. Father Phillip held a short service and then gave us a tour of the church. Afterwards, the majority of the group was driven to our hotel in Bury St. Edmunds, but some of us diverted to side trips. Gordon drove Scott Mackey and his father, Eric, to the village of Holt, near the North Sea, to the site where Bill Mackey's plane, "Jerks Berserk" crashed after returning from a mission. Bill Mackey was a member of the 34th Bomb Group, and is Eric's brother and Scott's uncle. Scott and Eric were able to view several pieces of the B-24 and were even given one of the pieces. My wife, Sonia, and I, along with Jack and Linda Steffen and their two sons, Dan and David, were driven in the vintage jeeps (what a huge thrill!) to the Beehive farm (a few miles from the Mendlesham base), which was the site where the B-17 crashed that killed Jack's uncle (the pilot) and injured my father (the tail gunner). It was a very moving experience being there and we visited with several local residents that remembered the crash from 1945. Later that evening, the entire group went to The Flying Fortress pub in Bury St. Edmunds for dinner. The pub is in a building that was on the base of the 91st Bomb Group and was used during the war. After dinner, a local historian presented a slide show on the 91st Bomb Group.

On Tuesday morning we returned by bus to Mendlesham, where we were met by a multitude of WWII jeeps, plus a WWII transport truck. We boarded the vehicles and were driven around the original base area. Our jeep procession then went to the 34th BG Memorial, where Father Phillip presided over a moving wreath laying ceremony. After our lunch at the White Horse Pub in Stoke Ash Village, we were driven to Stoke Ash Community Primary School, where we met the children, many of whom worked on the project displayed at the Fleece Pub. The children served us delicious scones and cupcakes, which they made for us, as well as tea and coffee. The children also made each of us special 'welcome' cards and they sang us two wonderful songs. The visit with the children was certainly one of the highlights of the trip. After leaving the school, our jeep convoy proceeded to Fersfield airfield, home of the 94th Bomb Group, which contains a large collection of original WWII-era buildings. Angelo Grinaldo, who spent time during the war with the 94th, told us stories of life at Fersfield and showed us the still-standing barracks where he was housed. From there it was back to the Fleece Pub in Mendlesham for refreshments before we went to the Community Hall for a dinner and reception hosted by the fine folks of Mendlesham. We were asked to spread out at different tables to provide the opportunity for maximum interaction between us and the special people from the village. They served us a fantastic dinner of home cooked foods, and presented us with some special gifts to help us remember our visit. The veterans in our group took the opportunity to honor the folks who place flowers at the 34th Bomb Group memorial each week by presenting each of them with a bouquet of fresh flowers. We were all touched by the hospitality and warmth of the village, certainly another highlight of the trip.

The morning of the 20th we visited the Parham Aviation Museum. The museum contained an impressive collection of WWII artifacts, including an original control tower. On the way back from Parham, we stopped in the picturesque town of Lavenham, where we had lunch at the Swan Hotel. The Swan Hotel contains a pub with a wall covered in original signatures from members of the 8th Army Air Corps. We returned to our hotel in the afternoon and we were able to enjoy some free time in Bury St. Edmunds. Gordon joined us later at the hotel and we talked and laughed and reflected on how much fun we were having. We gave Gordon a special "Thank You' card for all of his hard work and help in making our trip so eventful.

Thursday morning we checked out of the hotel and boarded the coach for the Cambridge American Cemetery and Memorial, also referred to as Madingley Cemetery. At the cemetery, the group participated in a wreath laying ceremony that included the playing of the American and British National Anthems, and Taps. The remainder of our time was spent walking around the beautiful cemetery, which sits atop a hill and overlooks a lush green valley. In honor of our visit, the staff at the cemetery placed flags, one American and one British, at each headstone for

Continued on Page 9

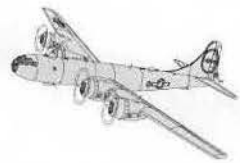
PX Order Form

AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH ..... $37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No) ..... $11.50ea.
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago. ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - 8th AIR FORCE ..... $3.50 ea.
PATCHES - SQUADRON - 7th - 18th - 391st ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5" ..... 2 for $1.50ea.
BUMPER STICKER- 34TH B.G.- 3" X 12" ..... 2 for $1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW ..... $3.50ea.
WINGS - (about 2") -PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqds and 8th Air Force ..... $3.50ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXLR ..... $25.95ea.
MEN'S POLO SHIRT, cotton W/ POCKET AND 34th B.G. Logo (Royal Blue) M, L, XL, XXL ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
KEYRING - B-24 only ..... $4.00ea.
BOLO TIE - B-24 or 8th Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background behind B-24 ..... $6.00ea.
PIN - VALOR TO VICTORY ..... $5.00ea.
BOOKLET - MENDLESHAM REVISITED, by our English school students and teacher, Gordon Leathers ..... $20.00ea.

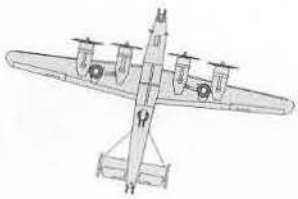
- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)



THANK YOU FOR YOUR ORDER

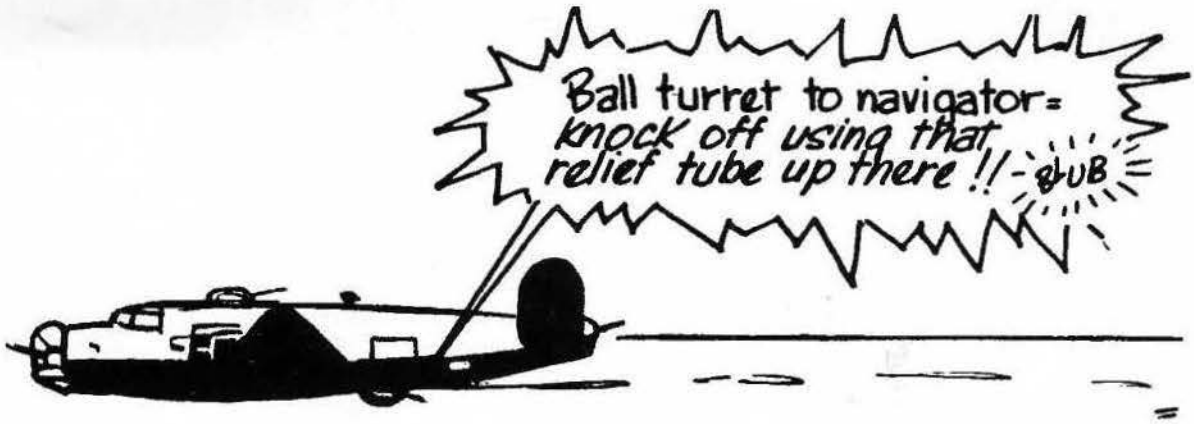
Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.



Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!



A World War II Reunion

by R. Vernon Brookshire

My brother, Lester, and I were drafted during the war years. He into the Air Force and me into the Army. I was assigned to the 10th Armored Division and after completing my training in the states deployed to England. After landing in Liverpool, my unit, the 609th Tank Destroyer Battalion went to Llanover Park Camp near Monmouthshire where we collected our equipment and performed maintenance making ready for combat.

The Battalion Executive officer sent out a call for volunteers who could do welding for modifications on all equipment such as gun mounts wire catchers, etc.

With a shortage of equipment, welding goggles for electric welding were sparse so I attempted to weld by not looking at the electric welding flashes. However, they did reflect off the walls and after a few days I was blinded with blistered eyeballs. After treatment by the Battalion Medical officer, my eye sight returned after several days.

Knowing my brother, Lester, a flight engineer, was assigned to the 34th Bombardment Group, somewhere in England, I asked for a three day pass to see if I could find him. The first sergeant said that no one could get a pass.

So, I went to the Battalion Executive Officer whom I had helped out with the welding and asked him if he could help me. He offered to try. Later, he found that my brother's unit was stationed near Mendlesham on the east side of England. He said I would have to go down to London then up the east coast and gave me a three day pass - but could not provide me with transportation and, if I missed going with my unit into combat I would fail my comrades and would be court-martialed. He wished me good luck.

So I started hitch-hiking toward London. I didn't smoke but I had the foresight to fill my pockets with cigars from the canteen. British lorries sped past me with signs in their windows that read, "Positively No Riders". But then I found that by holding up a handful of cigars after a few hours I arrived in London. After a few more cigars I arrived at the train station. I asked for a ticket to Mendlesham where I thought would be near where my brother was stationed. The ticket seller informed me the train was sold out but as I pushed two cigars toward him he came up with a ticket but said I would have to stand up all night. In an act of kindness, several British women, in uniform, said to me, :Take my seat awhile, I want to stretch my legs."

Arriving at a little depot near Mendlesham the next morning, the depot clerk said he did not know of my brother's Air Force unit indicating it was secret information. After showing my credentials, a couple of cigars and a few telephone calls he learned that my brother had recently been wounded but had been dismissed from the base hospital and no one knew where he was.

Time was running out so I returned to the depot and bought a ticket back to London. As I sat waiting for the train I was tired, hungry and disappointed, but as I waited, I prayed, "Dear Lord, surely I have not come this far and will not get to see my brother,"

After dozing awhile, I raised my head and saw at a distance a man in an Air Force uniform approaching. No! it couldn't be as I closed my eyes again. As I raised my head again I was looking in the eyes of my brother. Someone had informed him I was here and looking for him.

We walked around the colorful countryside for awhile and visited Mendlesham where we talked while eating our fish and chips. We stayed the night in a bed and breakfast with a kind and friendly elderly British couple.

I learned that he had completed his 25 bombing missions deep into Germany on the famous B24 bomber, "The Duchess". On his last mission, his plane received 3000 silver dollar size flak holes that damaged some equipment and wounded my brother in the neck. He did some wonderful things to save the plane and crew and was awarded several citations and medals.

Lester and I separated the next morning. His war was over and he was on his way home. My war was just beginning and I would soon be on my way to wage war in Europe. We didn't know if we would ever see one another again.

I rode and hitch-hiked my way back to my unit: making it just in time.

B-17F #41-24561 *The Duchess* - (crewmen unknown)
http://www.303rdbg.com/missionreports/095.pdf

PILOTING YOUR PLANE

An F-111 was flying escort with a B-52 and generally making a nuisance of himself by flying rolls around the lumbering old bomber.

The message for the B-52 crew was, "Anything you can do, I can do better."

Not to be outdone, the bomber pilot announced that he would rise to the challenge.

The B-52 continued its flight, straight and level, however.

Perplexed, the fighter pilot asked, "So? What did you do?"

"We just shut down two engines."

Continued from Page 6

A Step Back In Time

By David Fieber

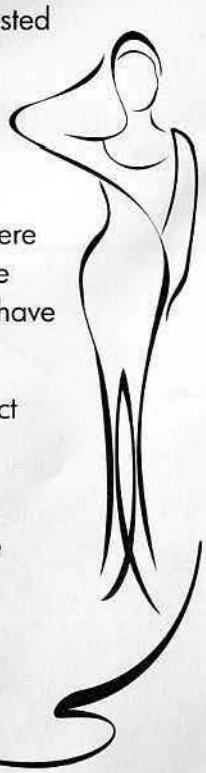
the members of the 34th B.G. It was an emotional morning as members of the group visited and reflected on family, friends, and comrades buried at the cemetery or honored on the Wall of the Missing. We were then driven to the Imperial War Museum at Duxford where we enjoyed lunch, then spent the rest of the afternoon visiting this impressive facility. By early evening we arrived in Cambridge and checked into our hotel. We then went into the village and dined at The Eagle, a nearly 500 year old pub that was a favored haunt of the 8th Army Air Corps. The pub's ceiling still contains WWII era signatures by members of the 8th AAC. When we returned to the hotel Gordon once again joined us and we spent the next several hours in the bar area visiting with our friend. This would be the last night we would get to see Gordon so we all thanked him for all of the hard work he put in to making our trip so memorable and special.

Friday morning we were driven back to Cambridge, where we enjoyed some free time. There was plenty to do, including taking an open-top tour bus around the beautiful city or taking a scenic ride up the River Cam on a punt. After lunch we boarded the coach and headed back to London and the Thistle Kensington Palace Hotel. We had a farewell evening meal at the hotel and everyone reflected on how special the trip had been.

During the past week we had all become family, joined by a common experience and bond that will never be forgotten. We went to England hoping for a memorable trip; we were rewarded with the trip of a lifetime.

News from Wisconsin:

Friends of Wanda Pine would be interested to learn that she has recently had the misfortune to fall and has been confined to a rehabilitation facility near her home in Wisconsin.



Wanda and her late husband Gerry were very much a part in the formation of the 34th Bomb Group Association and still have many friends in the organization.

For those who might want to contact Wanda, her current address is:

Mrs. Wanda Pine
Heart Land Country Village
634 Center St.
Black Earth, WI 53515
Tel: (608) 767-2799

FRIENDS' WRITE

PATTI STARR - LOCKPORT, NY

I regret to inform you that my father, John Starr, passed away in Bardenton, Florida on November 4th, 2005. My mother, Ruth, just provided me with the latest Mendlesham Memories she received some time ago and asked me to inform the men.

Daddy NEVER spoke about his experiences in the War - despite my constant pestering. It wasn't until my son asked him about it, when my boy was about five, that Daddy answered our questions. Before that it was always "It happened, it's over, I made it when a lot of men didn't, I don't want to talk about it." He considered February 18th (?) his "birthday" - the day he completed his last mission, and further considered every day after that "bonus".

He was a fine man and a great husband and father. I will always miss him terribly. I came across a poem by Robert Frost that he copied and carried in his wallet for many years. It concludes with:

....It's easy to cry when you're beaten and die.
It's easy to crawfish and crawl,
But to fight when hopes out of sight
Ah, that's the best game of all.
And when you come out of each grueling bout,
All beaten and battered and scarred,
Have one more try, it's dead easy to die...
It's the keeping' on livin' that's hard.

I would appreciate receiving information on becoming an Associate Member to keep up with the group. Thank you all for EVERYTHING!!

****

DOROTHY WESSEL - PARIS, TN

I wish the reunions could continue but I understand. Jerry and I went to several and I plan to go to the last one. Wish Jerry was still here and able to attend.

Enclosed find check for $20 annual dues for the 34th Bomb Group Association. Thanks for all you do.

****

JANICE PARISE - WESTBOROUGH, MA

I am writing to inform that my mother, Helen Maciel, one of your members, passed away last May 3rd. My father, Earl Maciel, passed away 6 years ago after a long illness. He and mother so enjoyed all the reunions they attended over the years, especially because of all the new friends they made. Those trips became a highlight of their year and they stayed in touch with many of those they met on these adventures. Sincere thanks to you and everyone at the 34th Bomb Group Association for your hard work in continuing to bring together this very special group of people.

****

MARJORIE BUSH - PEORIA, IL

I would like to continue receiving "Memories" as long as it continues. I am moving into an independent living apartment in Hillside Lutheran Village to be near our family following Ralph's death.

****

FRIENDS WRITE - *Continued*

DON TUTTLE - SAN JOSE, CA
Enclosed is a check for $20.00 for my 2007 dues

I was the first pilot to complete 35 missions in the group and I am probably the last person to pay the 2007 dues!!

A neighbor and companion of mine lived in London during the war and we enjoy going over some of the experiences we encountered over there. She still has some family in the London area that she talks to on the phone every Sunday morning.

I'll try to be on time next year.

****

ROBERT DAVIS - HUNTSVILLE, AL
It is my pleasure to send the enclosed check. I suggest that half of the funds be placed in the scholarship fund and the rest be used as needed.

Mendlesham Memories has been a great joy to me over the years. Keep up the good work.

****

LLOYD INMAN - KELSO, WA
Enclosed check for my 2007 dues.

Something must have happened to the mailing of the Mendlesham Memories for March. I just received it on April 23rd. Thanks for the reminder.

****

JACK OYSTER - NICEVILLE, FL
Enclosed is my check for $60.00 - $40 for 2007 and '08 for Sam Laskin, pilot of the B-24 "Mean Kid", the other $20 for my dues.

Though injured, with pure guts and skill, he saved all of his crew when he crash landed us at Marston on June 14, 1944. Sam was awarded the Silver Star for his skills.

As a note, Sam got his Silver Star while in the hospital - sitting on a bed pan.

****

MALCOLM BLOOMQUIST - PALOS HILLS, IL
Enclosed is a check for $40.00 for 2007 dues with the extra $20.00 requesting that you send my son some issues of Mendlesham Memories.

Your help in this matter is greatly appreciated. I was a pilot and flew the B17 called "Fancy Nancy" during the period 1944 thru 1945 Thank you very much.

****

PHILIPPA RIXON - STOKE ASH, ENGLAND
The staff and children at Stoke Ash School had such a lovely time with our American friends who visited to thank the children for setting up the Mendlesham Museum. They were delighted to sit in some of the jeeps. I wish to say thank you to everyone who came and for their kind words and the presents.

Best wishes, Philippa Rixon, Headteacher, Stoke Ash Elementary School, Stoke Ash, England.

****

CHARLES BRUG - CINCINNATI, OH
Enclosed is my check for 2007 MM.. Thanks to you and the rest of the staff for all the hard work.

****

BOB WRIGHT - SOUTHBEND, IN
I saw in the MM that dues are due. So I am sending a check in the amount of $20.00. Sorry I'm late. Was in Florida for the Winter

****

MAGGIE PACE - (SCHOLARSHIP WINNER)
I wanted to personally thank you again for awarding me with your generous scholarship for my college education. This year it helped me to purchase my textbooks for the spring semester, and will continue to provide me with the resource in the coming semesters.

This year I was active in academic and extracurricular activities that made my college experience at Wake Forest complete. I was able to extend my lacrosse playing years through the club team at school. We traveled throughout North Carolina to play other schools like Davidson, Duke, and Elon. This was a great experience. Academically, I participated in Psychological studies and surveys for the Psychology Department to better their studies all of which I found very interesting. I have also decided that my course of study will be Biology with a minor in Spanish.

Again, I wanted to express my thanks for bringing my academic year full circle. I will be sure to keep in touch as the years progress.

****

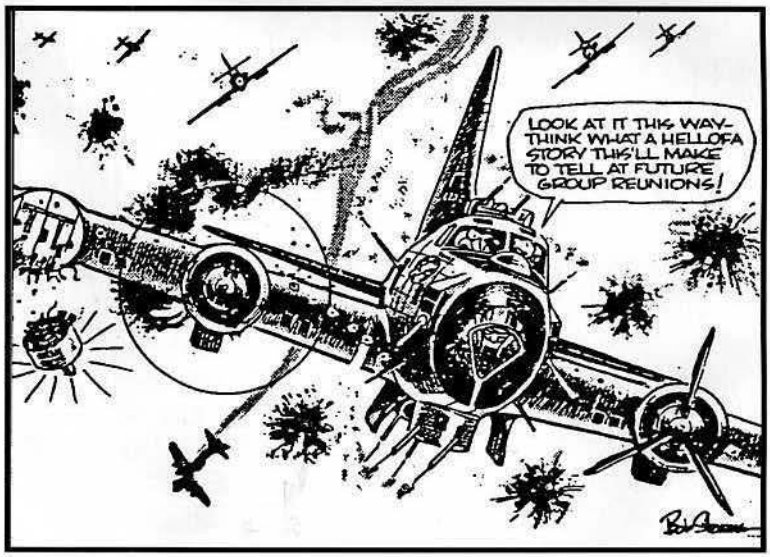
EDWARD HAYES - SALISBURY, MD
Enclosed is a check for 2008 dues and apply the balance to your general fund.

On June 22nd, my wife, Ginny, and I celebrated a quiet 67th wedding anniversary.

Sorry we cannot make the reunion; health problems, getting too old.

Keep up the good work. God Bless.

****



Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BUSH	MARJORIE	7LMA	6901 N. GALENA RD APT 202	PEORIA	IL	61614
EVANS	CHARLOTTE(Edward),	391LM,	947 ASHWORTH RD STE 307	WEST DESMOINES	IA	50265
FOX	ROBERT,C	18	4010 WAYCROSS APT 2041	COLUMBUS	OH	47203
GASS	LAVERN, E	391	12400 PRESTON RD #122	DALLAS	TX	75230
ISRAELSEN	ALLEN, O	4LM	12209 SANTA MONICA DR	ALBUQUERQUE	NM	87122
MORRISON	SHIRLEY, M		3150 CHANNEL BLVD.	CHEMAINUS, B.C. CANADA		VOR 1K2
STUFFLEBEAM	DONALD L	7/4	921 N CHESTNUT ST	LEWISTOWN	IL	61542
STELLING	WILLARD	391	632 EPWORTH PL	OTTAWA	ILL	61350

Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BOLDUC	OLIVER, F	391	02-19-07	65 BOLDUK LN	CHAPLIN	CT	06235
EVANS	EDWARD,W	391LM	12-10-06	947 ASWORTH RD STE307	W DESMIINES	IA	50265
MACIEL	HELEN, C	391LM	05-03-06	10 CAPT SAMUEL FORBUSH RD,	WESTBOROUGH	MA	01581
MARTIN	RANDALL, R	7LM	05-03-07	302 LINDEN PONDS WAY	HINGHAM	MA	02043
SIVRET	FRANKLIN,L	7	05-07-06	18 MELVIN AVE	SHREWSBURY	MA	01545
STUTHERS	JAMES A	18LM	07-07	430 PALMETTO DR	VENICE	FL	34293

New Associate Members

Last Name	First Name	Org	Address	City	State	Zip
BLOOMQUIST	THEODORE	7A	1001 ACACIA AVE	LAFAYETTE	CO	80026
CONNOLLY	JAN, M	A	7521 GLENWOOD CIR	LINCOLN	NE	68510

Donations to the Ray L Summa Scholarship Fund

In Memory Of	Donor
RANDALL MARTIN	LOIS & MARVIN JALVING
	WARREN & MAXINE LOVE

Wedding Anniversaries

Warren and Maxine Love - Omak, WA
65th Wedding Anniversary - August 11, 2007

Jack and Marian Share - The Woodlands, TX
60th Wedding Anniversary - October 4th, 2007

Ginny and Edward Hayes, Salisbury MD
67th Wedding Anniversary - June 22, 2007

MOVING?

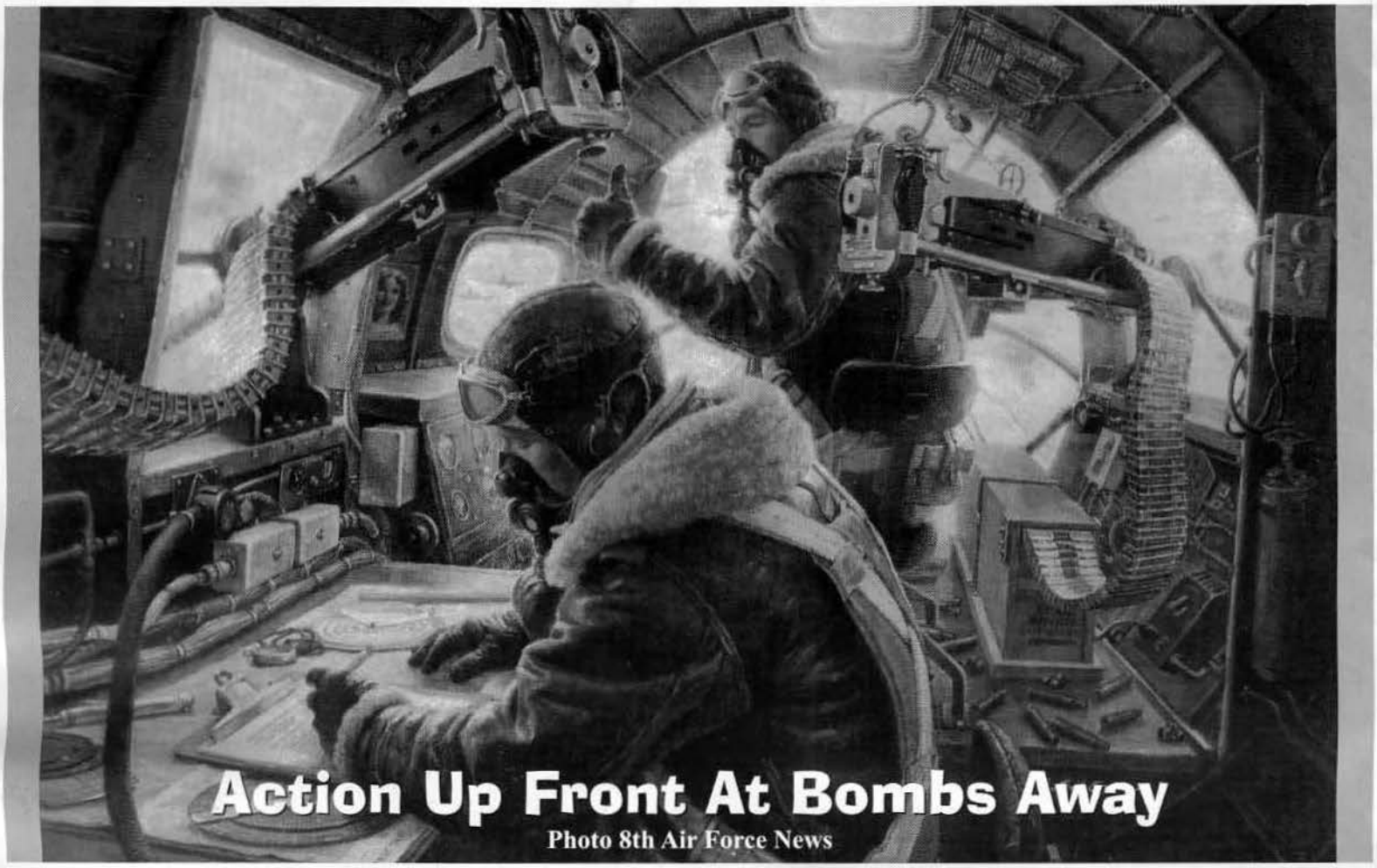
IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.



Action Up Front At Bombs Away

Photo 8th Air Force News

Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

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From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

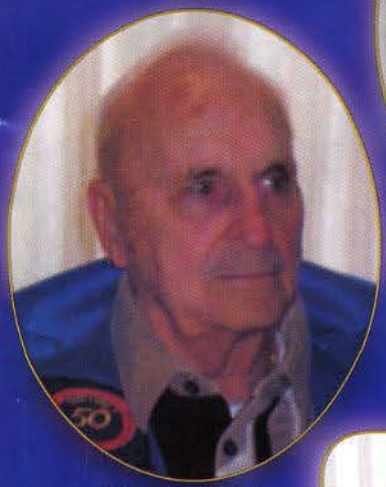
Volume XXXII Number 4 December, 2007

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

Bob Wright

Genevieve Rutka



Harold Rutka

A Tribute

Esther Wright

to the Retiring Reunion Committee for 24 Years of Organizing
the Annual Reunions for the Members of the 34th Bomb Group Association

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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OTHER WEB SITES OF INTEREST:

http://members.tripod.com/ValortoVictory
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
www.jccc.net/~bgustaf/34th_Bomb

DEADLINE

All material and items for the March, 2008 issue of Mendlesham Memories should reach me on or before January 15, 2008. All copy will be going to the publisher on that date.

Jack Share, editor

DUES are DUE

2008 Dues,
for those who pay annually,
are due as of **January 1st 2008**

DUES ARE $20.00 PAYABLE TO: 34TH BGA

Send Dues To:
Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Your cooperation in getting your dues paid now will guarantee your continued membership in the 34th Bomb Group Association and the delivery of your Mendlesham Memories. Thank you.

Share - a thought...

Jack Share

The end of an era? Maybe - maybe not. It is true that the 34th Bomb Group Association that was formed 24 years ago by a group of veterans of the 34th Bomb Group, 8th Air Force has become precariously thinned in ranks due to the fact that our aging years have caught up with us.

Fortunately, in the last few years we were foresighted enough to face reality and decided if this organization was to continue the leadership would have to come from our offspring and those interested in our history for a variety reasons.

At the recent 24th reunion of the Association in Grand Rapids, MI, the first ever associate member was elected president along with several others who have accepted various positions within the organization.

Does this mean that the organization is alive and well? We would like to think so but at this stage we are not sure whether the interest of this influx of new blood will be on going or fall apart as the original members become even less involved. We would like to think that now that there has been a bond established between our newer members that some form of organization might still exist and that the remaining originals will give all the encouragement and assistance possible, even moral support would help,

Whatever the future holds, I think I speak for entire membership when I say it has been a terrific ride and, because this association was formed, the trials and tribulations of the 34th Bomb Group along with the many relationships established will be remembered and on going for many years to come.

Jack

President's Message

As the first Second Generation President, it is quite an honor to be asked to lead the 34th Bomb Group Association through its 25th and final year. There is a lot of work to be done during the next twelve months as we wind everything down, and I am looking forward to the challenges that lay ahead.

I hope that everyone enjoyed the reunion in Grand Rapids. Sonia and I had a wonderful time. In addition to bringing my mother with us, this year we had a new addition to our party, my 12 year old nephew Brian. It was great introducing another generation to the "Greatest Generation."

It was sad to hear of the retirement of the members of the Reunion Committee. Harold and Genevieve Rutka, Bob and Esther Wright, and Bruce Sothern have done such a tremendous job organizing the reunions. I want to personally thank them for all of their hard work these past many years. As a member of the new Reunion Committee, I know that we have some large shoes to fill, but we will do our best to make the last reunion something special.

As we approach the holiday season, Sonia and I want to wish everyone good health and much happiness for the upcoming year. We look forward to seeing you all in 2008.

David Fieber,
President

Passing The Gavel

After 24 years of existence, the 34th Bomb Group Association has run out of veterans who are ready, willing and/or able to head the organization. For the last several years the younger generation members have gradually taken over important positions in order to keep it solvent. At the Grand Rapids reunion the first non-veteran associate member took over the reins of the office.

David Fieber was unanimously elected president. David has been an important member of the 34th for sometime, holding many offices. David's father, Herman, was a valuable, long time member until his death a few years ago. Mother, Nancy and other family members still attend the reunions with David and wife, Sonia, who is also a valuable member of the association serving as our recording secretary.

Our appreciation to our immediate past, and last, veteran president, Jim Hinchee. Jim's tenure as president saw the immergence of the younger associate members as the lifeblood of the organization. Without their help the 34th Bomb Group Association was destined for immediate extinction.

Congratulations, Jim, and thanks for your dedication and service to the organization.

Past President's Message

The reunion was great. The new associate members are really taking a real interest in the group. To me this gives things a better outlook for the future. They have the group in their interests and will do a good job. They sure were a great help to me.

The turn out was good considering we are getting older and losing members each year. We still have a lot of workers such as, Bruce, Jim Martin and Jack Share and others. Thanks to them the organization keeps going.

The new associates told me that they have found a web site that gives them a lot of information on reunions. They will do a good job.

Thanks to everyone that helped me thru the year. It was a great experience and I learned a lot. Thanks to everyone.

Jim Hinchee,
Past President

THE (NEW) AIRMAN'S CREED

I am an American Airman.
I am a warrior.
I have answered my nation's call.
I am an American Airman.
My mission is to fly, fight, and win.
I am faithful to a proud heritage,
A tradition of honor,
And a legacy of valor.
I am an American Airman.
Guardian of freedom and justice.

TREASURER'S REPORT

It was great seeing so many of you in Grand Rapids. The reunion committee did another fantastic job of planning the reunion and providing the opportunity for the group to get together.

At the reunion, the annual dues amount for 2008 was set at $20.00 the same as 2007, no additional amount for life members. Elsewhere in this issue is my address where dues should be sent. Please make your check payable to the "34th Bomb Group Association".

Besides dues, we receive two other significant contributions to our treasury. First, thanks to the hard work of Ken and Kathleen Paxton, our PX continues to be successful providing the treasury with a check for $2500.00 The Reunion Committee provided me with a check for $650.00 representing the $5 per registrant at the Grand Rapids reunion.

Our treasury consists of two funds, a General Fund and a Scholarship Fund. At the beginning of the year there was $10,681.87 in the Scholarship Fund. During the year we received $200.00 in donations and awarded $2750.00 ending the year with a balance of $8,131.87. We have ample funds in the fund to pay the 2007 scholarships, which were recently awarded, and also for the 2008 awards.

Revenues and expenses for the General Fund follows:

General Fund Balance July 31, 2006 -	$12,324.45
Revenues:	
Member Dues & Contributions	$4,265.50
Reunion Committee	650.00
P/X	2,500.00
Interest/Change in investment Value	879.10
Total Revenues	$8294.60
Expenses:	
Mendlesham Memories	$11,212.56
Speaker - 2006 reunion	300.00
Web site maintenance	150.00
Total Expenses	$11,632.56
General Fund Balance July 31, 2007	$8986.49

At the Grand Rapids reunion, I provided the board with detailed projections of our estimated revenues and expenses through calendar year 2008, when the 34th Bomb Group Association currently plans to cease operations. With the 2008 annual dues payments and our other sources of revenue, we project that we will have enough cash to conduct our business through 2008.

Thanks for your ongoing support..

Jack Steffen, Treasurer

Reunion Committee Report:

As Many of you already know, after 24 years of dedicated service, members of the Reunion Committee announced that they are unable to continue planning reunions for the 34th Bomb Group Association, primarily for health related reasons. On behalf of the entire 34th Bomb Group Association, we want to extend sincere thanks to Harold and Genevieve Rutka, Bob and Esther Wright, and Bruce Sothern for their many years of hard work and successful reunion planning.

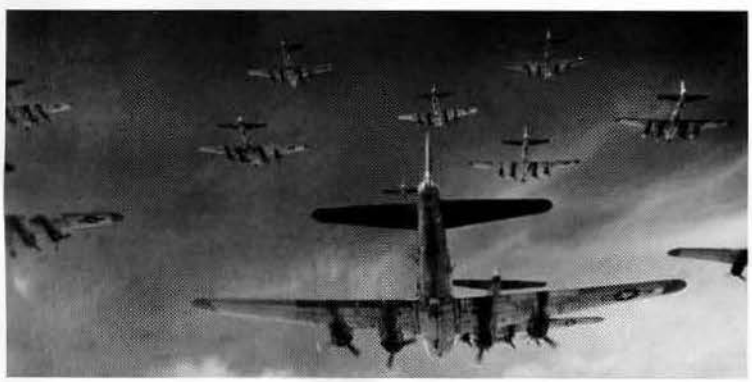
Most of you are probably aware of the group's decision two years ago to have a 25th and final reunion in 2008. In order to pursue that goal, several of the "next generation" members of the group agreed to form a new Reunion Committee to attempt to plan that reunion. David Fieber, Scott Mackey, Bonnie Zylstra and Jack Steffen are the 2008 Reunion Committee. In light of our inexperience, we have decided to work with Armed Forces Reunions Inc., an organization that specializes in planning reunions for veterans' groups. They have planned over 1500 military reunions in over 80 cities nationwide.

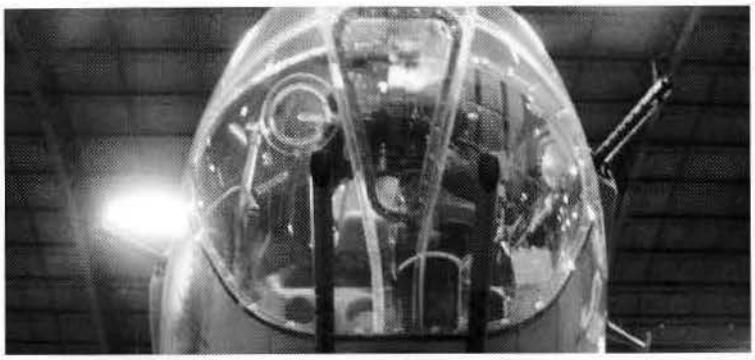
When the 34th Bomb Group Association decided to have a 25th and final reunion, it was talked about as a "Big Blast", a fitting final celebration of the efforts of the 34th Bomb Group. We are currently looking at having the final reunion in the Washington, D.C. area. Washington, D.C. offers a large variety of political, historical and military sites. In particular, there are sites that specifically celebrate the efforts of our veterans, including the World War II Memorial and the Air Force Memorial. it is an appropriate location for the final celebration of this great group.

We have done some preliminary research, and have learned that nice and reasonable priced accommodations are available outside downtown, in areas such as Arlington, Virginia. For those traveling to the reunion by air, most cities have reasonably priced and convenient flights to Washington, D.C. Many of our members drive to the reunions, so convenient parking accommodations are important. We are mindful of the need to try to make the arrangements as convenient as possible. Our goal is to provide our veterans, and all of our group members, with a memorable 25th reunion.

We do not yet have firm dates or a firm location for the 2008 reunion. Preliminarily, we are looking at September 3 - 7, 2008.

We are trying to get things rolling, and wanted to update the group on our progress. **But we want to stress that everything is preliminary at this point, and subject to change.** Please watch the next issue of Mendlesham Memories for further developments.





Write It Down - for Posterity

Carol Elliot

We recently attended a family reunion and one of our group had researched Civil War records and found that our great grandfather was indeed at Appomatox with Robert E. Lee and he always said that he held Traveler's (Lee's horse) reins during the surrender.

It is now time for each of our families, be it a wife, sister, child, grandchild to interview their 34th Bomb Group members and put the history down on paper. Just think how pleased that family would be once this has been done for each to get a copy at Christmas, birthday, Memorial Day, Armed Forces Day. Maybe this could be worked into a real family reunion or party honoring the veteran. May even throw in some chicken, potato salad and baked beans!!

A good format:

- ☐ Name
- ☐ Date of birth
- ☐ Parents name, brothers, sisters
- ☐ Short history of life before WWII
- ☐ Marriage
- ☐ Children, grandchildren, great grandchildren

Also:

- ☐ Date of entry into military service with short history.
- ☐ Story of training
- ☐ Arrival in England or where else they may served.
- ☐ Name of plane, Crew members, including crew chief or someone else that had a place in their life.

Now, come on veterans! This is special. We need this information. A short story of missions or anything that was their part in defending this great country and the United Kingdom.

- ☐ Number of missions, when they ended and the return to the U.S.
- ☐ Discharge information.

This would be quite a story and each family member deserves to have a copy of this history about a wonderful veteran who fought for us.

God Bless America and each of us.

Carol Elliot

PX Order Form

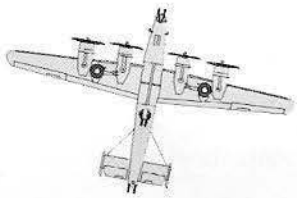
AUTO WINDOW STICKER - 2"X4" BLACK AND SILVER
VET: WWII US ARMY AIR CORPS ..... $4.00 EACH - OR - 3 FOR $10.00
(NO SHIPPING CHARGES ON THIS ITEM)

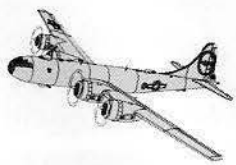
LICENSE PLATE HOLDER (2 for $5.00) ..... $3.00ea.
LICENSE PLATE - White with blue logo. Print same as several years ago. ..... $10.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY" ..... $5.00ea.
PATCHES - 8TH AIR FORCE ..... $3.50ea.
PATCHES - SQUADRON - 7TH - 18TH - 391ST ..... $5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5" ..... 2 for $1.50ea.
BUMPER STICKER - 34TH B.G. - 3" X 12" ..... 2 for $1.50ea.
HAT PINS (FOR DECOR) B-24, B-17 or POW ..... $3.50ea.
WINGS - (about 2") - PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR ..... $4.00ea.
WINGS (about 1") ..... $3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqnds and 8th Air Force ..... $3.50ea.
MEN'S POLO SHIRT w/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobble) XL, XXL ..... $25.95ea.
MEN'S POLO SHIRT w/ POCKET AND 34TH Logo (Royal Blue) M, L, XL, XXL ..... $22.00ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill ..... $8.50ea.
BOLO TIE - B-24 or 8TH Air Force ..... $6.00ea.
BOLO TIE with Mother of Pearl background behind B-24 ..... $6.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms" ..... $6.00ea.
PIN - VALOR TO VICTORY ..... $5.00ea.
BOOKLET - MENDLESHAM REVISITED, by our English school students and teacher, Gordon Leathers ..... $20.00ea.

- PLEASE CIRCLE ITEMS DESIRED -
AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

Please add $3.50 postage for orders under $20.00 and $4.50 postage for orders $20.00 and over.
Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net





PX REPORT

Our Grand Rapids reunion was colorful accommodations were perfect and it was a great reunion.

Bernie Farley (Jack Farley's widow) and her family decided to give Jack's collection of WWII books and videos to the 34th for disposal. We had a silent auction in the PX and ended with $401.00. We are very grateful and appreciative of this gift to the 34th.

Sales at Grand Rapids, at full retail, would have brought in $1858.25. However, with everything being discounted we realized a profit of $1092.02. With the proceeds from the Farley gift, total sales were $1493.02. We appreciate your support of the PX and ask you to remember these items make wonderful gifts. Some items on this order form are discounted but remember they will be much more heavily discounted at our last reunion next September.

Ken

Ray L. Summa Scholarships

CONGRATULATIONS:

The scholarship committee announced the following winners of the 2007 scholarship recipients at the recent reunion of the 34th Bomb Group Association in Grand Rapids, Michigan.

1st Place - Erin Lindsey Duffy - Medway, MA - $1000.00 – Sponsor – Bernadette Farley

2nd Place - Rebecca Mills - Coopersville, MI - $ 750.00 – Sponsor – Marvin Jalving

3rd Place - Nicholas A. Ritter - Marshall, MN - $500.00 – Sponsor – John Feda

Scholarship Committee Report:

We had a great time at the Grand Rapids reunion but missed seeing some of our old friends. We can't find adequate words to say thanks to the Reunion Committee for the great work they have done over the years, or express our appreciation for the younger men and women who have stepped forward to help us our next year.

We are also very pleased to have "Thank You Notes" from the three 2007 scholarship recipients. I think all of our 34th Bomb Group Association members would be interested in reading them.

The Scholarship Committee:
Ambers Hanson, Chairman
John Feda
Raymond "Jim" Hinchee

1st Place

From Erin Duffy: *It is an honor to be the recipient of the Ray Summa Scholarship award, thank you so much for your generosity. Unfortunately, your annual reunion in Grand Rapids takes place the first week of classes at Wellesley, so I will be unable to attend. Thank you, again, for supporting my education, it means so much to my family and me. The 34th Bomb Group Association has been a very important part of my grandparents, and our entire family's lives, and your recognition and financial support in an incredible honor.*

2nd Place

REBECCA MILLS & GRANDPA, MARVIN JALVING

From Rebecca Mills: *Thank you for the scholarship you awarded me. As I head off to college tomorrow, I will find the money very useful for books and art supplies needed for my classes. Enclosed is a photo of my grand-father and me as he hands me the check. Again, thank you.*

3rd Place

From Nicholas Ritter: *Thank you for $500 scholarship award for my college finances. I have spent the summer working road construction in order to give me exposure t my future career as a Civil Engineer and am looking forward to school starting.*

I appreciate the generosity of your organization in helping kids, such as myself, further our education.your generosity will help me reach my goal of one day becoming a Civil Engineer.

It says a lot about an organization that has already made many sacrifices for its country when they continue to be such great supporters of the future of America by providing scholarships to help students.

Thank you, very much, for your help with my transition into college life. I truly appreciate your financial support.

MINUTES: BOARD OF DIRECTORS

34th Bomb Group (H) Association, Inc.
Minutes of the Board of Director's Meeting
Grand Rapids, Michigan
September 6, 2007

The meeting was called to order September 6, 2007, at 1400 hours at the Crowne Plaza Hotel in Grand Rapids, Michigan, by President Raymond "Jim" Hinchee. President Hinchee led the group in reciting the Pledge of Allegiance. Chaplain James Martin gave the invocation.

President Hinchee asked for a roll call. Present were: President Jim Hinchee, 1st Vice President and Recording Secretary David Fieber, 2nd Vice President Charles Siragusa, Treasurer and Corresponding Secretary Jack Steffen, Past President Kivett Ivey, Chaplain James Martin, PX Manager Ken Paxton, Mendlesham Memories Editor Jack Share, Board Members Scott Mackey, Oral Walker, Clayton Mink and Bonnie Zylstra. Reunion Committee members Harold Rutka, Bob Wright, and Bruce Sothern were also present. Absent were Board Members Craig Cosenas and Emmett Forister.

Charles Siragusa made a motion to approve the minutes of the August 21, 2006, Board of Members meeting held in Rapid City, South Dakota. The motion was seconded by Jack Share, and passed unanimously.

Jack Steffen presented the Treasurer's Report. The fiscal report, as of July 31, 2007, shows the cash on hand one year ago as $23,006.32. It is currently $17,118.36. The General Fund began the year with $12,324.49 and as of July 31, 2007, the balance is $8,986.49. The Scholarship Fund began the year at $10,681.87 and as of July 31, 2007, the balance is $8,131.87. Jack also presented a projection of costs through 2008. He had spoke with several members, including Ken Paxton (regarding the PX), Jack Share (regarding the Mendlesham Memories), and the Reunion Committee and the projected General Fund balance as of 12/31/2008 is $2,176.00. The Projected Scholarship Fund balance as of 12/31/08 is $3,631.00. Although those numbers are only projections, Jack is reasonably confident that we will end up with plenty of money to continue business through the final year. Bruce Sothern made a motion to accept the Treasurer's Report and it was seconded by Kivett Ivey and passed unanimously. Jack Share spoke about what wonderful job Jack has done with the Report. Jack Steffen made a motion that the Dues would remain at $20 a year for Annual members and -0- for the Life members. The motion was seconded by James Martin and passed unanimously. A complete copy of the report is filed with the minutes of this meeting. A motion to approve the report was made by James Martin and seconded by Kivett Ivey. The motion passed unanimously.

Ken Paxton presented the PX report. The financial report shows that the beginning bank balance as of 8/31/06 was $1,608.13. The bank balance as of 8/31/07 is $1,227.58. Ken said that the purchases in the last year were down about 33% from the prior year. He said that no new purchases are planned and that he is beginning to mark down items 10% to 50% in an effort to close out the remaining inventory by the time the group finishes in 2008. Jim Martin made a motion to accept the PX report and it was seconded by Clayton Mink and passed unanimously.

Bruce Sothern presented the report of the Nominating Committee. He said that protocol is that the First Vice President normally moves up to the position of President, but that several members had asked him why we don't nominate one of the actual Veterans from the 34th Bomb Group to be President. Bruce indicated that is not always an easy thing to do, to find a vet that wants to do it, and that the 2nd Generation members are doing a great job and he does not see any problem with following the existing protocol. He was open to any suggestions and said that by the time of the General Meeting he and Jim Martin would hopefully come up with some names for some of the vacant positions.

Harold Rutka presented the report of the Reunion Committee. He spoke of how the committee had worked hard and worked together the past years, but the 2007 reunion was going to be his last year. Bob Wright also indicated that he was going to have to step down too. The group recognized the Reunion Committee for all of their hard work.

Ambers Hanson presented the report of the Scholarship Committee. He thanked Jim Hinchee, Bruce Sothern, and John Feda for all of their hard work in helping out with the nominating process. He was pleased to announce that in 2007 there were 13 applicants, which was quite an increase from the prior year. The following scholarships were issued: $1,000 to Erin Duffy, sponsored by Bernadette Farley; $750 to Rebecca Mills, sponsored by Marvin Jolving, and $500 to Nicholas Ritter, sponsored by John Feda. Ambers said that Jack Share had already received responses from two of the winners, Erin Duffy and Rebecca Mills, expressing their appreciation. Ambers spoke about the quality of all of the applicants. Jack Steffen made a motion to accept the report and it was seconded by Charles Siragusa. It passed unanimously.

Jack Share presented the report on the Mendlesham Memories. He mentioned that some members have complained about the length of time it takes for them to receive their issues, but that he has no control over the way the Post Office delivers them. He also mentioned that Michelle, our publisher, is very appreciative of the business we give her and she has even stated that she would take over the Mendlesham Memories if Jack could no longer handle it. Jack said that he will continue putting the Mendlesham Memories together through the last remaining year. He said that after the September 2007 issue there will be four more issues. The number of pages has been reduced from 16 to 12 and that has reduced the cost significantly. There have not been a lot of submissions from the members, mainly due to the fact that everyone has already told their story, but he should have enough material to fill 12 pages each issue. Jim Hinchee commented on what a terrific job Jack does and everyone applauded his great work. Jack Steffen made a motion to accept the report and it was seconded by Jim Martin and passed unanimously.

Jim asked for volunteers for the nominating committee. Ambers Hanson said that he and Bruce Sothern would remain on the nominating committee and he also invited Jim Hinchee to join them. Although John Feda was not present at the meeting, Ambers politely volunteered John's services for the committee.

The next item of discussion was the 34th Bomb Group website. It is presently maintained by Susan Ferrell and the group gives her $120 per year to pay for the site. Kivett Ivey indicated that he has sent Susan several e-mails regarding the site, but that she hasn't returned any of them. Jack Steffen said that it does not appear that she has updated the site at all in the last year. One of the concerns is that if the group does not want to fund the site then it will just disappear. Jim Martin commented that he has been contacted by several people that have accessed the site and it would be a shame if it just went away. Several options were discussed, including the possibility of downloading the material. Charles Siragusa brought up the question if the group is even going to have another reunion in 2008? He said that if we decide to "deactivate" the group then there are several issues that need to be discussed, including what will happened to the website and who would pay for it? Scott Mackey suggested that someone contact the 8th Air Force and see if they might have someone that can take over the website. It was suggested that when Jack Steffen sends Susan the $120 for the upcoming year, he should send a letter and try and get an answer from her on just what her future plans are and then a decision can be made. Charles Siragusa made a motion to accept this plan and it was seconded by Kivett Ivey and passed unanimously.

Ken Paxton told the group that he had received a call from Bernadette Farley, widow of Jack Farley, and that she was donating Jack's collection of books and videos to the 34th Bomb Group. One of the books is to be given away, via a drawing, at the Saturday night banquet. Ken suggested that the other items be auctioned off during the Saturday night banquet, if time permits. Harold Rutka informed the group that the banquet room is only reserved for two hours and that there would not be time for an auction. Clayton Mink suggested holding a silent auction and it was decided that would be held in the PX.

Jim Martin again brought up the question, "Is there going to be a reunion next year?" Jack Steffen mentioned that he had heard from several people who had said that they were not going to be at the 2007 reunion, but they were looking forward to the last reunion in 2008. Jack volunteered to be on the new Reunion Committee and he was quickly joined by David Fieber, Bonnie Zylstra, and Scott Mackey. Jack Steffen said that it had been decided two years ago to have three more reunions, the last being in 2008, and that we would be willing to try and put something together for 2008. There was a brief discussion about possible sites for the final reunion, including Kansas City, Savannah, and Washington D.C. Kivett Ivey made a motion that the new Reunion Committee will decide on the location and it was seconded by Ambers Hanson. The motion passed unanimously. Jack Share commented that information regarding the 2008 reunion must be published in the March issue of the Mendlesham Memories.

Jim Hinchee asked if anyone had any other new business. Charles Siragusa asked what was going to happen to any money left over after next year. Ambers suggested that all of the money be put into one "pot." Jack Steffen questioned if people who donated to the scholarship fund might be upset if that money did not end up going to a scholarship, instead going to the General Fund. Ambers did not think anyone would have a problem with that. Kivett Ivey suggested that some of the extra money could be used to defray some of the costs of the 2008 reunion. Another suggestion was to donate any left over money to the 8th Air Force Museum. A motion was made by Ambers Hanson that all leftover money be put together and that the Board would decide what to do with any leftover money next year. It was seconded by Jack Share and passed unanimously.

The meeting adjourned at approximately 1600 hours.

Respectfully submitted,

David Fieber
Recording Secretary

MINUTES: GENERAL MEMBERSHIP

34th Bomb Group (H) Association
Minutes of the General Membership Meeting
Grand Rapids, Michigan
September 8, 2007

The meeting was called to order September 8, 2007, at 0900 hours at the Crowne Plaza Hotel in Grand Rapids, Michigan, by President Raymond "Jim" Hinchee. President Hinchee led the group in reciting the Pledge of Allegiance. Chaplain James Martin gave the invocation.

Charles Siragusa made a motion to approve the minutes of the August 21, 2006, General Membership meeting held in Rapid City, South Dakota. The motion was seconded by Jack Share and passed unanimously.

Jack Steffen presented the Treasurer's Report. The fiscal report, as of 7/31/07 shows the cash on hand one year ago as $23,006.32 and it is currently $17,118.36. Jack said that he had spoken to the group members, including Ken Paxton (regarding the PX), Jack Share (regarding the Mendlesham Memories), and the Reunion Committee and the consensus is that we are financially solvent and there are plenty of funds to carry the group forward through our last year. Jack made a motion that the Dues would remain at $20 a year for Annual members and -0- for the Life members. The motion was seconded by James Martin and passed unanimously. The Audit Committee reported that everything was correct with the Treasurer's Report. A complete copy of the report is filed with the minutes of this meeting. A motion to approve the report was made by James Martin and seconded by Kivett Ivey. The motion passed unanimously.

Ken Paxton presented the PX report. The financial report shows that the beginning bank balance as of 8/31/06 was $1,608.13. The bank balance as of 8/31/07 is $1,227.58. Ken said that no new purchases are planned and that he is beginning to mark down items 10% to 50% in an effort to close out the remaining inventory. As an example, Ken presented a sweatshirt that has been marked down 25%. Ken also mentioned that he had recently received a call from Bernadette Farley, widow of Jack Farley, and that they were donating a large collection of books and videos. He said that the items would be sold via silent auction and that members could visit the PX to bid on the items. Ken also displayed a book of stories on the 34th Bomb Group that was compiled in 1998 by Eli Baldea. Ken announced that the book would be given away in a drawing at the Saturday night banquet. Bruce Sothern commented on what a wonderful job Ken and Kathleen have done with the PX. Bruce made a motion to accept the PX report and it was seconded by Carroll Forister.

Bob Wright presented the report of the Reunion Committee. There were 137 people registered for the 2007 reunion, including one group of 11 and another of 7. Bob announced that he and Harold Rutka were retiring from the reunion committee and that they were turning it over to the 2nd generation. James Martin asked how many veterans were at the reunion and Bob estimated that there were about 55. President Hinchee commented on just how much work the Reunion Committee does and they received a nice round of applause from the room.

Bruce Sothern presented the Nominating Committee report. The committee replaced the two outgoing Board members, Scott Mackey and Oral Walker, with Kay Hughes and Harry Pearlman. Bruce announced that Jack Steffen would remain as Treasurer and that Sonia Fieber would be the Recording Secretary. Scott Mackey was presented as the 2nd Vice President, with Charles Siragusa moving up to 1st Vice President. David Fieber was presented as the nomination for the incoming president. Bruce singled out Jack Share for his wonderful contributions with the Mendlesham Memories. Nominations were requested from the floor, but none were received. Bruce called for a vote on the nominations and they passed unanimously. Bruce also spoke about working with Bob Wright and Harold Rutka on the Reunion Committee and that this would be his last year also. President Hinchee thanked Bruce for all his hard work.

The Mendlesham Memories report was presented by Jack Share. Jack mentioned how hard it would be to replace Bob Wright and Harold Rutka and that he had considered stepping down, but had decided to stay on for one more year, which would be about 5 more issues. Jack mentioned a phone call he had received from a woman, Regina Givens, in Montana. Her father was a member of the 34th and through the newsletter they all have remained close to the organization. Jack read a nice note from their daughter and said it was because of notes like that that he was reluctant to give up being the editor of the Mendlesham Memories. Jack mentioned that the number of pages in each issue has been reduced from 16 to 12, mainly due to the reduction of submissions he receives for each issue. Jacked talked about the lengthy time it takes for some of the members to receive the Mendlesham Memories, but that is due to the post office and the way they deliver third class mail. Jack Steffen thanked Jack and Michelle, the Mendlesham Memories publisher, for all of their hard work. Jack Share mentioned how much Michelle enjoys working on the issues and that she has told him that if he couldn't continue on with the newsletter then she would be happy to take over. Jack Steffen made a motion to accept the Mendlesham Memories report and it was seconded by James Martin and passed unanimously.

Harry Crawford's son spoke to the group about his two children that have received scholarships from the 34th Bomb Group. His daughter, Amy Crawford, graduated from Cornell University and went to work for Smithsonian Magazine. She has just begun attending Columbia Journalism School. His son also graduated from Cornel and is now working on the campaign for Barack Obama. He thanked the group for the scholarships and all the help that was given to his children.

Jack Steffen gave a brief talk about the future finances of the organization and repeated that he believes there are sufficient finances to get the group through its last year. Jack informed the members about the state of the group's website. Susan Ferrell is maintaining the website and that we have been sending her $120 each year for the cost of the site. Jack informed everyone that the Board had decided to pay the $120 this year, but that he would try and contact Susan and see if she would be willing to give us ownership of the website or at least a copy of the information that we could turn over to the 8th Air Force. Jack Steffen made a motion to accept this proposal and it was seconded by James Martin. It passed unanimously.

President Hichee asked if anyone had any old or new business. Jack Steffen took the opportunity to thank Harold Rutka, Bob Wright, and Bruce Sothern for all their hard work on the Reunion Committee. Bruce mentioned that Genevieve Rutka and Esther Wright have graciously backed up their spouses. Jack also talked about how the group had decided a few years ago to stop after 25 reunions. With the announcement that the present Reunion Committee is retiring, Jack announced that he had volunteered, along with David Fieber, Bonnie Zylstra, and Scott Mackey, to try and put something together for the last reunion in 2008. The new Reunion Committee is short on experience, but they are willing to work hard to try to put something together for the group's final reunion. The Committee has had one short meeting and three locations are being discussed: Kansas City, Savannah, and Washington D.C. Jack asked if anyone has any other suggestions for locations that they please talk to any of the members of the group.

Jack Share spoke about the family who went overseas to look for a member of their family that disappeared in Austria in World War II. He then introduced some members of the family that were in attendance at the meeting: Harold Dwyer and his daughter, Kay Hughes, and her husband Rick. Harold spoke about the military organization, JPAC, which searches for members of the military that are listed as missing. This was their second trip to the crash site, looking for the remains of his brother, the plane's pilot, and the engineer of the plane. Although they did not find any remains, they did find some artifacts from the plane.

President Hinchee adjourned the meeting at approximately 1015 hours.

Respectfully submitted,

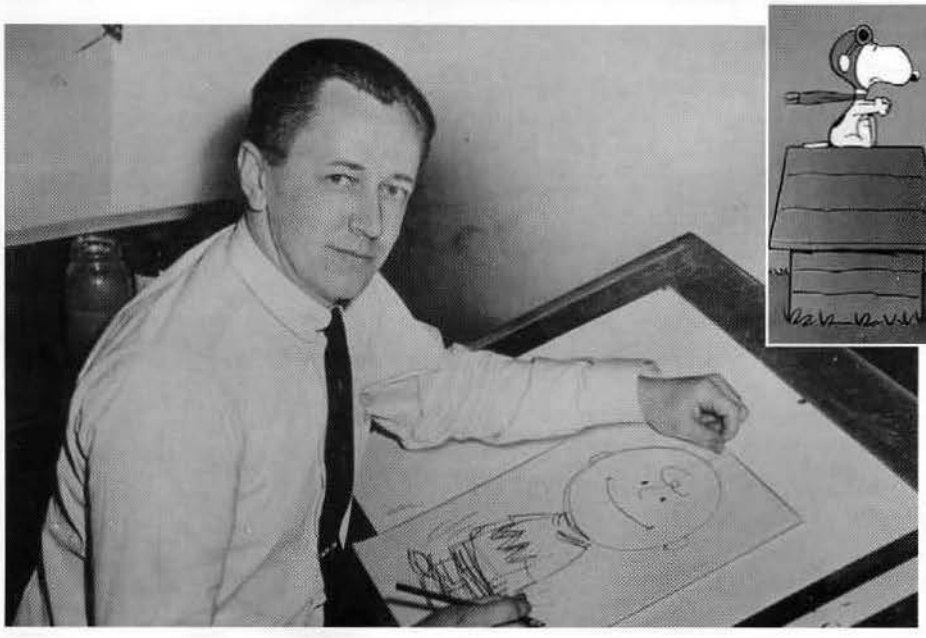
David Fieber
Recording Secretary

34TH BOMB GROUP'S PAST REUNIONS

YEAR	CITY	PRESIDENT-ELECT	ATTENDEES
1978	WASHINGTON, DC		
1979	PHOENIX, AZ	JAMES CARPOULIS	
1980	ORLANDO, FL	GRADY DETHERIDGE	
1981	ST PAUL, MN	MALCOLM CORUM	
1982	CINCINNATI, OH	ROBERT WRIGHT	
1983	HOUSTON, TX	GERRY PINE	
1984	NASHVILLE, TN	HAROLD RUTKA	
1985	WICHITA, KS	JAMES MARTIN	
*1986	COLORADO SPRGS, CO	AL DiNENNO	306
1987	KING OF PRUSSIA, PA	ED LAWLER	276
1988	VIRGINIA BEACH, VA	GEORGE RITCHIE	318
1989	SHREVEPORT, LA	WALT McALLISTER	292
1990	SEATTLE, WA	WALLY BRAUKS	249
1991	LOUISVILE,, KY	FRED SCHOCH	398
1992	LAS VEGA, NV	BRUCE SOTHERN	376
1993	LITTLE ROCK, AR	SAM WOLSTENCROFT	351
1994	ST PAUL, MN	ELI BALDEA	308
1995	HUNTSVILLE, AL	AMBERS HANSON	350
1996	RALEIGH, NC	RAY PALMER	325
1997	OMAHA, NE	ALLEN ISRAELSEN	224
1998	BOISE, ID	JOHN DORONSKY	209
1999	DES MOINES, IA	NORM MAYER	188
2000	BUFFALO, NY	CLAUDE GIBBS	202
2001	SAVANNAH, GA	WAYNE HOWARTER	276
2002	SALT LAKE CITY, UT	FRED WALTZ	177
2003	SAN ANTONIO, TX	JACK SHARE	182
2004	DAYTON, OH	JOHN FEDA	197
2005	ALBUQUERQUE, NM	KIVETT IVEY	167
2006	RAPID CITY, SD	RAYMOND HINCHEE	130
2007	GRAND RAPIDS, MI	DAVID FIEBER**	134

* Prior to 1986 the 34th had mini-reunion with the 8th Air Force Historical Society. At the 1985 reunion in Wichita, Kansas it was decided that we should go on our own.

** First next generation member to be elected president.



CHARLES SCHULTZ

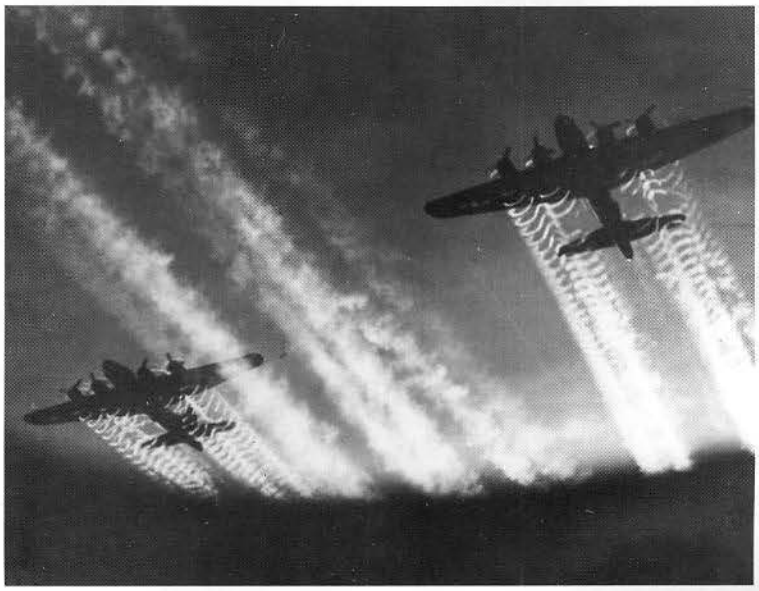
Nov 26, 1922 - Feb. 12, 2000

Charles Schultz served in the US Army in World War II, fighting on the continent in the European Theater. After the war he printed his first PEANUTS comic strip on October 2nd, 1950. A favorite subject was the beagle dog Snoopy. Every year on June 6th, he drew a special Peanuts strip recognizing the servicement who landed with the invatsion forces on the beaches of Normandy on D-Day, 1944.

Insignia for US Air Force Tech Controllers

"IT WAS THE HEAVIES"

By Ernie Pyle
Pulitzer Prize Journalist of World War II



NORMANDY, June 1944. – Our front lines were marked by long strips of colored cloth laid on the ground, and with colored smoke to guide our airmen during the mass bombing that preceded our breakout from the German ring that held us to the Normandy beachhead.

Dive bombers hit it just right. We stood in the barnyard of a French fram and watched them barrel nearly straight down out of the sky. They were bombing about half a mile ahead of where we stood.

They came in groups, diving from every direction, perfectly timed, one right after another. Everywhere you looked separate groups of planes were on the way down, or on the way back up, or slanted over for a dive, or circling, circling, circling over our heads, waiting for their turn.

The air was full of sharp and distinct sounds of cracking bombs and the heavy rips of the planes' machine guns and the splitting screams of diving wings. It was all fast and furious, but yet distinct, as in a musical show in which you could distinguish throaty tunes and words.

And then a new sound gradually droned into our ears, a sounds gradually droned into our ears, a sound deep and all encompassing with no notes in it – just a gigantic faraway surge of doomlike sound. It was the heavies. They came from directly behind us. At first they were the merest dots in the sky. You could see clots of them against the far heavens, too tiny to count individually. They came on with a terrible slowness.

They came in flights of 12, three flights to a group and in groups stretched out across the sky. They came in "families" of about 70 planes each.

Maybe these gigantic waves were two miles apart, maybe they were 10 miles, I don't know. But I do know they came in a constant procession and I thought it would never end. What the Germans must have thought is beyond comprehension.

Their march across the sky was slow and studied. I've never known a storm, or a machine, or any resolve of man that had about it the aura of such a ghastly relentlessness. You had the feeling that even had God appeared beseachingly before them in the sky with palms outward to persuade them back they would not have had within them the power to turn from their irresistible course.

I stood with a little group of men, ranging from colonels to privates, back of the stone farmhouse. Slit trenches were all around the edges of the farmyard and a dugout with a tin roof was nearby. But we were so fascinated by the spectacle overhead that it never occurred to us that we might need the foxholes.

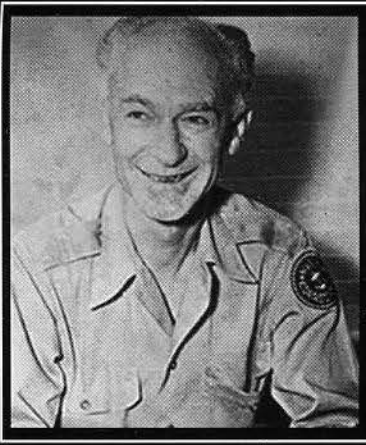
The first huge flight passed directly over our farmyard and others folowed. We spread our feet and leaned far back trying to look straight up, until our steel helmets fell off. We'd cup our fingerst around our eyes like field glasses for a clearer view.

And then the bombs game. They began ahead of us as the crackly of popcorn and almost instantly swelled into a monstrous fury of noise that seemed surely to destroy all the world ahead of us.

From then on for an hour and a half that had in it the agonies of centuries, the bombs came down. A wall of smoke and dust erected by them grew high in the sky. It filtered along the ground back through our own orchards. It sifted around us and into our noses. The bright day grew slowly dark from it.

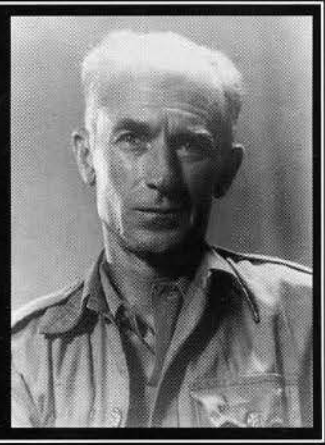
By now everything was an indescribable cauldron of sounds. Individual noises did not exist. The thundering of the motors in the sky and the roar of bombs ahead filled all the space for noise on earth. Our own heavy artillery was crashing all around us, yet we could hardly hear it.

Continued on page 9



ERNIE PYLE

ERNIE PYLE wrote the fascinating story about the 8th Air Force bombing raid near St. Lo that opened the way for the Allied ground forces to move on to continue their offensive following D-Day. The 398th was a part of this action, which was called "Cobra."



Reunion Attendees

Ruth Bailey
Marcia Adams
Lawrence & Lucille Babcock
Chris Collier
Claude & Genevieve Conklin
Harry Crawford & 10 guests
Harold & Darlene Dwyer
John & Betty Mae Feda
David, Sonia, Nancy & Brian Fieber
Robert J Filip
Dale & Margie Finley
Carroll Forister & 6 guests
Dale & Esther Frank
George & Debra Garbisco
Claude & Audrey Gibbs & Beverly Puffer & Betty Miller
Willis Griffis & Ed Morrison
Carolyn Guertin
Hebert & Doris Hall & Tom & Cindy Hooper
Ambers & Jean Hanson
Glen Henry
Charles & Eileen Herget
Bill & Tootie Hetherington
Raymond & Dickie Hinchee
Rick & Kay Hughes
Lloyd & Marla Inman
Kivett Ivey & 3 friends
Mike & Marjie Jacobbauski
Marvin Jalving
Lois Johnson
Betty Lampey
Birgit Lonergan
Eric & Scott Mackey
Joe & Kay Marks
Terry Baker & Kate Kuettel
James F. Martin
Norman Mayer
Fred & Ginny Muente
Boyd P. Niederlander
Ken & Kathleen, Keith & Richard Paxton
Ralph & Bernice Peterson
Floyd & Miriam Richmond
Harold & Genevieve Rutka
Richard & Winnie Schroeder
Robert & Jennie Schroeder
Jack & Marian Share
Don & Bonnie Shee
Paul & Pauline Shull
Charles & Henrietta Siragu
J.C. Smith
Bruce & Greg Sothern
James & Virginia Spencer
Jack & Linda Steffen
Walter Sturdivan
Orel Walker & Thera Good
Joseph & Marilyn Wong
Benson, Paul & Pam Workman
Robert H. & Esther Wright
Charles & Robert Yockey
Benjamin & Edith Zeldes
Bonnie Zyslsta

52 Veterans
82 Associates and guests

134 Total registrants

"It Was The Heavies" - Continued from page 8

The Germans began to shoot heavy, high ack-ack. Great black puffs of it by the score speckled the sky until it was hard to distinguish smoke puffs from planes.

And then someone shouted that one of the planes was smoking. Yes, we could all see it. A long, faint line of black smoke stretched straight for a mile behind one of them.

And as we watched there was a gigantic sweep of flame over the plane. From nose to tail it disappeared in flame, and it slanted slowly down and banked around the sky in great wide curves, this way and that way, as rhythmically and gracefully as in a slow motion waltz.

Then suddenly it seemed to change its mind and it swept upward, steeper and steeper and even slower until finally it seem poised motionless on its own black pillar of smoke. And then just as slowly it turned over and dived for the earth - a golden spearhead on the straight black shaft of its own creation - and it disappeared behind the treetops.

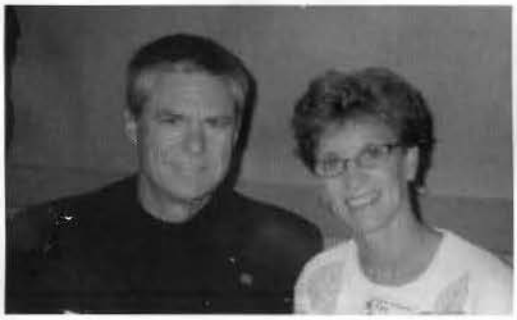
But before it was done there were more cries of, "there's another one smoking and there's a third one now."

Chutes came out of some of the planes. Out of some came no chutes at all. One of white silk caught on the tail of a plane. Men with binoculars could see him fighting to get loose until flames swept over him, and then a tiny black dot fell through space, all alone.

And all that time the great flat ceiling of the sky was roofed by all the others that didn't go down, plowing their way forward as if there were no turmoil in the world.

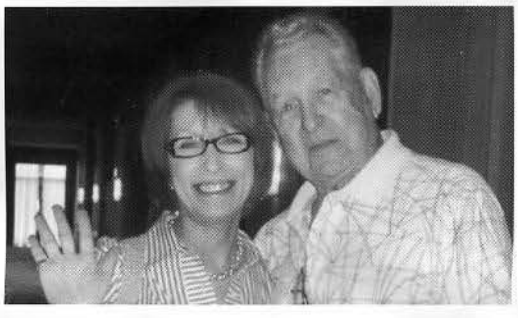
Nothing deviated them by the slightest. They stalked on, slowly and with a dreadful pall of sound, as though they were seeing only something at a great distance and nothing existed in between. God, how you admired those men up there and sickened for the ones who fell.

34th Bomb Group



Reunion Photos 2007

34th Bomb Group



Reunion Photos

Reunion Photos

FRIENDS WRITE

FRANK McCULLOUGH - ALLENTOWN, PA

Enclosed are my dues for 2007 and 2008. My wife and I really enjoy receiving MM and read it from cover to cover. This past June the B-17G, "Lady Victory", was at the Reading, PA Air Show and my daughter Debra and 12 year old grandson, David, had the opportunity of a lifetime by taking a ride on this historic plane, similar to the on I was a flight engineer on in WWII when we flew 34 missions over Germany before the war ended.

Thanks for all you do!

****

DALE CANNON - WAUSAU. WI

Made it another year. Thanks for what you do.

****

BIRGIT LONERGAN - FT. MYERS, FL

The MM came today and even though the news is old I enjoy reading it. There will be a big hole in my life when it doesn't come anymore. I had sworn I would attend at least one more reunion and I am so happy I attended the one in Grand Rapids. What a joy to see so many familiar faces and I am eagerly looking forward to next year, even if it will be the end.

****

ROBERT SCHROEDER - AMERICAN FALLS, ID

Thanks for the copy of the Sept. Mendlesham Memories. Now if we could just get the rest of them as soon. (Ed: Wish we could guarantee that)

We enjoyed the reunion. Did miss a few of the ones we usually saw every year.

Hope the next one can be in the middle of the country. Talked to quite a few members and they had the same hopes.

****

FRED BERGLUND - TITUSVILLE, FL

"For all you've done, for all you do. A special thanks from me to you".

Thank you for all you have done for us. We appreciate it very much.

****

SHAROL RASBERRY - WICHITA, KS

Enclosed is my check for $60 because I don't believe I have paid last year's dues. If I'm wrong, please just use the money to help with postage, etc.

My father, Allen J. Barta, was a B-17 pilot in the 4th squadron. Sadly, he passed away in August, 2004. We recently discovered his war diary and other memorabilia and this has kindled a real interest on our parts to learn more about his war experiences. I really enjoy your Mendlesham Memories. You are doing a wonderful job of keeping this history alive.

****

RIC FOX - AUSTIN, IN

I regret to inform you my father, Robert B Fox flew his last mission June 27, 2007. He was 87.

He and I attended a few reunions together and enjoyed meeting many of you and hearing the great stories. You people are a great and noble generation. Thank you for all your sacrifices. You are the reason we don't speak German in this country.

****

IRV LEVY - PHOENIX, AZ

The enclosed check is sent in memory of the members whose names have appeared in the TAPS section. Some of the names are familiar to me. I am a life member but I want to help the 34th keep up the group and sending Mendlesham Memories. I enjoy the issues and commend the people who make it up. A great job.

****

BRIAN FIEBER - BAKERSFIELD CA

I went to the 24th reunion of the 34th Bomb Group Association this year in Grand Rapids, Michigan and had an outstanding time. The tour of the city was great and I enjoyed the tour of Meijer Gardens. Talking to all the veterans and hearing their stories was amazing. It was interesting to meet real people who were in the war and fought for our freedom. You hear about these stories all the time but you never actually meet the people who are in the stories. When I went to the reunion I got to meet Jack Share and Harold Dwyer and others who took the time to tell me their stories. I hope I can come again and bring some more family with me.

ED: Brian is 12 years old and a fine young man.

****

WALTER STURDIVAN - STOCKTON, CA

Our number is dwindling but devotion is getting stronger. What a great reunion we had at Grand Rapids. I'd like to go next year and bring Lois with me. Perhaps we will have enough "gas" for one more "mission". We'll see.

****

KIVETT IVEY - LaGRANGE, NC

I think this years reunion was an outstanding success. The hotel was nice, the tour was nice and meeting old friends once again was outstanding. The resignation of the reunion committee was disheartening but I can understand why - we aren't what we were yesteryear! Over the years they have done an outstanding job and I wish to thank them for it/ Their hard work has certainly paid off for the group as a whole.

I wish the new president and the reunion committee success in the coming year. The countdown on the last reunion is on - the Lord willing I hope to be there next year wherever it may be.

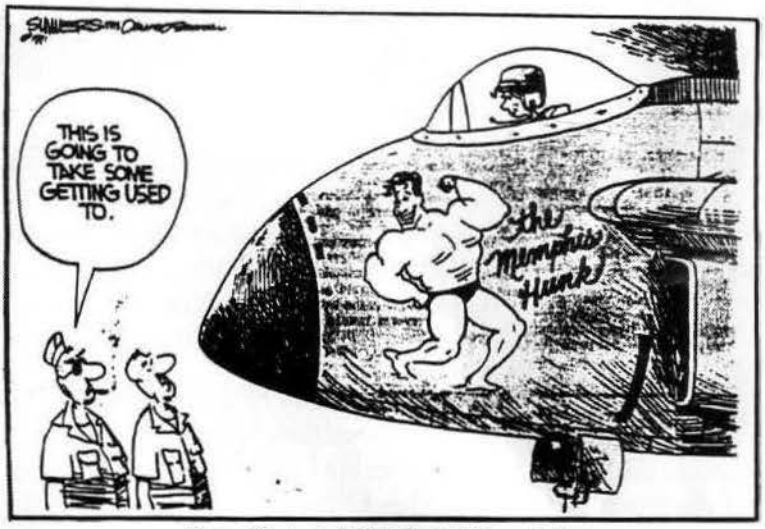
****

REID McCLOSKEY - CARLSBAD, NM

Enclosed is my check in the amount of $20.00 for '08 dues.

Your work on behalf of the 34th Bomb Group Association as well as that of the other officers is much appreciated.

****



From Georgia "Tall Tails" Newsletter

The Life That I Have

Leo Marks

The life that I have
Is all that I have
And the life that I have
Is yours

The love that I have
Of the life that I have
Is yours and yours and yours.

A sleep I shall have
A rest I shall have
Yet death will be but a pause
For the peace of my years
In the long green grass
Will be yours and yours and yours.

Facts & Figures from the U.S. Department of Veterans Affairs

World War II
(1941-45)

Total service members
16,112,566

Battle deaths
291,557

Other deaths in service
(non-theater)
113,842

Non-mortal woundings
671,846

Living veterans, Sept. 2006
3,242,000

Estimated number of living U.S. veterans of World War II

9/30/06	3,242,000
9/30/07	2,889,000
9/30/08	2,551,000
9/30/09	2,230,000
9/30/10	1,929,000
9/30/11	1,849,000
9/30/12	1,393,000
9/30/13	1,161,000
9/30/14	954,000
9/30/15	773,000
9/30/16	616,000
9/30/17	484,000
9/30/18	373,000
9/20/19	283,000
9/30/20	210,000
9/30/21	158,000

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
PARENTEAU	EARL C	18	32 WHITNEY CIRCLE	AUBURN	MA	01501
WRIGHT	JOHN H	18	1700 OCEAN DR #402	VERO BEACH	FL	32963

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BERGOLD	ROBERT W	18LM		10184 SUMAC RUN	LITTLETON	CO	80125
BURNELL	WILLIAM T	7LM	10/09/07				
CARTER	DOROTHY	7ALM	07/03/07	1226 E KIRWIN APT D1	SALINA	KS	67401
COBB	JUNIUS W		10/19/07	1276 BELLE ISLE RD	UNION HALL	VA	24176
FOX	ROBERT B	7LM	06/27/07	3292 N TERRY RD	AUSTIN	IN	47102
JORGENSEN	GEORGE H	18	08/15/07	325 EMBASSY CIRCLE	WILMINGTON	NC	28412
SCHILDMAN	W WALLACE	7	10/27/07	30 OGDEN RD	JACKSONVILLE	IL	62650
SIMMONS	SHERWOOD L		01/25/06	PO BOX 313	PENNFIELD	NY	14526
STEVENS	WILLIAM F	18LM	12/22/06	202 EAGLE AVE	GRAVOIS MILLS	MO	65037

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
CARTER	ROBERT	7ALM	2106 SUSAN COURT	WINFIELD	KS	67156
FIEBER	BRIAN	18A	267 MT SHADOW RD	WOFFORD HEIGHTS	CA	93285
FORISTER	EMMETT, C	4A	26909 E, 227TH ST	PLEASANT HILL	MO	64080
SCHWAB	VIVIENNE, F	4A	1323 GREEN ELM DR	FENTON	MO	63028
STRACK	PATRICK		18 CARRIAGE WAY	BALLSTON SPA	NY	12020

TO THE RAY L. SUMMA SCHOLARSHIP FUND

In Memory Of	Donor
ALL 34TH MEMBERS WHO HAVE PASSED AWAY	IRV LEVY

Wedding Anniversary

Robert And Esther Wright – South Bend, In
60th Wedding Anniversary – October 11, 2007

Wayne And Laverne Howarter – Welda, Ks
63rd Wedding Anniversary – October 17, 2007

Genevieve And Harold Rutka – Duluth Mn
63rd Wedding Anniversary – October 14. 2007

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The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

Address Service Requested

From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944

Volume XXXIII Number 1 March, 2008

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

AIR FORCE MEMORIAL
WASHINGTON, D.C.

www.afmc.af.mil/photos
http://dc.about.com/od/monumentphotos

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ANDERSON	PAUL, D	7LM	3811 E. UNIVERSITY DR LOT156	MESA	AZ	85205
FARLE	BERNADETTE, MRS.	18LMA	459 PASSAIC AVE APT 186W	WEST CALDWELL	NJ	07006
FUELLING	ISABELLA, MRS	7LM	480 S 300W	MONROE	IN	46772
ISRAELSEN	ALLEN, O	4LM	4440 MORRIS ST APT 411	ALBUQUERQUE	NM	87111
ROMERO	GUY	7A	205 EAST BLUEBIRD DRIVE	LAFAYETTE	LA	70508
MASSEY	ADAM D	A	203 HAYLANDS TRAIL	TAYLORS	SC	29687

Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
COLLEY	WALTER, M	18	12-23-07	801 E NORMAN AVE	ARCADIA	CA	91006
COUTROS	ANTHONY,W	391LM	12-20-07	11 CARRIAGE PL	EDISON	NJ	08820
GOENER	HUGH, H	4/7	04-07-07	6 LINKS COURT	AUSTIN	TX	78738
HOWARTER	WAYNE	7LM	01-17-08	16702 S HWY 59	WELDA	KS	66091
PODRAZA	HENRY, F	391LM	12-30-07	4495 33RD AVE N	ST PETERSBURG	FL	33713
WIMER	DANIEL, C	18LM	12-08-07	40 PONDEROSA LN	PAMYRA	VA	22963

Donations to the Ray L Summa Scholarship Fund

In Memory Of	Donor
BILL BURNELL	HARRY A PRILLAMAN
JUNIUS COBB & ANTHONY COUTROS	JOE & MARILYN WONG
ANTHONY COUTROS	MARY COUTROS (WIFE)
ANTHONY COUTROS	JOHN COUTROS (SON)
ANTHONY COUTROS	NANETTE F JACK
ANTHONY COUTROS	MARY ANN RIEDEL
ANTHONY COUTROS	LADIES PHILOPTOCHOS OF HOLY TRINITY

WEDDING ANNIVERSARIES

60 YEARS

November 1, 2007

Fred and Ginny Muente

Wauwatosa, WI

61 YEARS

March 2, 2008

AJZ (Abe) and Ernestine Firestone

Hampton, VA

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City, State & Zip _____

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Share - a thought...

Jack Share

Thank you, one and all, for the many Christmas and New Years greetings Marian and I received from the membership. We extend our heartfelt hopes and prayers that 2008 will be kind and generous to all.

One of the most perplexing problems encountered by the reunion committee is dealing with the hotel. Some of their demands are nearly impossible to meet and may require a considerable amount of negotiating. Perhaps the one demand that is the most impossible to provide is "How many rooms will be needed?" Since none of us are mind readers, the only way this question can be answered is by guess and by gosh and hope you are somewhere in the ballpark. Past reunions historical information, as to the number of attendees, is a measuring tool but even that can not be considered accurate because attendance changes due to such things as attrition, health problems and location If the number of attendees are under the estimate the organization may be charged for the additional rooms asked for. If over the estimate, the extra rooms might not be available and late comers will be sheltered in another hotel in the vicinity.

This is not a new frustration. Harold Rutka and his committee dealt with it for everyone of their 42 years in planning reunions.

This issue contains the hotel reservation form for our final reunion in Washington, DC. As soon as you know for sure that you are going to the reunion, please fill the form out and send it in. Early reservations would be appreciated.

This issue also contains some details on the reunion that can be used for planning; such as location and dates. The June issue will contain the reunion registration form, the agenda and planned activities. Please fill the forms out and return them as soon as possible. Your reunion committee will be most appreciative for all the early assistance you can provide.

Also in this issue is the 2008 **Scholarship Application.** Your scholarship committee is looking forward to evaluating the qualifications of what certainly will be a most competitive year.

Jack

President's Message

David Fieber

I hope everyone enjoyed a wonderful holiday season. Before Christmas we traveled to Illinois for the wedding of my oldest nephew. It was great having our entire family together so close to the holidays. We were even lucky enough to experience a snowstorm, which is quite a thrill for us Californians.

As I write this column, 2008 is only a few days old and it is hard to believe that the 34th Bomb Group Association has begun it's final year. The Reunion Committee is hard at work and we are trying our best to make the last reunion something special that everyone will enjoy. Even though we are relatively early in the process, I'm getting an inkling of how much work it entails in organizing a reunion and now I am even more appreciative of the effort all these past years of Harold and Genevieve Rutka, Bob and Esther Wright and Bruce Sothern. We can't thank them enough for all that they have done for our group.

Even though 2008 is to be the last year for the 34th Bomb Group Association, the legacy of our veterans is by no means coming to an end. We've seen tremendous interest and participation from 2nd and 3rd generation members and there isn't any reason to believe that those who desire to can't merge back into the 8th Air Force Historical Society and carry on the proud tradition of the 34th. We will make sure that information regarding membership in the 8th Air Force Historical Society will be included in a future issue of Mendlesham Memories.

David Fieber

Ed: Information on the 8th AF Historical Society can be found on page 4 of this issue of Mendlesham Memories.

Treasurer's Report

by Jack Steffen

Jack Steffen

The annual dues amount for 2008 is $20.00, the same as for 2007. There is no dues amount for life members for 2008. To those who have already sent your 2008 dues payment, thank you very much. For those who have not, elsewhere in this issue is the address for sending your annual dues payment to me. Please make your check payable to the "34TH Bomb Group Association".

At the meeting in Grand Rapids, I provided the board with detailed projections of our estimated revenues and expenses through calendar year 2008, when the 34th Bomb Group Association currently plans to cease operations. With the 2008 annual dues payments and our other sources of revenue, we project that we will have enough cash to conduct our business through 2008.

Thank you for your ongoing support.

Jack Steffen, Treasurer

NEXT GENERATION - SUPPORTING THE LEGACY

My name is Beverly Baynes Tomb and I am one of many adult children of an 8th Air Force veteran of WWII. My father, Dick Baynes, served with the 787th BS as part of the 466th BG, stationed in Attlebridge.

With leadership from Earl Wassom, a group of motivated children and other descendants of 8th AF vets are attempting to keep the memory of The Mighty Eighth alive by supporting a Next Generation Initiative. The goals of this group are to:

1) increase membership of the 8th AF Historical Society (8th AFHS) through children and grandchildren of 8th AF vets, and to encourage them to attend the annual 8th AFHS Reunions;

2) stimulate interest in maintaining the legacy of The Mighty Eighth through younger generations of Americans;

3) enhance the status of, and encourage support and continued development of the 8th AF Museum in Savannah, Georgia.

To begin this venture, we need your help. After you have read your Mendelsham Memories newsletter, we ask that you give it to your children, grandchildren, or others you know who may be interested, asking that they consider registering for the NexGen Initiative, and joining the 8th AFHS.

Some of our NexGen members have lost both of their parents, or grandparents, and are trying to learn of their loved one's experiences through meeting other vets, books, flight logs, etc. We of the Next Generation Initiative believe that by learning of your experiences first hand, rather than from research, your children or grandchildren will enjoy this venture as much as we have.

I have enclosed a Registry/Data Form which includes contact information, name, address, etc. If your family member or friend wishes to join us, please have them complete this form and mail it to any of the persons listed on the from. The form can also be completed on-line by going to this web site; http://www.8thafhs.org and for a form to join the 8th AFHS, go to http://www.8thafhs.org/joinus.htm, or call the membership office at (912) 748-8884.

We sincerely thank you for your service to our country all those years ago. Without you, the fate of our country and the world would have been drastically different!

We also thank you for approaching your family members and encouraging them to register for the NexGen Initiative and to join the 8th AFHS. We believe that, in order to keep the legacy of The Mighty Eighth alive, it is imperative that we begin to build our membership now with the next generations.

Thank you for your consideration.

Beverly Tomb
2122 Grayson Place
Falls Church, VA 22043
703-241-4151

8th AIRFORCE REGISTRY FORM NEXT GENERATION INITIATIVE

NAME _____ DATE _____

Street Address _____

City _____ State _____ Zip _____

Phone _____ Cell _____ Email _____

Complete the following:

WWII Veteran: _____ Descendent: _____ Other: _____ Affiliated WWII Group _____

I have an interest in the following area in which I will assist the NEXT GENERATION INITIATIVE.

Membership and data management _____; Reunions _____; Communications _____;

Museum and Memorials _____; Recruitment _____; Education / Scholarships _____;

Publishing and Research _____; Other _____.

Contact:

Norma Chesser
13047 Bassford Drive
Houston, TX 77099-2207
Email: npchesser@yahoo.com
Phone: (281) 498-6134

Joseph P. Keeley
1335 Belmont Ave.
North Haledon, NJ 07508
Email: fxe84@openline.net
Phone: (983) 423-4854

Interesting Facts from the World War II Encyclopedia of Facts and Figures

German Aircraft Losses:
41,452 day fighters - 10,221 night fighters - 6,733 recon planes - 22,0667 bombers - 6,141 transport planes

8th Air Force Losses:
5,235 (Approximately)
420 aircraft in April 1944

The Germans at Vienna had large productions of oil which we bombed often. To keep shipments going out to their armed forces they put hundreds of barrels of oil in large nets and with cranes sunk them to the bottom of large lagoons of the Danube River.

After their refineries were bombed they'd lift them out and load them on rail cars, and ship them, thus keeping production and shipments of it going to their armed forces.

Yugoslavs destroyed some of the vast German supplies being shipped to Africa for Rommel's forces. It was clever sabotage of the rail shipments by the underground so train engines would explode many miles down the line. They put explosives in chunks of coal they'd hollowed out and glued back together, then placed in train engine's coal cars. The Germans had executed civilians of villages where sabotage occurred, so this prevented Kraut reprisals against any villagers.

Recently learned: The Germans built flooded large fields, poured oil on the flooded areas, and then lit them afire so when the first bombs were dropped they hoped every following group would see the fire and drop their bombs on the open burning fields instead.

Old Flyers

I hope there's a place way up in the sky, where old fliers can go on the day that they die.

A place where a guy can buy a cold beer, for a friend and comrade whose memory is dear.

A place where no doctor or lawyer can tread, nor an FAA type would 'ere be caught dead. Just a quaint little place, kind of dark, full of smoke, where they like to sing loud, and love a good joke.

The kind of place where a lady could go, and feel safe and protected by the men she would know.

There must be a place where old flyers go, when their flying is finished, and their airspeed gets low.

Where the whiskey is old and the women are young, and songs about flying and dying are sung.

Where you'd see all the fellows who'd flown west before, and they'd call out your name as you came through the door.

Who would buy you a drink, if your thirst should be bad, and relate to others, "He was quite a god lad."

And then through the mist, you'd spot an old guy, you had not seen in years, though he taught you to fly. He'd nod his old head, and grin ear to ear, and say, "Welcome, my son, I'm pleased that you're here."

For this is the place where true flyers come, when their journey is over, and their war has been won.

They've come here at last to be safe and alone, from the government clerk, and the management clone. Politicians and lawyers, the Feds and the noise, where all hours are happy, and they're all good ol' boys.

You can relax with a cold one, maybe deal from a deck, this is Heaven son... You've passed your last check!"

Norman L. Mayer

1942

Then & Now

2007

SCHOLARSHIP APPLICATION

The Ray L. Summa, 34th Bomb Group Association Scholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be $1000.00 for the first place winner, $750.00 for the second place winner and $500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.

2. Applicant must have maintained a 3.0 grade point average on a 4-point scale during his/her senior high school year.

3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4-point scale.

4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4-point scale.

2008 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name:_____ Phone:_____

Address:_____

Name of Sponsor (paid-up 2008):_____ Squadron: _____

Address:_____

_____

Age of applicant:_____ Grad. Date:_____ Best SAT/ACT Score:_____ GPA:_____

Will pursue Academic Major:_____

Colleges and Universities of interest to you:_____

_____

Summary of academic achievements (e.g. scholarships, awards, honor society):_____

_____

Extracurricular activities:_____

_____

Community activities you have participated in:_____

_____

Hobbies and Special Interests:_____

_____

List any non-government funded jobs which you have held: (Full or part time, with dates):_____

_____

_____

(Use additional sheets as needed.)

Applications must include and are not complete until the following additional materials have been included and attached:

1: All available & most recent high school or college transcript (including current grades).
2: Copy of your ACT/SAT test scores.
3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
4: Standing in your graduating class (your positioning the number of students in class).

Applications must be postmarked no later than July 10, 2008.
(Please include a self addressed post card if you wish acknowledgment of receipt of application).

Winners are expected to be announced at the 2008 34th Bomb Group Reunion in September.

Mail completed application to: Scholarship Committee,
c/o Ambers Hanson
1505 Chadwick Ln.
Auburn, AL 36832

FATAL AIRCRAFT ACCIDENTS AT BLYTHE AND SALINAS.

34th Bomb Group Association Membership:

Thought you might be interested in this list of fatal aircraft accidents (below) for the 34th Bomb Group at Blythe and Salinas. There is one Salinas accident missing since the official record states there were seven crashes there in the Summer of 1943 killing 43 airmen.

Art Wilson
590 Seville Lane
Blythe, CA 92225

34th Bomb Group Fatal Incidents Out of Blythe Army Base

Date		Acft	Location	Fatals	Inj	Non-Inj	Nature of Incident
03-05-43	34th	B-17F	Flagstaff	5			Crash into mountain in snow storm, lost
03-17-43	34th	B-17F	5 mi So	7			Mid-air engine fire, crash landing
04-26-43	34th	B-17F	20 mi SE	4	4		Fail to recover from stall, pilot error
07-24-43	34th	B-24	½ mi So	5	6		1 engine out, crash land, pilot error
08-12-43	34th	B-24E	7 N Indio	10			Tail structures lost in flight, spun in
08-16-43	34th	B-24D	Palm Spgs	9			Tail structures lost in flight, spun in
09-22-43	34th	B-24D	Waldo KS	11			Collide w/hillside, pilot error
10-03-43	34th	B-24E	BAAB	1		9	Navigator walked into prop
10-04-43	34th	B-24D	BAAB	10			Crash landed w/engine out, pilot error
10-14-43	34th	B-24D	N'ghbours	10			Emerg landing w/gear up
10-15-43	34th	B-24E	8 mis NW	10			Attempt emerg land, hit McCoy Mtns
01-21-44	34th	B-24J	3 mis NW	7	2		Hit McCoy Mtns, cause undeterminded
01-24-44	34th	B-24D	Chinle	1		10	Lost, out of fuel, all parachuted
01-25-44	34th	B-24E	4 N Qrtste	8			Mid-air explosion, cause unknown
02-13-44	34th	B-24E	March Fld	5	5		Hit prkd acft while landing w/eng out
03-03-44	34th	B-24E	SB Mtns	4			Hit mountain, cause unknown
03-06-44	34th	B-24E	Quartzsite	1	1	7	Crewmen hit by air-to-ground gunnery
				108	18	26	

34th Bomb Group Fatal Crashes At Salinas

06-10-43	34th	B-24E	Weed, CA	6		4	Engine failure and crash
06-12-43	34th	B-24E	2W of Soledad	5		3	Emergency landing, hit power lines
06-21-43	34th	B-24E	Parker Peak, CA	7			Hit mountain, cause unknown
07-04-43	34th	B-24E	Santa Barbara, CA	2		8	Out of fuel, 2 drowned after bailing out
07-05-43	34th	B-24E	Bakers-Field, CA	7		2	Engine failure, crashed attempting to land
07-05-43	34th	B-24E	San Miguel Island	12			Hit mountain (search for 7/4/43 bailouts)
				39		17	

(Should be one additional Salinas fatal crash killing four.)

2008 Reunion Committee Report

The final reunion of the 34th Bomb Group Association will be held **Thursday, September 4, through Monday, September 8, 2008**, at the Doubletree Hotel in Crystal City, Virginia, just across the Potomac River from Washington, D.C. For prior reunions, our group has used a Wednesday through Sunday schedule, with a Saturday night banquet. **Note that for 2008, we are using a Thursday through Monday schedule, with a Sunday night banquet**.

We are continuing to develop the agenda for the meeting. Additional information, including meeting registration information, will be included in the next issue of Mendlesham Memories; however, hotel reservation and room pricing information are included in this issue, on the facing page. One of the biggest challenges we have faced so far in putting together the final reunion is estimating the number that will attend. Attendance at our reunions has declined the last few years, and there is a risk that that trend will continue. However, we have heard of other veterans groups that have had large increases in attendance at their final reunions. Hotels require commitments for numbers of guest rooms in order to hold both guest rooms and meeting space for us. If you are seriously thinking of attending this final reunion, please make your hotel reservation as soon as possible. If your plans change later, you can cancel your reservation up until 4:00 p.m. on the date you are scheduled to arrive. From a planning perspective, it will be very helpful if we can get rooms booked ASAP, so that we can continue to try to accommodate all who wish to attend this final reunion.

For those planning to travel to the reunion by air and want to begin the booking process, the hotel is close to Ronald Reagan National Airport, and the Doubletree offers free shuttle service between the hotel and the airport.

Washington, D.C. offers a large variety of political, historical and military sites. In particular, there are sites that specifically celebrate the efforts of our veterans, including the World War II Memorial and the Air Force Memorial. We are attempting to include visits to some of these sites in our final itinerary. As stated above, we are still developing the agenda. However, so that you can begin planning your visit, we plan to offer scheduled group activities on Friday, Saturday and Sunday. **Importantly, for making hotel or flight arrangements, as noted above, our final banquet will be held on the evening of Sunday, September 7.** We were able to secure better pricing by holding the banquet on Sunday.

Some of you may want to spend a few additional days in Washington before or after the reunion. Washington D.C is a popular travel destination, and rooms are at a premium. A limited number of rooms are available at the Doubletree at the group rate before the reunion, starting on Sunday, August 31. A limited number of rooms are available **after** the reunion at a higher discounted rate of $149 per night. So, if you are planning to spend a few extra days in Washington, you may want to consider doing so **before** the reunion.

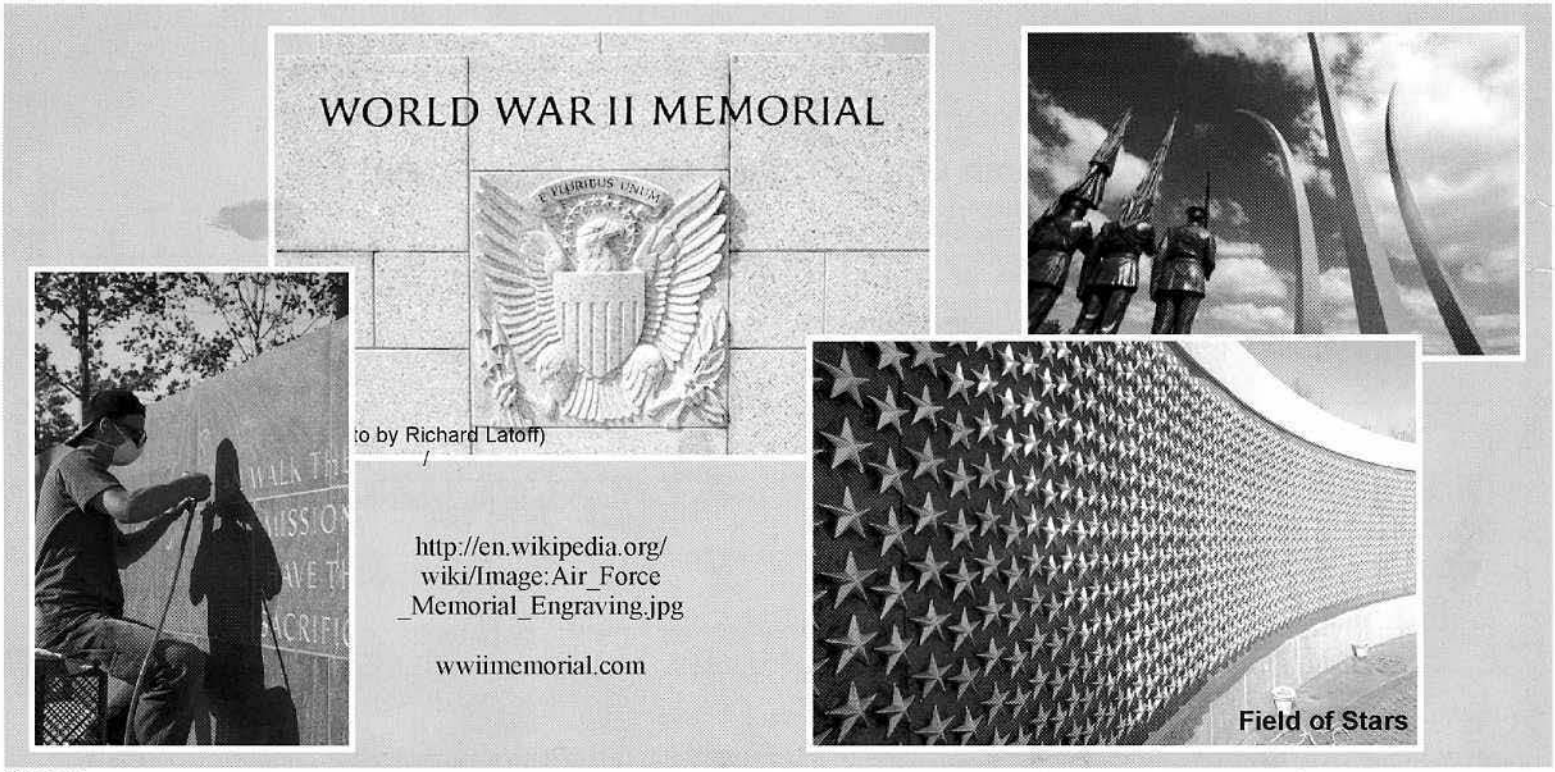
For those of you who would like to view the hotel's location, the Doubletree's web site is www.doubletreecrystalcity.com.

Please watch the next issue of Mendlesham Memories for further developments. Our goal continues to be to provide our veterans, and all of our group members, with a memorable final reunion. We hope to see many of you in Washington, D.C.

Our phone numbers and email addresses are listed inside the cover of Mendlesham Memories. Please contact any of us with any questions.

Your Reunion Committee,

David Fieber, Scott Mackey, Jack Steffen and Bonnie Zylstra



DOUBLETREE HOTEL – CRYSTAL CITY, ARLINGTON, VA
(703) 416-4100

The Doubletree Hotel Crystal City National Airport is located at 300 Army Navy Drive, Arlington, VA 22202. The hotel is ideally situated in the Crystal City corridor just minutes from the nation's capital. Hotel vans will shuttle you to the nearby Pentagon City Fashion Mall at the Pentagon City Metro stop. The Metro provides transportation into the city to visit any of Washington's many world-famous museums and monuments. If you are driving, please feel free to contact the hotel directly for directions. Each guest room features cable TV with Pay Per View and games. The hotel has a fully equipped health club or treat yourself to a swim in the enclosed rooftop pool. The hotel's gift shop is located in the lobby. Best of all, Doubletree's famous homemade chocolate chip cookies will be waiting for you the night you arrive! The hotel offers handicapped accessible and non-smoking rooms, which are based on availability. Please request these special accommodations when making your reservation.

Self-parking is available in the hotel's garage for 34th Bombardment Group Association at a discounted rate of $8 per day (this does not include valet parking). Check-in time is 3:00pm, and check-out is 12:00 noon. ***The Café***, serves breakfast, lunch, and dinner and has a charming atmosphere. ***Window's Over Washington Restaurant***, serves dinner only on Friday and Saturday. Offering Continental and New American cuisine plus a spectacular view, ***The Skydome,*** a revolving rooftop lounge, is well known as one of the city's most popular nightspots. ***The Lobby Bar*** serves drinks and hors d'oeuvres. Room service is available.

The Doubletree Hotel provides free shuttle service to and from Ronald Reagan National Airport from 6:15am until 10pm. It departs the hotel every 15 minutes and proceeds to the airport to drop off and pick up passengers. It then returns to the hotel. From 10pm to midnight, it runs every 30 minutes. Please follow the signs for ground transportation to catch the shuttle.

The hotel has limited RV parking, located behind the hotel; parking for RVs will be at the discounted group parking rate of $25 per day. Please inform the hotel when making reservations if you will be parking a RV. For electrical hookup service, the Pohick Bay Park on the Potomac River is the closest park to the hotel, which is approximately twenty miles away, located at 6501 Pohick Bay Drive in Lorton, VA. Call (703) 339-6104 for information, reservations, and directions. Their web address is www.nvrpa.org.

Should you need to rent a wheelchair for the reunion, ScootAround rents both manual and power wheel chairs by the day and week. Please call their toll free number at (888) 441-7575 for details.

Vendors and schedules are subject to change.

CUT HERE AND MAIL TO THE HOTEL

34th BOMBARDMENT GROUP (H) ASSOCIATION – HOTEL RESERVATION FORM
REUNION DATES: SEPTEMBER 4-8, 2008

NAME _____ SHARING ROOM W/ _____

ADDRESS _____ ZIP _____

TEL. NUMBER (____) _____ ARRIVAL DATE _____ DEP. DATE _____

OF ROOMS _____ # OF PEOPLE IN RM_____ HANDICAP ACCESS _____ SMOKING _____
NONSMOKING _____ KING BED _____ 2 BEDS _____
If room type requested is not available, nearest room type will be assigned.
RATE: $99 + tax (currently 12.25%) for standard rooms with 1-2 people ($10 additional each for 3rd and 4th person).
Executive Suites are available for $119 + tax for up to 2 people ($10 additional each for 3rd and 4th person).
CUT-OFF DATE: 08/01/08. Reservations received after this date will be processed on space and rate availability.
CANCELLATION POLICY: Deposit is refundable if reservation is canceled by 4pm (EST) on your arrival day.
Adjustments to departure date after check-in, resulting in a shortened length of stay, may result in a fee.
All reservations must be guaranteed by credit card or first night's deposit enclosed.

_____AMEX _____DINERS _____VISA _____MASTER CARD _____DISCOVER

CREDIT CARD NUMBER _____ EXP. DATE _____

SIGNATURE (regardless of payment method) _____

Mail to: Doubletree Hotel *ATTN: Reservations * 300 Army Navy Drive* Arlington, VA 22202
www.doubletreecrystalcity.com or Fax to (703) 416-4147. You may also call 703-416-4100 to make your reservation.

Basil L. Gaumer -My Hero - My Dad

by John R Gaumer, Veteran,
U.S. Air Force (1966-1970)

I am very fortunate and extremely blessed in being who I am ….the son of a World War II veteran. Not only a veteran, but also a proud member of the 18th squadron, 34th Bomb Group Association, 8th Air Force.

It's hard for most of us second generation offspring to comprehend the senses of actually being there, the feel of it, the smell of it, the helpless, unforgiving pain and emptiness of being away from family and home. Living just one day at a time that stretched beyond hope and end to the daily repetition of human sacrifice. The awe of war is so unforgiving.

It is impossible for me to imagine what he lived through, even though I cling to every word that flows from his memory with vivid detail, as though it was only yesterday.

I try really hard to capture the moment, as he recalls his experiences from that dramatic era. All I can do is just imagine, which is as close as I am going to get just short of actually living his life myself.

There will always be that difference between dad and me.

He experienced it, I imagined it. And every time I look into his eyes I see a man, a man that I will never be able to walk in his shoes, but only in his shadow.

Thank God and the Mighty 8th for watching over him and bringing him home.

Basil L Gaumer

He was one of millions that proudly served and is one in a million to me. He is my hero. He's my dad.

Archives of Military Records

From Ambers Hanson - 391st. Squadron

This information might be helpful to some of our membership in acquiring copies of military records from the National Personnel Records Center in St, Louis, Missouri. The instructions are as follows:

The National Personnel Center in St. Louis has opened the military records of more that 6 million service members who were discharged or who retired or died before 1946.

To view original records, visit the center in person, call ahead to check whether records are intact. For an appointment, call 314-801-0850.

To obtain copies of records, write to the center at:

National Personnel Center
9700 Page Ave.
St Louis, MO 63132.

Or fax a request to 314-801-9195. Request may also be submitted online at www.veterans.archives.gov. There may be a charge for copies.

You would also need to submit the name, rank, serial number and dates of service.

This information was printed in USA TODAY on Wednesday, November 7, 2007, page 13A.

Go Fish

A couple go to a fishing resort on the Grand Mesa on one holiday. The husband likes to fish at the crack of dawn. The wife likes to read.

One morning the husband returns after several hours of fishing and decides to take a nap. Although not familiar with the lakes, the wife decides to take the boat out. She motors out a short distance, anchors, and continues to read her book.

Along comes a fishing inspector in his boat. He pulls up along side the woman and says, "Good morning ma'am. What are you doing?"

"Reading a book." she replies (thinking, "isn't that obvious?").

"your in a restricted fishing area," he informs her.

"I'm sorry officer, but I'm not fishing, I'm reading."

"Yes, but you have all the equipment. For all I know you could start fishing at any moment. I'll have to take you in and make a report."

"If you do that, I'll have to charge you with sexual assault," says the woman.

"But, I haven't even touched you," says the man.

"That's true, but you have all the equipment. For all I know you could start at any moment."

"Have a nice day ma'am," and he left….

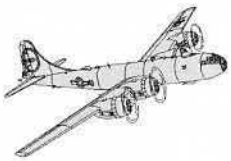
Moral: Never argue with a woman who reads, it's likely she can also think.

PX Order Form

AUTO WINDOW STICKER – 2"X4 BLACK AND SILVER	$4.00 EACH OR 3 FOR $10.00
VET: WWII US ARMY AIR CORPS	**(NO SHIPPING CHARGES ON THIS ITEM)**
LICENSE PLATE HOLDER (2 for $5.00)	**$3.00 ea.**
LICENSE PLATE- White with blue logo. Print same as several years ago	**$10.00 ea.**
PATCHES – 34TH BOMB GROUP "VALOR TO VICTORY"	**$5.00 ea.**
PATCHES – 8TH AIR FORCE	**$3.50 ea.**
PATCHES – SQUADRON – 7th – 18th – 391st	**$5.00 ea.**
DECAL – VALOR TO VICTORY – 5" X 5"	**2 for $1.50 ea.**
BUMPER STICKER – 34TH B.G. – 3" X 12"	**2 for $1.50 ea.**
HAT PINS (FOR DECOR) B-24 – B-17 or POW	**$3.50 ea.**
WINGS – (about 2") – PILOT – BOMBARDIER – NAVIGATOR – GUNNER OR FLIGHT ENGR	**$4.00 ea.**
WINGS (about 1")	**$3.00 ea.**
TIE TACK – 4TH – 7TH – 18TH – 391ST Sqnds and 8th Air Force	**$1.75 ea.**
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobble) XL,XXL	**$25.95 ea.**
MEN'S POLO SHIRT, cotton W/POCKET AND 34TH Logo (Royal blue,M,LR, XLR,XXL	**$22.00 ea.**
CAP – ROYAL BLUE or NAVY w Patriotic flag on bill	**$8.50 ea.**
BOLO TIE - B-24 or 8th Air Force	**$6.00 ea.**
BOLO TIE with Mother of Pearl background behind B-24	**$6.00 ea.**
BELT BUCKLE "America's Heritage – The Right to Bear Arms"	**$6.00 ea.**
PIN – VALOR TO VICTORY	**$5.00 ea.**
BOOKLET – MENDLESHAM REVISITED, by our English school students and teacher, Gordon Leathers	**$20.00 ea.**

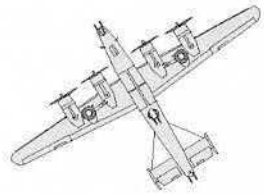
- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)



THANK YOU FOR YOUR ORDER

Please add
$3.50 postage for orders under $20.00
and $4.50 postage for orders $20.00 and over.



Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

PHOTO:

One Incredible Photo.
Do you know anything about
this creative corkscrew
contrails capture?
Share it with us...

FRIENDS' WRITE

WALTER STURDIVAN -STOCKTON, CA

It's with much sorrow that I let you know that my wife, Lois, passed away on Oct. 26th, 2007, one day short of her 85th birthday. Cause of death was a massive stroke. We were married for 64 years. She attended many of the 34th Bomb Group reunions and was a joyful companion.

Lois and Walter Sturdivan - March 1944
Blythe, CA

****

HARRY PRILLAMAN - MARTINSVILLE, VA

It takes a brave, tough man to fly 33 long bombing missions over Germany, cramped up in a ball turret in the brutal cold winter of 1944-1945.

Bill Burnell was endowed with these fine traits plus he was a very intelligent, well organized individual. Bill passed away Oct 9th in Seattle, Washington, leaving a sad void in a lot of lives - including mine. I flew in the waist, few feet from the ball turret so it was my duty to keep an eye on all connections going to the turret and give Bill assistance if needed. We used to joke that Bill was the real protector of the aircraft and I was his attendant. We formed a bond that has endured over the years. It is long distance from Virginia to Seattle, but after we retired I visited Bill and his family twice and he did likewise to my home in Virginia. He will be greatly missed.

****

ED CROWLEY - PEORIA, AZ

I don't remember if I have paid the dues so here is $20.00 to make sure. Sorry to hear that the coming year might be the last one.

While I haven't attended a reunion, I have enjoyed the magazine. Three cheers to all the folks responsible for keeping the organization going.

****

PHIL PAYNE - MIAMI LAKES, FL

I hope you and your family had a Happy Holiday Season.

****

SYLVIA AND LESLIE LUMMIS - MENDLESHAM, ENGLAND

Bub and I would like to wish you all a Happy Christmas and bright and healthy New Year. Reading the Mendlesham Memories, it seems its been another busy year and we enjoyed the visits from our American friends. We wish it could have been for longer.

Once again we had the service of Remembrance on November 11th in which a candle was lit for all from the village who lost their lives in two World Wars, Korea and this year in Afghanistan and also for all those men of the 34th bomb group who did not return to the Airfield at Mendlesham - such a lot of lives to mourn. The ceremony was very moving.

We had a request from Mr Jenning Braun searching for information about Mendlesham Airfield. At 92 years of age his memory seemed pretty good and we were happy to help.

Our very best wishes to all the members of the 34th Bomb Group Association.

****

VIRGINIA GOERNER - THE HILLS, TX

My husband, Hugh, who passed away on April 7, 2007 was lead navigator on the "Knockout Dropper" with Jim Sain, pilot, Don Stufflebeam, co-pilot, Tony Scimeca, Bombardier, Abe Firestone and Floyd Bennett Richmon, "Rich" to the crew.

These are the crew members I have met at the reunions we attended and enjoyed.

http://valortovictory.tripod.com/photo17/44-8731ph.htm

****

JUNE WIMER - PALMYRA, VA

I am informing you of the death of Daniel C. Wimer on Dec.8th, 2007.

He flew 25 missions as a radioman/gunner proudly serving his country. His devotion to the Mighty Eighth was very real. I enjoyed hearing of his adventures.

****

WILLARD STELLING - OTTAWA, IL

Enclosed is my dues for 2008. Always enjoy reading Mendlesham Memories, although it is still being delivered to my old address. My new address has appeared several times in Memories.

****

FRIENDS WRITE - *Continued*

TREY BRANDT - PHOENIX, AZ

Furthering my research on the 34th Bomb Group while at Blythe, CA, I am trying to track down a few members I can not seem to locate. Two pilots, John Abrell and Eugene R. Johnston, we stationed in Blythe in April of 1943. Also, two other crew members I am interested in tracking down are Olaf Sagaas and Carl Sisco. I spoke with Olaf about 8 years ago but cannot locate him now. Hopefully, he has not passed away.

Trey Brandt
4340 N. 23rd Pl
Phoenix, AZ 85016
(602) 952-2646
e-mail - treyB@cox.net

****

CLAYTON MINK - HUDSON, NY

Sorry for being late with my 2008 dues. Mendlesham Memories came to the rescue.

Happy New Year to all. Hope all is well.

****

FRED BERGLUND - TITUSVILLE, FL

Enclosed find my dues for another year in the 34th Bomb Group Association. It was interesting to hear about a fellow pilot in the 34th BG written by Sharol Rasberry of Wichita, Kansas when she wrote about her father Allen J. Barta of the 4th squadron. I was also in the 4th. He wrote me about my experience when I "s--- my pants" on a mission.

Hope to make the next (and last) reunion in Washington, DC.

(Just another co-pilot)

****

ED HAYES - SALISBURY, MD

Enclosed is my check for 2008 dues.

The last report I read there are only 158,000 WWII veterans still living and those left are going fast.

I enjoy reading MM magazine. Keep up the good work.

Thank you and God Bless.

****

DWIGHT KELLEY - BURDEN, KS

Another year about gone. Here's to a Merry Christmas and a Happy New Year ahead.

Here's my dues for 2008. Hope the Next Generation group can keep the Group together for years to come.

****

BOB HAMM - RAMSEUR, NC

Thanks to all who have helped to hold the Group together for all these years.

Nancy and I plan to attend the 2008 reunion, if possible.

Merry Christmas and a Happy 2008.

****

BASIL GAUMER - GREENVILLE, IL

I am enclosing a check for $20.00 for my 2008 dues to the Mendlesham Memories. I sure hope it isn't the last. I hope the younger generation can take over.

Well, Jack, it's too late to wish you a Merry Christmas but I do wish you and your family a Happy New Year.

****

WILLIS GRIFFIS - VERNON HILLS, IL

I thought I'd let you know about the Stallion 51 air show in Columbus, Ohio at the end of September. It was a three day show and called the "Gathering of Mustangs and Legends, The final Round Up", and will probably be that. Two each of B-17's, B-25's, P'38's, (including Glacier Girl), P-47's, and a P-40 plus a big Lancaster down from Canada. And to top it all off, since the Stallion 51 is a P-51 organization, they had 76 Mustangs there. What a sight to see that many p-51's parked wing tip to wing tip.

And what a show they put on each day. Fly by's by a F-15 with a pair of P-51's as escort. The same with a F-16 and also the F-22 Raptour. After the fly by's, each jet put on it's own performance. Also, each day a performance by the Air Force Thunderbirds. On Saturday was a fly-by by the B-2 bomber. That flying wing is a weird sight.

All three days I wore my A2 jacket. I expected some comments but was surprised by all I got. All three days I received "thank you's" from many people. Parents wanted pictures of me (really my jacket) with their sons and probably half dozen wanted pictures of the front and back of the jacket.

The most satisfactory event of the three days was when I met a WWII 8th Air Force P-51 pilot and had a chance to thank him for their escorting us bomber boys. As I told him, "If it wasn't for you guys, I might not be alive today". He smiled and said "thank you".

****

ALICE PAWLOSKI - DUNKIRK, NY

Enclosed is my check of $20.00 towards my payment of Mendlesham Memories. I look forward to receiving my copy of the magazine. The past officers did a great job with the magazine. Good luck to the second generation in the final years.

****

BILL BARRON - CHICAGO, ILL

Your good work is, and has been greatly appreciated!

****

FRIENDS WRITE - *Continued*

CRAIG COUTROS - EDISON, NJ

I regret to inform you that my father, Anthony Coutros, died December 20, 2007. We were all sorry to have missed the last reunion. My father was just not able to make the trip. My parents began attending the reunions in 1985 and I began joining them in 2001. Over the years I got to know the fine people of the 34th such as the Wongs, the Farleys and Harold Province, who flew with my dad.

My dad was the flight engineer on the B-17 "Purty Chili" and operated the top turret. During this time he completed 19 combat missions and two food drops over Holland. He was credited with shooting down two German fighters, receiving the Air Medal and two Oak Leaf clusters. In 1995 he and his wife, Mary, attended the celebration for veterans given by the Dutch government for those who participated in the Holland food drops.

http://valortovictory.tripod.com/photo17/44-8629ph.htm

****

JOE WONG - ALAMEDA, CA

As always, Marilyn and I had a really great time at the reunion in Grand Rapids. Thanks to all who made his reunion so enjoyable.

We are so sorry to hear of Junius Cobb and Anthony Coutros passing. We will miss them as we had spent many happy times together.

God willing, will see you all at the next reunion.

****

JOE MORRELL - JOHNSON CITY, NY

This check is for my 2008 dues. I hope I live to pay many more dues. I'll be 95 Feb. 25th. Right now I feel very good. No aches or pains but who knows.

The best of luck to all.

****

MARLENE COLLEY - ARCADIA, CA

This is to inform you of the death of Walter M. Colley. He died on 12/23/07. He was very proud of his 30 missions in B-17's and B-24's and glad he made it home alive!!

Another of the Mighty 8th Air Force gone.

****

MARGARET KLINE - BURNT HILLS, NY

Enclosed are my dues for '08. George and I did enjoy the many reunions we attended. I still enjoy reading the MM. Much luck and happiness to all.

****

PHILIP LEVICK - SHEFFIELD, ENGLAND

Please find enclosed $20 for my 2008 dues. This year will be a sad one if (as planned) the 34th BGA winds down.

No matter what happens, the 34th BombGroup and the 8th Air Force will never be forgotten over here in the UK. The sacrifice make by so many young men and women will be forever remembered.

All the best to everyone.

****

MARY COUTROS - EDISON, NJ

Sorry we could not attend the last reunion. Talked to 2 members who attended. They enjoyed seeing everyone again. Tony was not up to it and sadly passed away on December 20, 2007.

I am enclosing checks in his memory given by two friends and my family.

Hopefully, I may be able to get to D.C. in September if my children are able to come. Maybe I'll be lucky enough to the grandchildren along too.

****

Facts & Figures from the U.S. Department of Veterans Affairs

World War II
(1941-45)
Total service members
16,112,566
Battle deaths
291,557
Other deaths in service
(non-theater)
113,842
Non-mortal woundings
671,846
Living veterans, Sept. 2006
3,242,000

Estimated number of living U.S. veterans of World War II

9/30/06	3,242,000
9/30/07	2,889,000
9/30/08	2,551,000
9/30/09	2,230,000
9/30/10	1,929,000
9/30/11	1,849,000
9/30/12	1,393,000
9/30/13	1,161,000
9/30/14	954,000
9/30/15	773,000
9/30/16	616,000
9/30/17	484,000
9/30/18	373,000
9/20/19	283,000
9/30/20	210,000
9/30/21	158,000

Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ANDERSON	PAUL, D	7LM	3811 E. UNIVERSITY DR LOT156	MESA	AZ	85205
FARLE	BERNADETTE, MRS.	18LMA	459 PASSAIC AVE APT 186W	WEST CALDWELL	NJ	07006
FUELLING	ISABELLA, MRS	7LM	480 S 300W	MONROE	IN	46772
ISRAELSEN	ALLEN, O	4LM	4440 MORRIS ST APT 411	ALBUQUERQUE	NM	87111
ROMERO	GUY	7A	205 EAST BLUEBIRD DRIVE	LAFAYETTE	LA	70508
MASSEY	ADAM D	A	203 HAYLANDS TRAIL	TAYLORS	SC	29687

Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
COLLEY	WALTER, M	18	12-23-07	801 E NORMAN AVE	ARCADIA	CA	91006
COUTROS	ANTHONY,W	391LM	12-20-07	11 CARRIAGE PL	EDISON	NJ	08820
GOENER	HUGH, H	4/7	04-07-07	6 LINKS COURT	AUSTIN	TX	78738
HOWARTER	WAYNE	7LM	01-17-08	16702 S HWY 59	WELDA	KS	66091
PODRAZA	HENRY, F	391LM	12-30-07	4495 33RD AVE N	ST PETERSBURG	FL	33713
WIMER	DANIEL, C	18LM	12-08-07	40 PONDEROSA LN	PAMYRA	VA	22963

Donations to the Ray L Summa Scholarship Fund

In Memory Of	Donor
BILL BURNELL	HARRY A PRILLAMAN
JUNIUS COBB & ANTHONY COUTROS	JOE & MARILYN WONG
ANTHONY COUTROS	MARY COUTROS (WIFE)
ANTHONY COUTROS	JOHN COUTROS (SON)
ANTHONY COUTROS	NANETTE F JACK
ANTHONY COUTROS	MARY ANN RIEDEL
ANTHONY COUTROS	LADIES PHILOPTOCHOS OF HOLY TRINITY

WEDDING ANNIVERSARIES

60 YEARS

November 1, 2007

Fred and Ginny Muente

Wauwatosa, WI

61 YEARS

March 2, 2008

AJZ (Abe) and Ernestine Firestone

Hampton, VA

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Winter at Mendlesham 1943 - 44

http://staff.jccc.net/bgustaf/34th_Bomb/

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Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

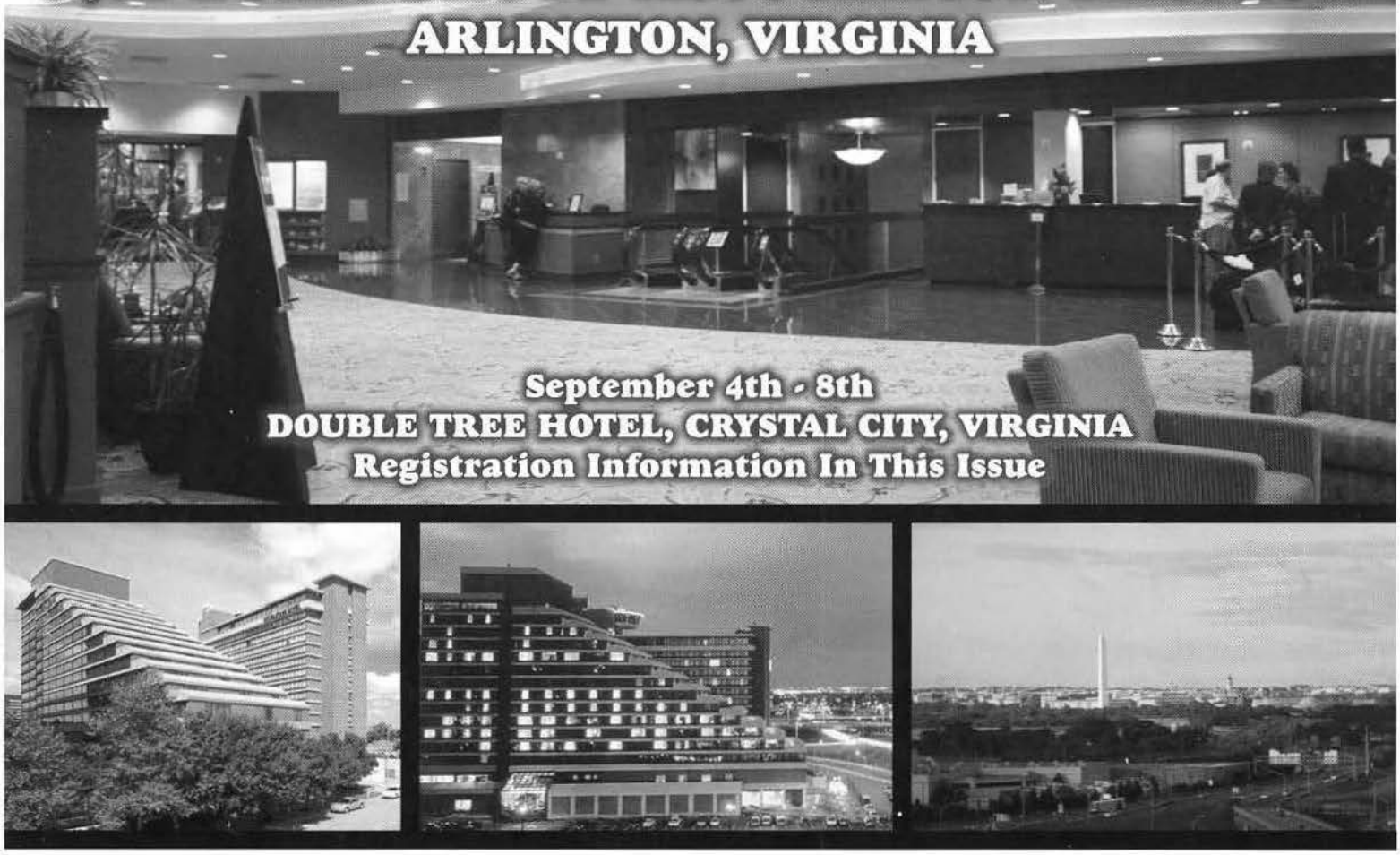
Volume XXXIII Number 2 June, 2008

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

34th BOMB GROUP ASSOCIATION REUNION

ARLINGTON, VIRGINIA



September 4th - 8th
DOUBLE TREE HOTEL, CRYSTAL CITY, VIRGINIA
Registration Information In This Issue

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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OTHER WEB SITES OF INTEREST:

http://members.tripod.com/ValortoVictory
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
www.jccc.net/~bgustaf/34th_Bomb

DEADLINE

All material and items for the September, 2008 issue of Mendlesham Memories should reach me on or before July 15, 2008. All copy will be going to the publisher on that date.

Jack Share, editor

DUES are DUE

2008 Dues,
for those who pay annually,
are due as of **January 1st 2008**

DUES ARE $20.00 PAYABLE TO: 34TH BGA

Send Dues To:
Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Your cooperation in getting your dues paid now will guarantee your continued membership in the 34th Bomb Group Association and the delivery of your Mendlesham Memories. Thank you.

Share - a thought...

Jack Share

The June issue of Mendlelsham Memories is the most important one of all because it carries all the pertinent information regarding the up coming 34th Bomb Group Association's September annual reunion in Washington, DC.

First, the hotel reservation form which appears for the second time, in case you missed the one in the March issue. By now you should be pretty sure of whether or not you will be attending. If so, clip or copy, the form, fill it out and send it in to the hotel whose address is noted on the form. Also, as noted on the bottom of the form, you can also make your reservation via the internet or by fax. Either way it is important to get your request in early to guarantee your accommodation. In the event your plans change, prior to the reunion, your reservation can always be cancelled per the instructions as stated.

The other important form that should be attended to soon is the reunion activity and registration form. This form should be mailed to the Armed Services Reunions, Inc along with your check for the activities you are interested in. As noted, this registration can also be made via the internet.

Now that you have that taken care of and have determined your mode of travel you can sit back and wait anxiously for September and your last chance to meet, as a group, with all your 34th friends.

Your new reunion committee has been working very hard for the past year in organizing this final reunion and have come up with a schedule that should have something of interest for everyone. Since this will be the last reunion it is generating a lot of interest and a record turnout is to be expected. Therefore, it is imperative that you get your plans formulated soon and make your reservations early.

Jack

President's Message

David Fieber

Ever since I was a small child, I can remember my father talking about flying in a B-17 during the war. His best friend lived an hour north of Bakersfield, and whenever we drove up Highway 99 the highlight of the trip was when we passed the small airport in Tulare, CA, because parked at the entrance of the airport was a vintage B-17. Although not in flying condition, we frequently stopped and marveled at the magnificent airplane. For as long as I can remember, I've always wished I could take a flight in a B-17. In 2001 my family purchased a flight for my father and I've always regretted that I didn't accompany him on his return on the Flying Fortress.

In March of this year I finally fulfilled my wish and took a flight on a B-17. The Liberty Belle is the latest B-17 to take to the skies. Having flown sixty-four combat missions for the 390th Bomb Group, the Liberty Belle has undergone fifteen years of restoration and is currently touring the country offering flights. This summer she will be flying to England to participate in the 63rd anniversary of the end of the war.

There were several WWII veterans at the Bakersfield airport and many of them were there to take a flight. While I was waiting for my flight, I even ran into Hollis Carlyle, a member of the 34th BG. Of course the highlight of the day was when I finally boarded the airplane and took to the air. As we flew around the skies of Bakersfield, I could only imagine what it must have felt like to be experiencing a real mission during the war. The flight lasted about twenty-five minutes, and it was worth every penny. Flying in the Liberty Belle was a memorable experience and something I will never forget.

David Fieber, President

Treasurer's Report

by Jack Steffen

Jack Steffen

The annual dues amount for 2008 is $20.00 - the same as for 2007. There is no dues amount for life members for 2008. I have been receiving a steady stream of 2008 dues payments. To those who have sent dues payments - thank you, very much. For those who have not, elsewhere in this issue of Mendlesham Memories is the address for sending your 2008 dues payments to me. Please make your check payable to the **"34th Bomb Group Association".**

I have received many dues checks that are accompanied by personal notes. I forward these notes to Jack Share for possible publication in Mendlesham Memories. There are only a few more issues of the newsletter to be published, so if you have something that you would like to see published in the newsletter, please send it to Jack Share or me as soon as possible.

Thank you for your ongoing support.

Jack Steffen, Treasurer

34th BOMB GROUP REUNION AGENDA

SEPTEMBER 4 – 8, 2008 • DOUBLETREE • CRYSTAL CITY (Washington, DC Area)

Thursday, September 4

1:00pm - 6:00pm **Reunion Registration Open**
2:00pm - 4:00pm Board Meeting
Hospitality Room and PX Open (exact hours tbd)

Friday, September 5

8:30am - 9:00am **Reunion Registration Open**
9:30am - 2:30pm UDVAR-HAZY CENTER (description follows)
3:00pm - 5:00pm **Reunion Registration Open**

Saturday, September 6

9:00am - 4:00pm CITY TOUR / ARLINGTON NATIONAL CEMETERY (description follows)

Sunday, September 7

1:30pm - 3:30pm General Meeting
6:00pm - 7:00pm Cash Bar and Social Hour
7:00pm - 10:00pm Banquet begins, followed by program

Monday, September 8

Farewells and Departures

STEVEN F. UDVAR-HAZY CENTER

Friday, September 5

This museum, part of the Smithsonian Institution's National Air and Space Museum, is dedicated to the preservation and display of its collection of historic aviation and space artifacts. Located at Washington International Dulles Airport, the facility has large aviation and space exhibit hangars. The museum currently has over eighty aircraft and dozens of space artifacts on display including the Space Shuttle "Enterprise," an SR-71 Blackbird, the Dash 80 prototype of the Boeing 707, and the B-29 Superfortress "Enola Gay." Lunch options include a food-court style McDonald's and coffee place. You may tour the exhibits at your own pace, but there is a lot of walking, so please wear comfortable shoes.

9:30am board bus, 2:30pm back at the hotel - $32/Person includes bus and escort. Lunch on your own.

CITY TOUR

Saturday, September 6

See the sites of our nation's capital during a driving tour of Washington, D.C. We'll begin with a stop at the new Air Force Memorial. Once downtown, we'll ride by the Lincoln Memorial, Jefferson Memorial, WWII Memorial, the Mall, Capitol Building, Washington Monument, White House, and other notable monuments and federal buildings. Free time will be allowed at the National World War II Memorial, the first national memorial dedicated to all who served during World War II. Afterward, stop at the Ronald Reagan Building and International Trade Center, which is the largest building (3.1 million square feet) in Washington, DC and is the first and only federal building dedicated to both government and private use. While there, enjoy lunch on your own at the Reagan Building food court - named one of the "best family food courts" in DC. The tour of the Cemetery will be aboard Park Service Trams. Ride by Arlington House, home of General and Mrs. Robert E. Lee. The 1,000 acres of the cemetery were once part of the Lee Estate. Visit the Tomb of the Unknowns where you will see the changing of the guard, and then visit the gravesites of President and Mrs. John F. Kennedy and his brother Robert, lit by the eternal flame.

9:00am board bus, 4:00pm back at the hotel - $51/Person includes bus, guide, and tram. Lunch on your own.

CANCELLATION AND REFUND POLICY FOR ARMED FORCES REUNIONS, INC.

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less the non-refundable AFR registration fee ($10 per person). Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less the non-refundable AFR registration fee. **Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Standard Time, excluding holidays**. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation does not cancel your reunion activities. Each must be cancelled separately.

Driver and guide gratuities are not included in the tour prices.
Please plan to be at bus boarding area at least five minutes prior to departure.
All trips require a minimum of thirty people, unless otherwise noted.

2008 Reunion Committee Report

The final reunion of the 34th Bomb Group Association will be held **Thursday, September 4, through Monday, September 8, 2008**, at the Doubletree Hotel in Crystal City, Virginia, just across the Potomac River from Washington, D.C. For prior reunions, our group has used a Wednesday through Sunday schedule, with a Saturday night banquet. **Note that for 2008, we are using a Thursday through Monday schedule, with a Sunday night banquet.**

The meeting agenda, tour descriptions, hotel registration information and meeting registration information are all included in this issue of Mendlesham Memories. For those planning to travel to the reunion by air, the hotel is close to Ronald Reagan National Airport, and the Doubletree offers free shuttle service between the hotel and the airport.

Some of you may want to spend a few additional days in Washington, D.C. before or after the reunion. Washington, D.C. is a popular travel destination, and rooms are at a premium. We have secured rooms at a group rate of $99 per night for the reunion. A limited number of rooms are available at the Doubletree at this same group rate before the reunion, starting on Sunday, August 31. A limited number of rooms are available **after** the reunion at a higher discounted rate of $149 per night. So, if you are planning to spend a few extra days in Washington, you may want to consider doing so **before** the reunion.

For those of you who would like more information about the hotel and its location, the Doubletree's web site is www.doubletreecrystalcity.com.

Our goal continues to be to provide our veterans, and all of our group members, with a memorable final reunion. We hope to see many of you in Washington, D.C. Our phone numbers and email addresses are listed inside the cover of Mendlesham Memories. Please contact any of us with any questions.

Your Reunion Committee,
David Fieber, Scott Mackey, Jack Steffen and Bonnie Zylstra

DOUBLETREE HOTEL – CRYSTAL CITY, ARLINGTON, VA

(703) 416-4100

The Doubletree Hotel Crystal City National Airport is located at 300 Army Navy Drive, Arlington, VA 22202. The hotel is ideally situated in the Crystal City corridor just minutes from the nation's capital. Hotel vans will shuttle you to the nearby Pentagon City Fashion Mall at the Pentagon City Metro stop. The Metro provides transportation into the city to visit any of Washington's many world-famous museums and monuments. If you are driving, please feel free to contact the hotel directly for directions. Each guest room features cable TV with Pay Per View and games. The hotel has a fully equipped health club or treat yourself to a swim in the enclosed rooftop pool. The hotel's gift shop is located in the lobby. Best of all, Doubletree's famous homemade chocolate chip cookies will be waiting for you the night you arrive! The hotel offers handicapped accessible and non-smoking rooms, which are based on availability. Please request these special accommodations when making your reservation.

Self-parking is available in the hotel's garage for 34th Bombardment Group Association at a discounted rate of $8 per day (this does not include valet parking). Check-in time is 3:00pm, and check-out is 12:00 noon. ***The Café,*** serves breakfast, lunch, and dinner and has a charming atmosphere. ***Window's Over Washington Restaurant,*** serves dinner only on Friday and Saturday. Offering Continental and New American cuisine plus a spectacular view, ***The Skydome,*** a revolving rooftop lounge, is well known as one of the city's most popular nightspots. ***The Lobby Bar*** serves drinks and hors d'oeuvres. Room service is available.

The Doubletree Hotel provides free shuttle service to and from Ronald Reagan National Airport from 6:15am until 10pm. It departs the hotel every 15 minutes and proceeds to the airport to drop off and pick up passengers. It then returns to the hotel. From 10pm to midnight, it runs every 30 minutes. Please follow the signs for ground transportation to catch the shuttle.

The hotel has limited RV parking, located behind the hotel; parking for RVs will be at the discounted group parking rate of $25 per day. Please inform the hotel when making reservations if you will be parking a RV. For electrical hookup service, the Pohick Bay Park on the Potomac River is the closest park to the hotel, which is approximately twenty miles away, located at 6501 Pohick Bay Drive in Lorton, VA. Call (703) 339-6104 for information, reservations, and directions. Their web address is www.nvrpa.org.

Should you need to rent a wheelchair for the reunion, ScootAround rents both manual and power wheel chairs by the day and week. Please call their toll free number at (888) 441-7575 for details.

Vendors and schedules are subject to change.

---------- CUT HERE AND MAIL TO THE HOTEL ----------

34th BOMBARDMENT GROUP (H) ASSOCIATION – HOTEL RESERVATION FORM
REUNION DATES: SEPTEMBER 4-8, 2008

NAME _____ SHARING ROOM W/ _____

ADDRESS _____ ZIP _____

TEL. NUMBER (_____) _____ ARRIVAL DATE _____ DEP. DATE _____

OF ROOMS _____ # OF PEOPLE IN RM_____ HANDICAP ACCESS _____ SMOKING _____
NONSMOKING _____ KING BED _____ 2 BEDS _____
If room type requested is not available, nearest room type will be assigned.
RATE: $99 + tax (currently 12.25%) for standard rooms with 1-2 people ($10 additional each for 3rd and 4th person).
Executive Suites are available for $119 + tax for up to 2 people ($10 additional each for 3rd and 4th person).
CUT-OFF DATE: 08/01/08. Reservations received after this date will be processed on space and rate availability.
CANCELLATION POLICY: Deposit is refundable if reservation is canceled by 4pm (EST) on your arrival day.
Adjustments to departure date after check-in, resulting in a shortened length of stay, may result in a fee.
All reservations must be guaranteed by credit card or first night's deposit enclosed.

_____AMEX _____DINERS _____VISA _____MASTER CARD _____DISCOVER

CREDIT CARD NUMBER _____ EXP. DATE _____

SIGNATURE (regardless of payment method) _____

Mail to: Doubletree Hotel *ATTN: Reservations * 300 Army Navy Drive* Arlington, VA 22202
www.doubletreecrystalcity.com or Fax to (703) 416-4147. You may also call 703-416-4100 to make your reservation.

34th BOMB GROUP ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as your confirmation. Returned checks will be charged a $20 fee. You may also register online and pay by credit card at **www.armedforcesreunions.com/34bg** . All registration forms and payments must be received by mail on or before August 1, 2008. After that date, reservations will be accepted on a space available basis. All new registrations accepted at the reunion will be charged a $10 onsite processing fee. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

Armed Forces Reunions, Inc.
PO Box 11327
Norfolk, VA 23517
ATTN: 34th BOMB GROUP

OFFICE USE ONLY
Check # _____ Date Received _____
Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 8/1/08	**Price Per**	**# of People**	**Total**
TOURS			
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Includes reunion and administrative expenses.	$15		$
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SPOUSE NAME (IF ATTENDING) _____

GUEST NAMES _____

STREET ADDRESS _____

CITY, ST, ZIP _____ PH. NUMBER (_____)_____-_____

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Register Online at www.armedforcesreunions.com/34bg

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BOLO TIE with Mother of Pearl background behind B-24.....$6.00 ea.
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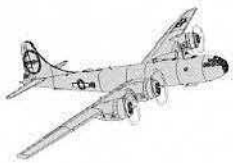
PIN – VALOR TO VICTORY.....$5.00 ea.
BOOKLET – MENDLESHAM REVISITED, by our English school students and teacher,
Gordon Leathers.....$20.00ea

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)



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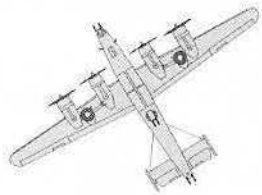

Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

FRIENDS' WRITE

BOB DES LAURIERS - LA MESA, CA

Dues included here in. I'm looking forward to the reunion in Washington, D.C. in September. I just celebrated my (91st.) birthday February 29th. 2008, remembering I was 21 years old when flying with the 391st squadron in England. My wife, Shirley, and I will celebrate our 63rd. Wedding anniversary on V-J Day, August 15th. This year. We also visited a B-17 on tour here in our city over the weekend - lots of memories.

****

DENNIS PLANK - HUDSON, OH

My mother wanted to be sure the 34th Bomb Group Association was aware of the recent death of my father, Donald W. Plank, on January 25th, 2008.

During his service time he was 26 years old and was called the "old man" by his younger crew mates. Ironically, it has turned out that he was the last remaining member at the time of his death.

My brother and I had accompanied our father on a 1994 tour (organized by Harold Rutka) to the commemorative service at Madingly Cemetery in Cambridge and at Mendlesham. Dad had been based at Mendlesham during his service, as a waist gunner on a B-17 with the 391st squadron in late 1944 through May, 1945. That visit, his first and only trip back to England since the war, moved him to join your organization. Likewise, my brother and I, having the chance to travel with dad to relive some aspects of his service and to meet members of your organization has provided us with many fond memories.

In recent times, illness had prevented travel and his direct participation in your events had been compromised. Regardless, he was proud of his service and very appreciative of your organization's efforts to preserve the history of the 34th.

****

ELVIRA O'HARA - TARPON SPRINGS, FL

Dues for 2008 from Charles B O'Hara. I regret to inform you that my husband died January 19, 2008. We just celebrated our 62 years of marriage. He enjoyed hearing from you folks.

****

ANDY FERENCE - STAFFORD SPRINGS, CT

I just sent in my dues for 2008. I spent Nov. and Dec. in England. Visited Mendlesham and had lunch in the American Room of the Fleece pub. The pub was pretty quiet. Seems like it keeps changing hands. Was pleased to see flowers on the memorial. Probably my last trip.

****

LOIS MC CLELLAN - NEW BERN, NC

Enclosed find check for a small amount (I wish it could be much greater) to be applied toward the scholarship fund.

Our granddaughter, Laylene Rich was the recipient of the first one awarded. I can't remember the year. She is now a kindergarten teacher in Morgan, Utah.

Before his death, my husband, Val J. looked forward to the Mendlesham Memories. Now it is I who enjoy them. Thanks to the organization for forwarding these at no cost.

Sad to know it's near the end of an era. We were able to attend some reunions. The one in Wichita, Kansas stands out in my memory. Val and his brother Reed and wife Dorothy were in attendance. Both McClellands retired Air Force.

I look forward to September 2008 and hope I can attend what will *not* be the last reunion.

****

RACHEL LUCAS - AUSTIN, TX

I am writing to report that my husband, CM Sgt. Raymond E. Lucas, (ret). passed away on January 26, 2008. He looked forward to the Mendlesham Memories and we were able to attend one of the reunions in Salt Lake City several years ago, which he enjoyed.

****

JIM MCCABE - GLEN ALLEN, VA

I have been in contact several times the past 2 weeks with an 87 year old B-17 pilot, Shelton Clarke, 34th Bomb Group, 7th squadron. His wife, Helen, is very ill in a local hospital and I know it would mean a lot to him if I could facilitate his receiving the newsletter and any available info about his missions. He has spoken quite a bit about losing 5 of his air crew and the loss of his only child who was with the 1st Marine Div. in Vietnam. He stated his son was killed during the Tet Offensive.

Any help would be greatly appreciated. If I understand correctly, Mr. Clarke may have been active with the 34th Association some time ago.

****

LEONARD ALOI - SEMINOLE, FL

I enjoy reading the Mendlesham Memories. I was assigned to the 475th sub depot with Dale Frank. Have a wonderful year.

****

DEENA RISCH - CHERRY VALLEY, CA

Please accept the enclosed check in memory of my husband, Charles R. Risch, Jr who passed away on August 20, 2007. He always looked forward to Mendlesham Memories and often spoke of living in the Quanset Huts and the cold as in the photo in the lastest issue. I am sure he would have enjoyed it very much. Thank you again.

****

cont. on page 10

FRIENDS WRITE - *Continued*

DONALD STUFFLEBEAM - LEWISTOWN, IL

Enclosed you will find my 2008 dues.

There are still four of us left from the Sain lead crew. Sixty three years ago we were really flying a lot of missions, practicing and checking equipment.

Hope to make the D.C. reunion.

****

BETTY LAMPEY - AURORA, OH

Please keep the Mendlesham Memories coming. My family enjoys all the news - old and new.

Enclosed are dues for Scott and Todd Lampey and Lynn Bachouras, children of Bob Lampey, a ball turret gunner on George Mehling's crew in the 18th squadron.

****

Strange and Fascinating Facts...

from a book entitled: World War II 4,139 Strange and Fascinating Facts
By Don McCombs and Fred L. Worth

• Window - Name given to an Allied radar-jamming technique of using small strips of aluminum foil dropped from aircraft to generate false returns on enemy radar and block reception. It was first used by the British over Hamburg on July 24, 1943, with such effectiveness that the British only lost twelve aircraft out of a force of 800. Window was also used at D-Day to make the Germans think a large fleet was off the Pas de Calais. Throughout World War II the U.S. Eighth Army Air Force dropped over ten millions pounds over Germany. To the Americans, Window was know as *chaff* and Germans called it *duppel.*

An Avro Lancaster dropping Window (the crescent-shaped white cloud on the left of the picture) from within the accompanying bomber stream.

Put the Memorial Back into Memorial Day

Memorial Day commentary by CLB Chairman Jerry Patterson

"Let no neglect, no ravages of time, testify to the present or to the coming generations that we have forgotten as a people the cost of a free and undivided republic."

-Major General John Logan, Grand Army of the Republic 1868

On Memorial Day 2008, our nation remains at war and American men and women continue to serve, and give their lives, in the line of duty. Yet, here at home we will be bombarded with the usual Memorial Day sales, specials, auto races and picnics that, for many, eclipse the true meaning of the day.

To a casual observer, America looks not like a nation at war ...but a nation at the mall.

But for the families of almost 4,000 American servicemen and women lost in the War on Terror, the meaning of the day will not have been forgotten. These loved ones will spend Memorial Day not at the mall, but at a cemetery or a church or a ceremony honoring the memory of their loved one who paid the ultimate sacrifice. To them, Memorial Day is what it was intended to be - a day or remembrance for fallen heroes.

Originally begun as a tribute to Union dead after the War Between the States, Decoration Day as it was known then, was organized in the spring so fresh flowers could be placed on the graves of the recently deceased warriors. By the turn of the century, the day was fixed to May 30th and adopted by states throughout the nation. After the War to End All Wars, World War I, the day was declared not only a memorial to those who died in the Civil War, but all American wars. Memorial Day was officially declared a national holiday in 1971.

Here in Texas, the Texas Veterans Land Board helps honor these heroes at two State Veterans Cemeteries in Killeen and Mission. A third cemetery is under way in Abilene. More are planned. These dignified places of rest fulfill our duty to honor the Texas men and women who served their state and nation in the Armed Forces. At these quiet places, the true meaning of Memorial Day endures.

Wherever you may be on Memorial Day, please pause and remember not only those who sacrificed their lives in defense of our freedom, but the friends and family they leave behind. And politely remind those around you that in honoring the dead on Memorial Day we honor the foundations of our nation and the liberty that they so valiantly defended to the last.

As long as Americans are willing to defend freedom with their lives, our nation will remain a beacon of hope for people around the world.

Please help put the "memorial" back in Memorial.

Jery Patterson is Texas Land Commissioner and Chairman of the Veterans Land Board. He is a retired Marine and Vietnam Veteran. To learn more about veterans benefits in Texas, please visit www.texasveterans.com.

Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
HAVRON	WILLIAM, R	7LM	487 LK FOREST DR	BLUE RIDGE	GA	30513
HILTNER	RITA	7A	109-3RD AVE. N.E. APT204	FREEPORT	MN	56331
ISRAELSEN	ALLEN	4LM	4440 MORRIS ST, APT 411	ALBUQUERQUE	NM	87111
KASHISHIAN	RICHARD	18	373 SPRINGHOUSE RD	KING OF PRUSSIA	PA	19406
MAUK	BASIL	4	227 MAUK CIRCLE	DENISON	TX	75020

Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
PLANK	DONALD W	391	01-25-08	8126 WATERMARK CT	WEST CHESTER	OH	45069
KLING	JOHN	391	01-11-08	31020 TANGLEWOOD DR	NOVI	MI	48377
LUCAS	RAYMOND E	4	01-26-08	6501 BRUSH CO RD APT135	AUSTIN	TX	78749
O'HARA	CHARLES B	18	01-19-08	1333 C SHADY PINE WAY	TARPON SPRINGS	FL	34689
RISCH	CHARLES R	391	08-20-07	41124 ROUNDHILL CT	CHERRY VALLEY	CA	92223

Our apology: In the TAPS section of the December issue of MM the address of Bill Burnell (deceased 10/09/07) was inadvertently omitted. The address of Margaret Burnell, the surviving widow is: 11646 238th PL. N.E. REDMOND, WA 98053-5609.

New Associate Members

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
PRILLAMAN	HARRY A, JR	110 AARONWOOD CT	ALPHARETTA	GA	30004

Reinstated Members

LAST NAME	FIRST NAME	ORD	ADDRESS	CITY	STATE	ZIP
CLARKE	SHELTON	7	13 WESTHAM PARKWAY	RICHMOND	VA	23229

Donations to the Ray L. Summa Scholarship Fund

IN MEMORY OF	DONOR
ANTHONY COUTROS	DELORES BLONDEX
CHARLES R. RISCH, JR	DEENA RISCH
VAL McCLELLAN	LOIS McCLELLAN

Wedding Anniversaries

BOB AND SHIRLEY DES LAURIERS - LA MESA, CA
63rd WEDDING ANNIVERSARY - AUGUST 15TH, 2008

BURCH AND MARY LOU WRIGHT - SAN ANTONIO, TX
64TH WEDDING ANNIVERSARY - NOVEMBER 25, 2007

HAROLD AND DARLENE DWYER - HASTINGS, NE
60TH WEDDING ANNIVERSARY - APRIL 28TH, 2008

FRANK AND RITA MC CULLOUGH - ALLENTOWN, PA
50TH WEDDING ANNIVERSARY - MAY 10TH, 2008

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

WHAT IS A VETERAN?

A "Veteran" whether active duty, discharged, retired, or reserve, is someone who, at one point in his life, wrote a blank check made payable to "The United States of America" for an amount of "up to, and including his life." That is honor, and there are way too many people in this country today, who no longer understand that fact.

The second flag raising as seen in the the most reproduced photograph in the history of photography.

www.iwojima.com/raising/raisingb.htm

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34th Bomb Group

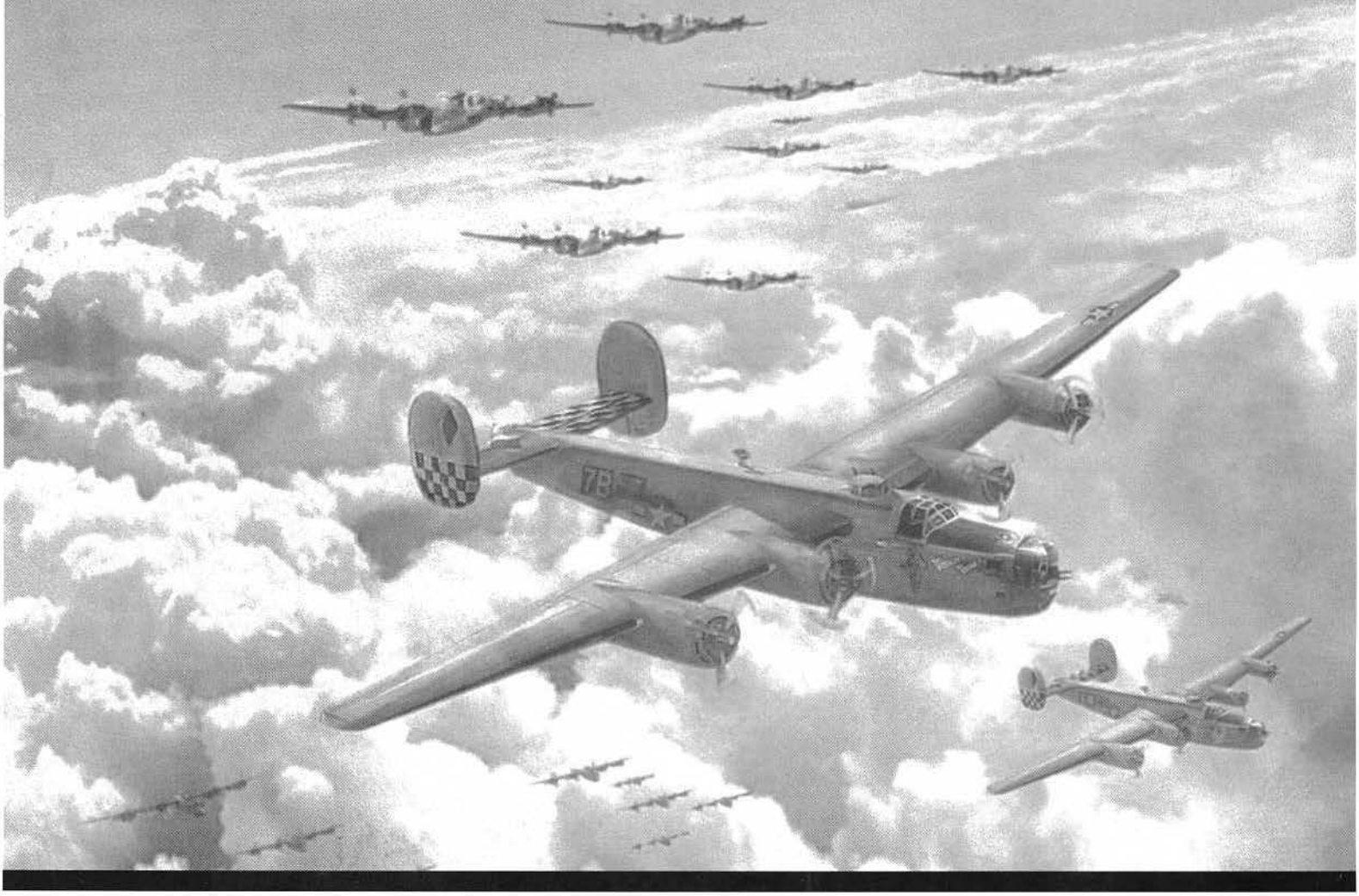
From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXXIII Number 3 September, 2008

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

An Awesome Armada



4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

This newsletter is published four times a Year (March, June, September, December). All material for publication is welcome and should be sent to:

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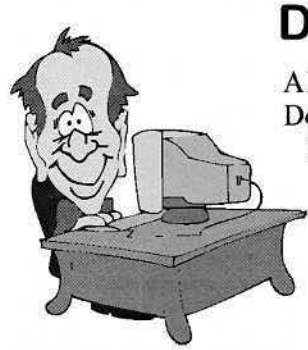
www.air-museum.org/b17.htm
www.jccc.net/~bgustaf/34th_Bomb



DEADLINE

All material and items for the December, 2008 issue of Mendlesham Memories should reach me on or before October 15, 2008. All copy will be going to the publisher on that date.

Jack Share, editor

DUES are DUE

2008 Dues,
for those who pay annually,
are due as of **January 1st 2008**

DUES ARE $20.00 PAYABLE TO: 34TH BGA

Send Dues To:
Jack Steffen
6670 Powner Farm Dr.
Cincinnati, OH 45248
(513) 574-1171

Your cooperation in getting your dues paid now will guarantee your continued membership in the 34th Bomb Group Association and the delivery of your Mendlesham Memories. Thank you.

Share - a thought...

Jack Share

With the 34th Bomb Group Association winding down as a viable organization, it is conceivable that many of our members will be extremely disappointed - as I am. But, in retrospect, we have had an extremely long and interesting run. We have heard most, certainly not all, the interesting stories of our participation in the Great War, became reacquainted with our long lost service buddies and met many new friends interested in our experiences. The memories for those who have attended the reunions, the friendships renewed, new ones made, will be forever cherished. Through this newsletter, Mendlesham Memories, the excellence of the 34th Bomb Group and it's stellar performance in combat has become known, and respected, through out the world.

Those who are fortunate enough to be able to attend this years final reunion in Washington are in store for a stellar program that will close down the organization with the pomp and circumstance worthy of a great association.

Unfortunately, the end of the association this year will also see the last publication of Mendlesham Memories. Since the first newsletter was printed, under that name, back in 1984 we have had continuous printings four times a year ever since with only two editors. Eli Baldea produced it for the first 15 years and I have been doing it for the past 10. I know, for both of us, it has been an exciting and important time of our lives and has touched the lives of many people the world over. It will be a sad ending for all of us.

Probably this September issue of the newsletter will not reach you until after you have returned home from the reunion. So let me remind everyone who took pictures at the reunion to be sure and forward them to me for the final December edition. I can think of no better way of winding it down than by showing everyone that we went out in the style reminiscent of the 34th Bomb Group.

Jack

President's Message

David Fieber

Summer is upon us in full force and here in California we've already had our fill of extreme heat and raging wild fires. Thankfully, our courageous firefighters have done a wonderful job and have kept property losses at a minimum. At least fall is coming and with it brings cooler weather and the 25th reunion of the 34th Bomb Group Association. Planning for the Washington reunion is progressing nicely and it looks like we are going to have a tremendous turnout for our farewell bash.

Fathers' Day was last month and it's been over four years since my dad passed away. It has been very rewarding being involved with the 34th Bomb Group Association and I know that dad would have been proud of me. But what really matters is that he knew I was proud of him. I believe that is the reason so many second generation members have become involved in the organization. We want to honor all of the veterans and let them know how proud we are of everything the have done for us.

I wish all of our members good health and I'm looking forward to seeing everyone in Washington.

David Fieber, President

Treasurer's Report

by Jack Steffen, Treasurer

The annual dues amount for 2008 is $20.00. There is no dues amount for life members for 2008. For those who have not paid your 2008 dues, elsewhere in this issue is the address for sending your dues payment to me. Please make your check payable to the 34th Bomb Group Association.

As you know, a few years back the association decided to cease operations after the 2008 reunion in Washington, DC. I am happy to report that we should complete our tenure in good financial condition. For that achievement, we thank the many officers, board members and committee members who have diligently served over the many years of the group's existence, making wise decisions. Credit for our good financial condition also goes to our loyal members who have regularly paid their dues, sent in donations, attended our reunions and made purchases from the PX.

Jack Steffen

This is a great group. Thank you for your ongoing support.

Jack Steffen, Treasurer

The Fate of "Mean Kid"

The 16th mission of the 34th Bomb Group of the 8th Air Force was destined to bomb the marshalling yards at Cambral-Epinoy in France. The four engine B-24 bomber "Mean Kid' was a part of the 18th squadron on that morning on June 14th, 1944 as the formation made its way to the target from their base at Mendlesham, England.

As they made their way to the target, German gunners were readying their anti-aircraft batteries 22,000 feet below preparing for their arrival. Suddenly, as the formation entered "Flak Alley they were engulfed by a deadly barrage of 88 millimeter shells that shook the bombers violently as they exploded in near misses.

Unfortunately, not all were near misses as "Mean Kid", piloted by Sam Laskin, shook violently and with a loud bang shrapnel tears through the bottom of the pilot's seat injuring Sam's thigh and right hand. In front of the pilot and slightly below, bombardier Robert Pearce loses half of his mustache from a piece of shrapnel and falls unconscious. Being fully loaded with bombs, the blast causes the aircraft to fall out of control in a half spin while Sam tries desperately to keep the bomber under control. At 12,000 feet, Sam manages to level the aircraft, while crewman Jack Oyster gives him a shot of morphine and, with the help of crewman John Wolf, applies a tourniquet to Sam's leg. But the B-24 is in a terrible condition. One engine is already out and the electrical system and instrument panel are inoperable. Sam changes course back to England but the bomb load is making the aircraft extremely difficult to control. Flight engineer, Robert Huebler, goes to the bomb bay and releases the bombs over the North Sea thus lightening the aircraft.

But the ordeal of the "Mean Kid" is just beginning. The German Luftwaffe is on the prowl for "cripples" and their pilots know the track of damaged allied aircraft returning to England. Sure enough, JU-88's soon swarm over the crippled B-24 spraying it with machine gun and cannon fire. Just as the fate of "Mean Kid" seems to be sealed as a casualty of war, 8th Air Force P-47 Thunderbolts arrive and chase the bandits away.

But now the bomber is flying on only two engines and dangling pieces of the aircraft are creating extra drag causing the plane to continuously lose altitude. Like the scene from the movie "The War Lover" where a crippled B-17 piloted by Steve McQueen is trying to clear the white cliffs of Dover on two engines - but fails, Sam Laskin's B-24 is only 2,400 feet above water when they sight the English coast. Sam is still bleeding and could lose consciousness at any moment but he remains at the controls and orders his to bail out. To a man, the crew refuses to leave the aircraft as they realize that Sam is badly wounded and could not possibly survive a crash landing without their help.

With his last remaining strength, Sam flies the crippled bomber to the British air base at Manston and lowers the landing gear in preparation for a landing. But only the left wheel comes down. With the hydraulic fluid nearly depleted, there is no hope of retracting the right wheel nor actuating the brakes. With power from only two engines, causing severe asymmetry in controlling the direction of flight and with only one wheel down, Sam eases the plane down on its left wheel as the bomber coasts, momentarily, down the runway. As the right wing droops and hit's the ground, Sam tries to loop the bomber to the left with the twin rudders but the airplane ground loops to the right coming to a stop with the fuselage still intact.

For his miraculous effort in bringing the "Mean Kid" back to base with his crew safe, Sam was awarded the Silver Star for conspicuous gallantry.

This crash photo was provided by Charles Cadogan in the UK. The photo was marked "Bulltofta, Malmö" and dated "June 1944." The photo was discovered in his late grandfather's photo album. His grandfather was a Swede named Hans Wachtmeister, who lived in Malmö during WWII and was head of the department of construction of Malmö harbour (byggnadschef vid Malmö Hamnförvaltning). Hans was a keen and prolific photographer as well as an aircraft enthusiast, enjoying early passenger flights within Europe before WWII.

Note the N on the tail and the "Circle-L" on the wing. The N was the RCL, or Radio Call Letter. The "Circle-L" was the group's tail code.

A Daughter's Love

It is with great sadness that I share with you that my dear father, Carroll E. Forister, died on July 3rd, 2008. He was diagnosed with lung cancer last November. Dad dedicated his life to God, his family, and his country. As anyone who knew him I'm sure would agree, words that describe him were loving, caring, loyal, brave, friendly, and a true gentleman.

Dad came to my classroom ten years in a row and shared his WWII experiences with my 5th grade students. They adored and respected him, marveling in the fact that they got to meet and get to know a "real live WWII hero". How their eyes would widen as he unfolded his experiences including being shot down and parachuting out of his burning plane. I have all the letters my students wrote to him after each presentation. His sharing helped to keep the heroic actions of the Greatest Generation alive in this new generation. When I see students from years ago they still talk about what they learned.

Dad's death leaves a huge hole in my heart and the hearts of anyone that knew him. Dad was my hero. He missed my mom (Sylvia) so very much. Those of you that saw them together know what a pair they were. May their souls now be together.

Due to my husband's disability (ALS), I will not be able to attend this final reunion which saddens me. My son, Stuart (who has attended the last four and was Grandpa's biggest admirer) hopes to attend in honor of his grandfather as does my youngest brother, Emmett. Please know in September I will be with you in spirit. I will forever have such wonderful memories of the five reunions I did get to attend and spend time getting to know all of the 34th Bomb Group "family". Take care of your dear selves.

With love and respect,
Vivenne Forister Schwab

THEN and NOW

S/Sgt Cliff Beard - 1943

Mr. Cliff Beard - 1992

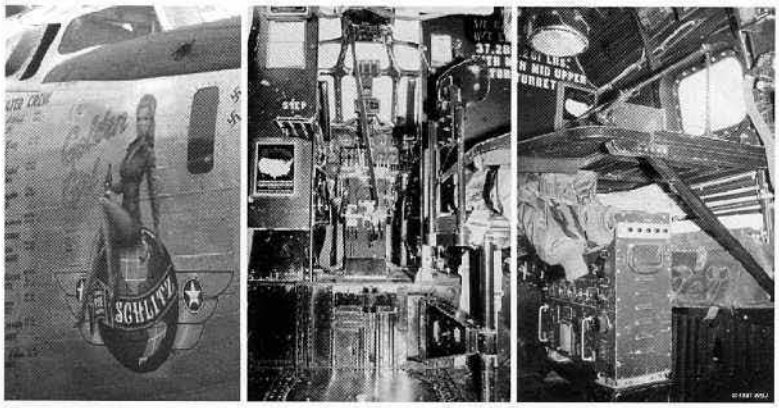
Plow Jockey Crew

Standing L - R

Doug Graham - Radio Op, Danny Marks - Waist Gun, Fred Fielder - Flt. Eng, Dick Polak - Bombardier

Kneeling L-R

Cliff Beard - Ball Gun, Fred Edelstein - Navigator, Bob Springer, Pilot, Anthony Ryzac - Tail Gun



1) B-24 Nose Art. 2) B-24J Liberator inside view looking forward to cockpit. September 14, 1997. 3) Additional interior photos taken inside B-24 (also on page 2.)

As a part of the 50th anniversary a World War II B-17 and B-24 visited Boire Field in Nashua, New Hampshire. If you missed the show, you may want to check out the web site for photos & video clips.

http://www.weye.com/archives/wwiib24.html

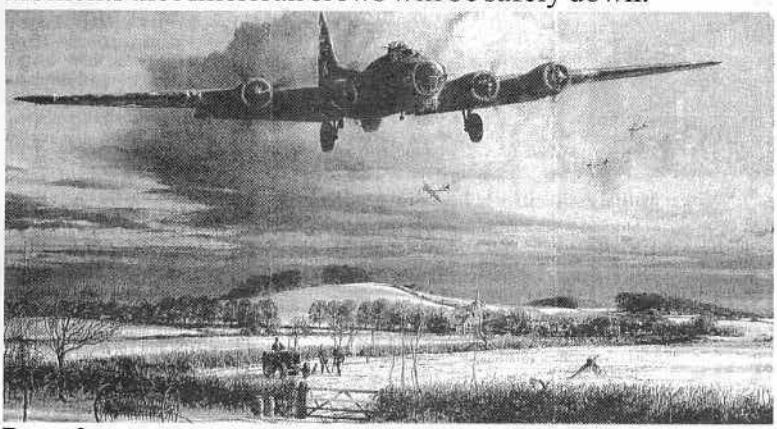
On the Back Cover:

The Return

The heroics of the United States Army Air Force Bomber crews during WW2 are legend. Never before had such a mighty Aerial Armada been assembled, sending a shudder through the Third Reich. Over three long years they pounded the enemy war machine at every opportunity, never allowing the German fighters or ground fire to gain the upper hand. They fought with courage against the fiercest of resistance.

There were then few sights more stirring than a B-17 Fortress on final approach returning from a mission to Germany. Aboard, the crew were drained and exhausted, often injured, and after perhaps eight hours of gruelling flying there was a feeling of great exultation as the patchwork field of England appeared. Their return to base was finally assured. With wheels and flaps down, engines throttled back, the Skipper eases the Mighty Fortress gently down the glidepath towards a frosty touchdown. She's taken some damage from fighters and is quite a handful as she approaches the airfield.

A pair of pheasants scuttle into the air as the roar from the mighty engines reach a crescendo and local farm folk stop to watch the great warbirds coming home. In a few moments the American crews will be safely down.



CAAF REUNION

Men and women who were stationed in Carlsbad, New Mexico at the Carlsbad Air Force base are invited to attend the CAAF Reunion. Activities are scheduled for September 12-14, 2008.

Plans are underway to welcome and honor all who were stationed at the base during WWII. The base was primarily a Bombardier training facility utilizing AT-11 aircraft and the Norden bombsight.

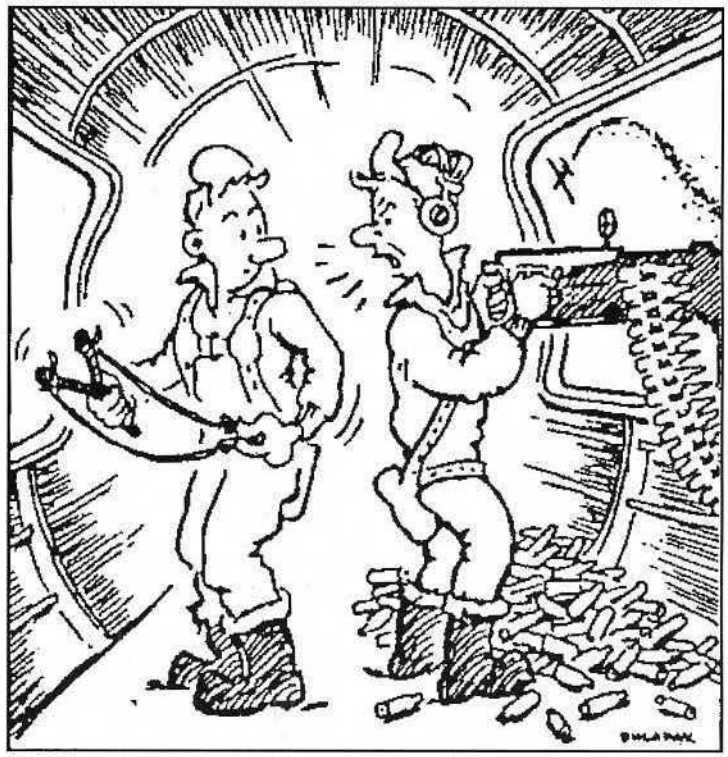
Many graduates served on B-24 and B-17 bombers with the 8th Air Force, including the 34th Bomb Group.

For more information contact:

Lt. Col. Reid McCloskey (Ret) 575-885-4721 or register on line at **www.blankpageproductions.com**

Thank you,
Reid McCloskey

en.wikipedia.org/wiki/Image:15th_AF_B-24_Liberator.jpg



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LICENSE PLATE- White with blue logo. Print same as several years ago..... $10.00 ea.
PATCHES – 34TH BOMB GROUP "VALOR TO VICTORY".....$5.00 ea.
PATCHES – 8TH AIR FORCE..... $3.50 ea.
PATCHES – SQUADRON – 7th – 18th – 391st ..... $5.00 ea.
DECAL – VALOR TO VICTORY – 5" X 5"..... or $1.50 ea.
BUMPER STICKER – 34TH B.G. – 3" X 12" ..... 2 for $1.50 ea.
HAT PINS (FOR DECOR) B-24 – B-17 or POW .....$3.50 ea
WINGS – (about 2") – PILOT – BOMBARDIER – NAVIGATOR – GUNNER OR FLIGHT ENGR...$4.00 ea.
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MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo
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(Royal blue,M,LR, XLR,XXL.....$22.00 ea.
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BOLO TIE with Mother of Pearl background behind B-24.....$6.00 ea.
BELT BUCKLE "America's Heritage – The Right to Bear Arms".....$6.00 ea.
PIN – VALOR TO VICTORY.....$5.00 ea.
BOOKLET – MENDLESHAM REVISITED, by our English school students and teacher,
Gordon Leathers.....$20.00ea

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER
(sometimes needed for clarification)

THANK YOU FOR YOUR ORDER

Please add
$3.50 postage for orders under $20.00
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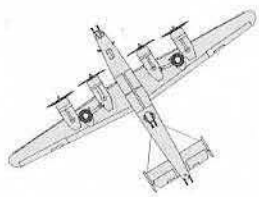


Send check or money order to:

34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683-2900
e-mail: kenpaxton@sbcglobal.net

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

My Hat is Off and My Thanks to you 34th Bomb Group Specialists Who have Served Us for So Long

As we approach this last reunion of the 34th Bomb Group I think back over the years of the many of our members who have taken on a variety of duties that have made the Association a success. Many have served for a few years on the Board as officers. A few have taken on more permanent tasks. These I especially want to salute and thank for their many hours, days, and weeks of service. The following have worked year after year organizing the reunions of 24 years: Hal and Gen Rutka, Bob and Esther Wright and Bruce Sothern. Two couples are now at 10 years of service: Jack and Marian Share editing and managing the Mendlesham Memories and Ken and Kathleen Paxton operating the PX. Jim Martin has served as Chaplain and he and Bruce Sothern have been the nominating committee also going back some 20 years. You are all congratulated on your dedication and your contributions to the operations of the Association.

Thanks also to the next generation members who are serving as officers, board members and as the committee for this final reunion. Your contributions to the success of the Association are also very much appreciated.

Al Israelsen

ONE OF THE FIRST

One of the first crews to leave Blythe, CA for their overseas base at Mendlesham, England, with their new B-24, was the Warren Gray crew. They named their plane Bambi and their first mission after arriving at Mendlesham was Etampes Mondesir, France, also the first mission flown by the 34th Bomb Group. The pilot, Warren Gray never flew a mission with the crew as he was replaced by Charles Cook for personal reasons. Cook was later replaced by Ralph "Pappy" Lundeen who flew the balance of the missions.

The Warren Gray Crew

John Brady - Crew Chief; ***Kneeling right to left:*** Warren Gray - Bob Braeger - Ralph Lundeen - Merle Hartman
Standing left to right: Vern Atwater - E.J. Brackeen - Norman Mayer - Fred Marsters - Tom Peterman;

FRIENDS' WRITE

VINCE HOSACK - FORT MYERS, FL
I always enjoy receiving and reading "Mendlesham Memories" and your staff should be complimented for a wonderful job, well done over the years. I should have notified you sooner, but thought perhaps someone else would, about the passing of the following members of my crew:

Capt Robert Dees (lead pilot, 18th sqd) - Torrence, CA.

T/Sgt Robert Aldrich (flight engineer) - Monroe, MI.

Farewell to two fine gentlemen and wonderful buddies.

****

SALLY CROWLEY - PEORIA, AZ
My husband, Ed Cowley, passed away on May 31st, 2008. Ed always looked forward to receiving "Mendlesham Memories" and remarked all the time about things he would find in it. He was able to play good golf up until two weeks before his death of jaw cancer.

Long live the 34th Bomb Group.

****

WALTER STUDIVAN - STOCKTON, CA

Walter Sturdivan on the left and Gordon Breeding on the right and a view of the 18th squadron Quonsons in the background.

I'm wearing a B-15 style jacket since my A-2 was burned up in the parachute equipment building when they were hit by one of our B-24's shot down by the German aircraft intruders on June 7, 1944.

****

BILL ORTON - TEHACHAPI, CA
I want to tell you what a fine job you are doing as editor of Mendlesham Memories. I and Maria really enjoy the newsletter. We just cannot imagine being without it.

We have booked our flight for Washington DC and have registered at the Doubletree Hotel, Crystal City. We are hoping for a real good time and a visit with all of you.

We hope the weather has been kind to you. We had a total of 10 inches of snow all winter here in Tehachapi, CA which lasted only a few days each time it snowed. With rain and snow it caused me to miss four Fridays of scheduled golf so it hasn't been too bad. But at Cascade the snow got as high as the windows on our house which is about 8 ft high. Last week our neighbor called and she said we still have about 4 ft. in the front yard.

****

CLAYTON MINK - HUDSON, NY
It is with saddened heart I am writing to tell you of the passing of my dear wife, Helen. After a brave struggle with her weakened heart, she left us on May 12th to rest peacefully in Heaven. Her absence is difficult for me and my daughters but we feel great comfort in knowing she will always be live in our hearts.

The girls and I are planning to attend the reunion in Washington and hope to see you all there.

****

C.EDWARD HAYES - SALISBURY, MD
Attached in check for 2009 dues for MM.

Wish I could attend this years reunion but our health prevents our going.

Virginia, my wife, and I celebrated our 68th wedding anniversary on June 22, 2008.

Put the balance of the check into general funds. Keep up the good work.

****

HUGO ANDREW CHESI - PUEBLO, CO
Please find my check for $20.00.

Let me say this, with great pleasure, Mendlesham Memories has been a memorial event of reading each time we received it.

I am most sincerely fortunate to have been able to attend the 34th BGA reunion in Albuquerque New Mexico in 2005. I was a lucky father to have had a lovely daughter, Deborah, and son in law, Jay Hokanson make my dream come true by attending one of the 34th reunions with me. A memorial time was had.

God bless you wonderful people.

****

cont. on page 10

FRIENDS WRITE - *Continued*

CAROLYN GUERTIN - RICHMOND, VA
Enclosed is my check to pay up my dues to date. For some reason, I thought I was a life member but continued to send in my annual dues each year. Perhaps I got it mixed up with another organization

I hope the members of the 34th BG will continue to maintain their association but if not join the reunions of the 8th Air Force Historical Society. That way the 34th could perpetuate its legacy.

I am very happy that the younger generation is attempting to continue the organization and I hope, "Mendlesham Memories".

I look forward to the reunions and seeing many of my friends. If I can help the organization in some way please let me know.

ED: Carolyn is, and has been, a life member of our organization for many years. We thank you for your annual contribution.

****

BILL CHEEK - LAKELAND, FL
I am enclosing my check for the 2008 dues.

If my health holds out I want to make the final reunion.

I served as the first secretary for the 34th before we had any formal organization. Prior to that, Jim Carpousis served as 34th contact as it was called. He had a handful of names and addresses of former 34thers.

Perhaps you read my article in the Mendlesham Memories several years back concerning the early history of the 34th bomb group association.

Perhaps Jack Share will reprint that article in one of the final issues for the benefit of the first and second generation.

****

THE GIVEN FAMILY - SILVER STAR, MT
We, the Given family, were positive that this would be the year we would attend the 34th reunion to say hello and to express our thanks to you all for all you have done. Unfortunately, due to the many forest fires in our area , we feel it is necessary to stay close to home at this time.

****

ARTHUR BUSSE - ANAHEIM, CA
Enclosed is my check for 2008 dues. I hope to attend the next reunion in Washington, DC if there are any airlines around to fly us there.

We enjoy the hard work you fellows have put forth with reunions and publishing the "Mendlesham Memories" to make the 34th the fine organization it is, even if we don't tell you all the time. Keep it up.

****

WALTER STURDIVAN - STOCKTON, CA
I want to thank you for printing the picture of Lois and I in the March '08 issue of Mendlesham Memories. If you look closely you can see the number 13 on the door of the motel room. Thankfully, it didn't prove unlucky for me when I went overseas.

When Lois came to Blythe a fine lady allowed us to sleep in her front room behind a screen while she slept on the other side. After a few days Lois got a job working in the drug store on Main street. A friendly man came in one day and began talking to her. She told him of her living conditions. He told her to come and see him the next day. He owned the motel. We had that room for about two months before I shipped out for Mendlesham.

I hope to see you at the reunion.

****

GORDON LEATHERS - SUFFOLK, ENGLAND
I was moved to write about yesterday's flying legends air display at Duxford. This year was special as we had the "Liberty Belle", one of your B-17's visit this weekend.

Hoping to see you in September.

****

MOVING?

IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

Name _____

Address _____

City, State & Zip _____

Mailing labels are printed on Feb. 1, May. 1, Aug. 1 and Nov. 1 for the March, June, September & December issues.

Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BAUMGARDNER,	DONALD R	7LM	239 SHORELINE DR	NEW BERN	NC	28562
INMAN	LLOYD V	391	103 VILLA RD	KELSO	WA	98626
SIVRET	ALDA	7A	17623 EARTH AVE SOUTH	NORMANDY PARK	WA	98148

Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
ALDRICH	ROBERT G	18TH	11-15-07	521 BELLESTRI DR	MONROE	MI	48161
BOEHMLER	BARTON L	391	06-30-08	1703 HIGHWAY 3	HAMPTON	IA	50441
CROWLEY	EDWARD J	391/7	05-31-08	8513 W ORAIBI DRIVE	PEORIA	AZ	85382
DEES	ROBERT W.	18TH	01-26-08	5014 VIA EL SERENO	TORRENCE	CA	90505
FORISTER	CARROLL E	4	07-03-08	541 WEST ESSEX AVE	KIRKWOOD	MO	63122
JACKSON	KENNETH G	7	01-27-08	6609 CHERRY ST	KNOXVILLE	TN	37919
HAWKINS	JEFFERSON R	391	05-15-08	1250 FONTAINEBLEAU CT	LAWRENCEVILLE	GA	30043
KUBLY	A. RAY	7	06-04-08	1204 AMBER LN	WATERTOWN	WI	53098

Those Who Fall

By John Muirhead - A Bomber Pilot
from Tom Gamble - A Fighter Pilot

"I don't know if any of this is true. Everything happened that I have said happened, but it's memory now, the shadow of things. The truth lies in its own time, recall is not the reality of the past. When friends depart, one remembers them but they are changed; we hold only the fragment of them that touched us.

Their reality is gone, intact but irretrievable, in another place through which we passed but can never enter again. I cannot go back nor can I bring them to me, so I must pursue the shadows of some middle ground, for I am strangely bound to all that happened then.

We broke hard bread together and I cannot forget Breslou, Steyr, Regensburg, Ploesti, Vienna, Munich, Graz, and all the others, not cities, but battlegrounds five miles above where we made our brotherhood.

It's gone now and long ago, swept clean by the wind. Part of me still lives there, tracing a course through all the names.

I linger now, looking back for them, the best ones..."

New Associate Members

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BROUSSEAU	BRAD	A	6313 BENT BRANCH CT	TAMPA	FL	33617

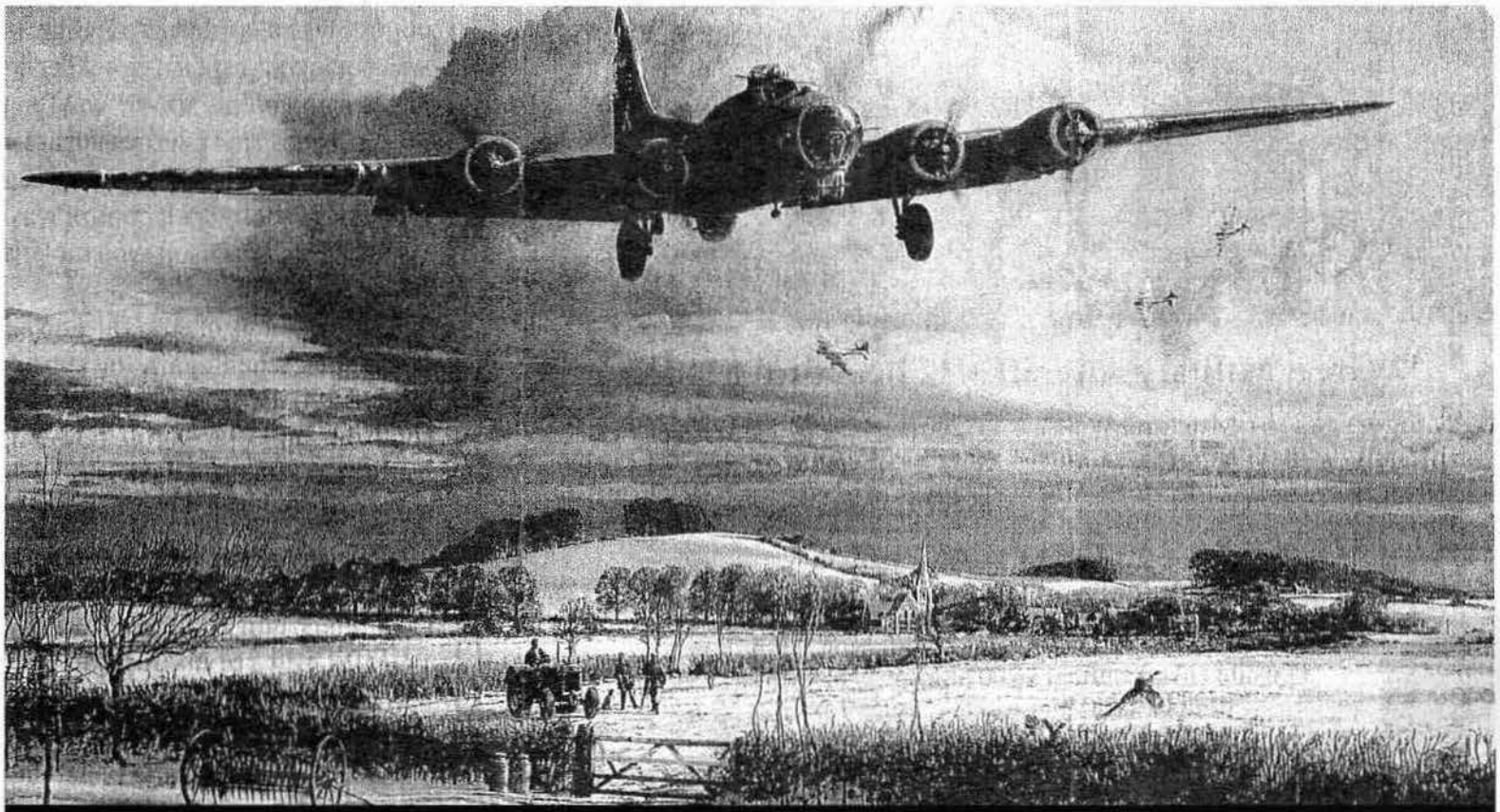
Donations to the Ray L. Summa Scholarship Fund

IN MEMORY OF	DONOR
HELEN MINK (Wife of Clayton Mink)	DORIS AND HERBERT HALL
W. M. HUTCHISON	CORINNE HUTCHISON

Wedding Anniversaries

C. EDWARD AND VIRGINIA HAYES
SALISBURY MD
68 YEARS OF WEDDED BLISS
JUNE 22, 2008

MICHAEL AND MARGIE JACOBBAUSKI
VAN NUYS, CA
60 YEARS TOGETHER
APRIL 24, 2008



The Return

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34th Bomb Group

From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

Volume XXXIII Number 4 December, 2008

MEMORIES ENDLESHAM

VOICE OF THE 34TH BOMB GROUP (H)

Final Flight

4TH SQUADRON 7TH SQUADRON 18TH SQUADRON 391ST SQUADRON

MENDLESHAM MEMORIES
Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/

This is the last edition of this newsletter. Comments and thanks should be sent to:

Jack Share, editor
Mendlesham Memories
22 So. Avonlea Cir.
The Woodlands, TX 77382-106
Tel: (936) 273-3561
Email: jshare@comcast.net

Thank you, Jack!

REUNION DVD

I have put together a DVD of the 25th Reunion in Washington D.C. It includes photos, historical information, and the entire speech given by **GENERAL NORTON A. SCHWARTZ** at the banquet. Total length is 48 minutes. If you would like to order a copy, please send $7 for shipping and handling to:

David Fieber
2612 Alder Street
Bakersfield, CA 93301

Home - (661) 325-1604
Cell - (661) 205-6051
Teemumicah@sbcglobal.net

BACK ISSUES OF MM

Our treasurer, Jack Steffen, has suggested putting all the back copies of our newsletter, Mendlesham Memories in the archives at the Eighth Air Force Museum in Savannah. I suspect there are quite of few of our original members who have retained each copy. If someone would be willing to part with their copies please let me, or Jack, know and arrangements will be made to have them delivered to the museum.

I believe the first edition was published by Ely Baldea when the 34th decided to break away from the 8th for their reunions in 1983 and we have been publishing quarterly each since.

Thank you for your cooperation in this matter.

Let's KEEP IN TOUCH:

http://www.8thafhs.org/. For your convenience, we have included a form that can be used to join the 8th AFHS. *(pg 9)*

35th Annual Reunion of the 8th AFHS

35th annual reunion of the 8th AFHS will be held August 18 - 23, 2009, in Cincinnati, Ohio. Details and registration information will be published in a future issue of the 8th AF News and on the 8th AFHS web site.

http://groups.google.com/group/34th-bgLegalplan@gmail.com with the subject "Mendlesham Memories" and let him know that you want to join. He will then add you to the users list, and you will receive a subscription notification. To access the message site go to **http://groups.google.com/group/34th-bg** and enter your email address and your own password.

Once you have joined and are a member of the Google Group, you can expect to receive an email notification with the posted message anytime someone in our group posts a message. You can submit a new post to the group either by posting directly on the Google Group web site, or by sending a message via email.

- visit the34th Bomb Group's homepage (http://groups.google.com/group/**34th-bg**) and click the button in the colored Discussions bar on the right side of the page. (Alternatively, you can click the link on the right side of the page and then click the button at the bottom of the page. This button only appears for the first post to the group.) To reply to an existing topic, click near the bottom of the posting.
- send an email to the 34th Bomb Group's email address (34th-bg@googlegroups.com). The subject line of the email will be the title of the post on the **web sit**e, and the body of the email will be the content of the post.

I realize that the Google Group may sound a bit confusing to those who have never tried it, but it is very easy to use, and an easy way for members to communicate. If you have any questions, feel free to email me at

ScottM1917@aol.com or call me at **614-761-7973**.

Harry Prillaman can also be reached at **Legalplan@gmail.com**.

Mendlesham Memories and our annual reunions have been wonderful places for our members to communicate. In this article, I have offered two suggestions for how we can keep in touch in the future. I hope that we are able to maintain the relationships that have been established over the years.

Share - a thought...

Jack Share

This being my final report to the membership, I want to take the opportunity to give thanks to the support and confidence you have given me through out the years in publishing the newsletter. Your input of valuable information, your interest in the organization and most of all, your kind words of encouragement have provided me with the incentive to keep going. And, as you all know, the one who has kept me on track and who puts it all together in its final form is our publisher, Michele Smith, without whom my work with Mendlesham Memories would not have been possible.

With the disbanding of the 34th Bomb Group Association, as we know it, I think we have pretty well covered the history of the group and your many experiences in World War II have certainly made for interesting reading and provided much needed historical information to preservation facilities around the world.

We would hope that the friendships you have made as a result of your involvement with the organization would be continued and that you may never forget the sacrifices that were made, not only in the 34th Bomb Group and veterans of World War II but for all the troops in all our wars. They are the ones who have kept our country strong and free and hopefully that dedication to a free America will prevail for years and years to come.

Finally, I would like to close by saying I have thoroughly enjoy my contacts with the members and interested persons around the world and my association with the members and friends of the 34th Bomb Group has been the highlight of my life. I will certainly miss that involvement. I am not going to fade away into the sunset and if I can ever be helpful to our members or if you just want to talk, feel free to call on me.

Merry Christmas and a Happy, Healthful New Year to all. God bless, you one and all. And thanks again for providing me with the opportunity to serve you.

Jack

President's Message

David Fieber

It is with a tinge of sadness that I write my last column for the final and farewell issue of "Mendlesham Memories".

My time with the 34th Bomb Group Association has been one of the most rewarding experiences of my life and I will never forget the friends and bonds that have been forged these past years.

One thing I have been reminded of is that an organization like this does not function without dedication and hard work from its members. I would like to express my thanks and appreciation to "Mendlesham Memories" editor, Jack Share for all of his commitment and enthusiasm in making our quarterly newsletter the best that it could be, as well as thanks to our past editors, Ray Summa and Eli Baldea. It has always been first class and a wonderful way for our members to stay in touch. Thanks to Ken and Kathleen Paxton as well as Paul and Pauline Shull for their many years of service in the PX, Thanks to Ambers Hanson, John Feda, and Jim Hinchee for their work on the Scholarship committee. Thanks to Jack Steffen, Scott Mackey and Bonnie Zystra for their work in putting together the 2008 reunion. Special thanks to retired reunion committee members Harold and Genevieve Rutka, Bob and Esther Wright and Bruce Sothern for all their great work in past years. I would also like to express my sincere thanks to all of the members that have served as officers, board members, and on committees over the past twenty five years.

Although the era of the 34th Bomb Group Association comes to a close, many of us will keep in touch and meet next year at the Eighth Air Force Historical Society Reunion in Cincinnati, Ohio, for our relationship is a bond forged through admiration and love, driven to celebrate and honor a special band of brothers for their efforts during the Second World War. The men and women of the "Greatest Generation" have earned a special place in history and an even greater place in our hearts.

Everyone concentrates on the problems we're having in this country lately; illegal immigration, hurricane recovery, wild animals attacking humans in Florida . Not me. I concentrate on solutions to problems. The result is a win-win-win situation:

Dig a moat the length of the Mexican border - Use the dirt to raise the levies in New Orleans - Put the Florida alligators in the moat.

Any other problems you would like for me to solve today?

TREASURER'S REPORT

by Jack Steffen, Treasurer

Jack Steffen

This is the 34th Bomb Group Association's final Treasurer's Report. I am happy to report that we have completed our tenure in good financial condition. For that achievement, we thank the officers, board members and committee members who have diligently served over the many years of the group's existence, making wise financial decisions. Credit for our solid finances also goes to our loyal members, who have regularly paid their dues, sent in donations, attended our reunions, and made purchases from the P/X.

At the reunion in Washington, D.C., the members voted on the plan for the disposition of the group's remaining cash. The plan is to distribute our remaining funds as follows:

- Scholarships were awarded to 7 additional 2008 applicants in the amount of $250 each, for a total of $1750.
- A donation for the support of the 34th Bomb Group Memorial in Mendlesham will be made in the amount of $1000.
- A donation will be made in the amount of $750 to St. Mary's Church in Mendlesham in consideration of their ongoing recognition of the 34th Bomb Group via their "Book of Remembrance."
- The residual amount, after the above donations and all final bills are paid, will be donated to the Eighth Air Force Museum in Savannah, Georgia. The exact amount of this donation will not be known until we have settled our remaining bills, including the bill for this issue of Mendlesham Memories. However, I currently estimate that it will be over $2000.

At the reunion in Washington, the Treasurer's books were audited through July 31, 2008. Since there are no more annual meetings where audits can be performed, I have committed to providing a final accounting to the members of the Board of Directors so that there is appropriate oversight as I liquidate our assets.

I have enjoyed serving as your Treasurer these last few years. Thank you for giving me the opportunity to be a part of the 34th Bomb Group Association. I have always been impressed by the humility of our veterans, and the welcoming nature of everyone in the group. I wish everyone the best for continued good health and happiness!

GUNNERS ARE HEROES

According to records, Aerial Gunners were the real aces in the aerial war. Bomber crews shot down 6,254 enemy fighters, while fighter planes shot down 5,222 enemy fighters.

NICE GOING GUYS!

Ray L. Summa 2008 Scholarships

The Scholarship Committee for the 34th Bomb Group (H) Association has selected the following as the recipients of the 2008 scholarships as follows:

$1000 - Mr. Brian Arand sponsored by Clarence Arand
$750 - Mr Skyler Drennan sponsored by Maxine McCellan
$500 - Ms. Brenna Real sponsored by Paul Shull
$250 - Ms. Amelia Parsons - sponsored by Harrison M. Parsons
$250 - Ms. Glenys Packer - sponsored by Robert Sweeney
$250 - Ms. Michelle N. Bonnet - sponsored by Clarence Arand
$250 - Mr. Derick Babcock - sponsored by Lawrence Babcock
$250 - Ms. Mary McNinch - sponsored by Oral Walker
$250 - Mr. Alane Workman - sponsored by Benson Workman
$250 - Mr. Stuart Kueneke - sponsored by Carroll Forrester
$250 - Ms. Lindsey M. Mackey - sponsored by Scott Mackey
$250 - Mr. Dana Workman - sponsored by Benson Workman
$250 - Mr. Kyle Fieber - sponsored by David Fieber

Respectively submitted: Ambers E. Hanson, Scholarship committee chairman
John Feda
Raymond Hinchee

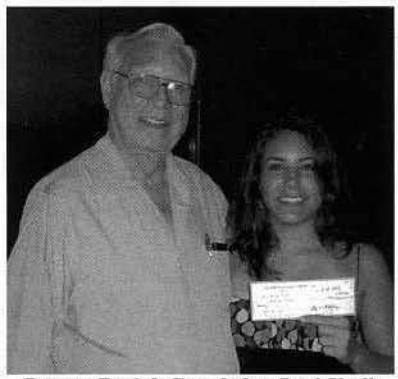
Letters from Scholarship Recipients

AMELIA PARSONS:
Dear Ambers Hanson:
Thank you for considering me for this scholarship opportunity. Unfortunately, I will not be able to attend the reunion for I will be attending the University of Tennessee. That you again for the scholarship it will help with my student fees.

SKYLER DRENNAN:
Dear 34th Bomb Group,
Thank you so much for the generous scholarship. It will make a world of difference. My mom also received a scholarship from you almost twenty years ago. Thank you so much.

BREANA REAL:
Dear 34th Bomb Group,
Thank you for the $500 scholarship. It is an honor. Thank you to all the members.

PAUL SHULL - MESA, AZ (Brenna Real's sponsor)
Brenna is well deserving and Pauline and, as well as her parents, are very proud of her. We are sure she will do very well in college.


Brenna Real & Granfather Paul Shull

MICHELLE BONNET:
Dear members of the 34th Bomb Group,
Thank you so much for selecting me as a winner of your scholarship. The money will certainly be useful as I begin my college career. I will be attending the University of Cincinnati and majoring in psychology along with taking pre-med courses. After graduation I hope to attend medical school and become a physician. Receiving this scholarship is a wonderful honor but it is second to the privilege recognized by true American heroes. I am very grateful for the scholarship and I also want to thank you for everything you have done for our country.

GLENYS PACKER:
To the 34th Bomb Group,
I would like to thank you for awarding me with the scholarship. A large obstacle in going to college for me was paying for it, so thank you again for your help in aiding me to achieve my goal.

Michelle Bonnet

KYLE FIEBER:
Thanks so much for choosing me to receive the scholarship. I had a wonderful time at the reunion. It was monumental meeting the greatest generation with all of their war stories and colorful personalities. I had a blast walking through our capital city and seeing all the sites. My favorite was the plane museum. Thanks so much, again.

Blythe Army Air Base Revisited

A Historical Review of the 34th Bomb Group

The history of the 34th Bomb Group, from activation to deactivation, spanned a period of 4 1/2 years. Since nearly 1½ years were spent at Blythe Army Air Base in California, Blythe is a large part of the 34th's story.

Associate member, Art Wilson has just self-published a book of the history of the Blythe base during World War II entitled "***RUNWAYS IN THE SAND***". Much of the book chronicles the activity of the 34th in its combat crew training role. The 128 page, 8 ½ X 11 hardcover contains 109 photos, maps and charts and is available for $21.95 plus $4.00 shipping from Art Wilson, 590 Seville Lane, Blythe, CA 92225.

(ED: A must read for all those crews who trained at Blythe).

My Memories of the 34th Bomb Group's Final Months at Blythe, California

Al Israelsen, Pilot, first Crew No. 1, 4th Squadron

The Air Corps proved in summer seasons 1942 and 1943 that the Southern California desert and B-24 training operations were seriously incompatible. An attempt was made to avoid the 100-degree operations at Blythe for the summer of 1943 by moving the 34th Group to Salinas, California. The four Squadrons were moved to the Salinas Airport the first week of June 1943. At Salinas the Group immediately encountered an unanticipated problem—evening fog that completely closed the home base almost every evening. Soon Bakersfield Airport was established as a routine alternate base for crews returning from long daytime missions. This was almost a solution but not enough. Crews that needed to begin a mission at Salinas were waiting for B-24s that were at Bakersfield, and vice versa. Maintenance and support people were valiantly trying to "keep em flying" at both fields. The Group moved back to Blythe, to the blistering heat, on July 18! We did get a large formation of B-24s together for that return to Blythe, the largest formation of B-24s that I had seen in my B-24 instructor training experience at Tucson, Salinas, and Blythe to that date—36 airplanes!

Back to Blythe was just back to the same problems the 34th had experienced in the heat the summer before. The Base Theatre was the only air conditioned building available. It was reserved for aircraft maintenance crews for daytime sleeping. Maintenance could only be done at night. The assigned B-24Ds were old and worn—waiting for parts was an everyday problem. The 34th lost ten B-24 crews and their planes in two months—a loss rate that was not equaled by losses in the corresponding summer months the next year (1944) in combat. A special accident investigation team was dispatched from Washington, DC. The results of the team's investigation were not shared with the troops.

Training operations improved somewhat in the cooler months of September to December of 1943. During the Christmas Holidays (1943) General Hap Arnold, Air Force Chief of Staff was flying a B-25 from Washington to Los Angeles and was forced to land at Blythe by an engine failure. Two of the 34th operations officers, Joe Eaton and Howard Burton, then flew Gen. Arnold on to Los Angeles so that he could meet his speaking commitments there. On this flight they suggested to Gen. Arnold that the 34th Group be reconstituted from a B-24 Combat Crew training group to a Combat Group and that it be sent to a theatre of war operations.

Gen. Arnold acted promptly. By mid-January 1944, reorganization was underway to man the Group Headquarters and form four combat squadrons (4th, 7th, 18th, and 391st.) with 18 B-24 crews in each. Those personnel in the Group who had already completed combat tours, or who had other reasons for not going to combat, were assigned to the Combat Crew Training Group that was being relocated to Walla Walla, Washington Army Air Base.

Combat Crews were organized and soon were flying practice combat missions over typical wartime industrial type targets in Arizona and Central California. Group Commander, Colonel Wachowitz, led a 36 B-24 POM (Prior to Overseas Movement inspection) on a simulated bombing mission of the Goodyear Plant at Litchfield, Arizona. The 34th passed the inspection. In early April crews were off from Blythe in their new B-24s for combat somewhere, Europe, Asia, Pacific? It was not until the morning after takeoff from Florida that it was revealed to us that we were off to fly with the 8th Air Force in England. With the adventurous ten-day flight to England via South America and Africa recent memories of Blythe, California were soon buried deep only to be recalled by us fortunate survivors years and years later.

THE WHITE HOUSE

WASHINGTON

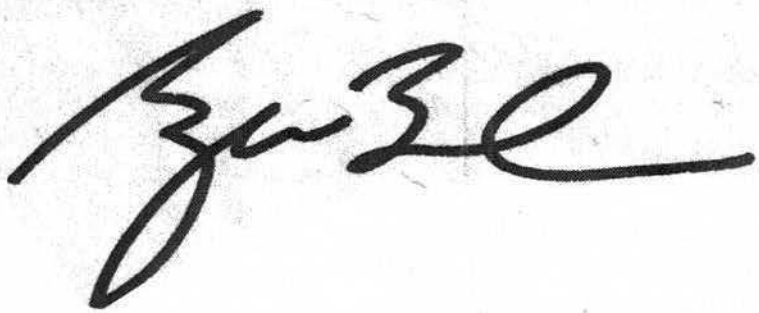
August 14, 2008

I send greetings to those gathered for the 2008 reunion of the 34th Bomb Group.

Our men and women in uniform have triumphed over brutal enemies, liberated continents, and answered the prayers of millions around the globe. They have shown us that freedom is the most powerful force on Earth and set a standard of courage and excellence that is unmatched. With selfless devotion to duty, courage in the face of danger, and unwavering valor and decency, the veterans of our Armed Forces have helped to advance freedom and make our Nation more secure. All of us who live in liberty live in their debt, and we will never forget their service and sacrifice.

This event is an opportunity to renew the strong bonds of friendships forged in adversity and celebrate the proud history and achievements of the 34th Bomb Group. Your continued commitment to each other and our country is an inspiration.

Laura and I send our best wishes on this special occasion. May God bless you, may God bless our troops and veterans, and may God bless America.



Reunion Committee Report

By Jack Steffen

The final reunion of the 34th Bomb Group Association was held Thursday, September 4, through Monday, September 8, 2008, at the Doubletree Hotel in Crystal City, Virginia, just across the Potomac River from Washington, D.C. Washington, D.C. provided an excellent setting for our reunion, with its many historical and military sites. But, as always, the opportunity for camaraderie among friends was the primary attraction.

On Friday, there was a tour of the Steven F. Udvar-Hazy Center, which is located near Dulles International Airport. The Udvar-Hazy Center is a companion facility to the Smithsonian Air & Space museum located on the National Mall. Many complete aircraft, including the Enola Gay, are on display there. One of the 34th Bomb Group's veterans, Russell Paulnock, has his flight jacket on prominent display.

On Saturday, tropical storm Hanna delivered rain and strong winds to the Washington, D.C. area. Unfortunately, our Saturday tour included several outdoor stops, including the World War II Memorial and the Air Force Memorial.

The Air Force Memorial is a national place of pride, reverence and remembrance dedicated to the Men and Women of the United States Air Force and its Heritage Organizations. The Memorial was dedicated on October 14, 2006. We were scheduled to have a wreath laying ceremony at the Air Force Memorial, with a color guard, a chaplain and a bugler. The color guard was not permitted to perform in the rain, but Chaplain Reedy stood in the driving rain as if nothing was happening and paid a moving and appropriate tribute to our deceased veterans. Following Chaplain Reedy's comments, the bugler played taps. The rain was a nuisance, but in some way it added to the somber nature of the wreath laying ceremony.

The National World War II Memorial honors the 16 million who served in the armed forces of the U.S., the more than 400,000 who died, and all who supported the war effort from home. Symbolic of the defining event of the 20th Century, the memorial is a monument to the spirit, sacrifice, and commitment of the American people. The Second World War is the only 20th Century event commemorated on the National Mall's central axis.

Given the inclement weather, some folks got off the bus at the Air Force Memorial and the National World War II Memorial, and others opted to view these memorials from the vantage point of the busses. Our scheduled tram tour through Arlington Cemetery was cancelled by cemetery officials due to high winds, so we substituted a tour of embassy row, followed by a trip to the Smithsonian Air & Space Museum located on the National Mall.

We had 230 at our final banquet on Sunday evening. President Bush sent a personal note to the group, which was read at the banquet. President Bush's note is printed elsewhere in this issue of Mendlesham Memories *(pg. 7)*. General Norton A. Schwartz, Chief of Staff, United States Air Force, was our keynote speaker. He was in attendance on behalf of President Bush. As the highest ranking uniformed officer in the Air Force, responsible for over 700,000 personnel, General Schwartz was a very appropriate individual to address the veterans of the 34th Bomb Group. He provided a brief overview of the 34th Bomb Group's achievements during World War II. He reminded us that the military aviators of World War II built the foundation for the modern Air Force in which he serves. General Schwartz honored the veterans of the 34th Bomb Group, and he thanked the veterans for their service. The overall sentiment of General Schwartz's remarks was succinctly captured when he told the veterans of the 34th Bomb Group "...you are our heroes, you are our foundation, and you are our inspiration." His comments were very appropriate, and very moving. He took time to mingle with the crowd both before and after the banquet program, and many in attendance were able to have their picture taken with him. The time that General Schwartz spent with the 34th Bomb Group was special, and I think that everyone who was there will remember meeting him and hearing his well chosen words for the rest of their lives.

It is sad to think that this was our last reunion, but rest assured that those in attendance were focused on the spirit of camaraderie that has always made this group so special. Thanks to all of you who attended. Also, congratulations to long time reunion committee member Bruce Sothern, who was recognized at the banquet as the only 34th Bomb Group member who attended every reunion of the 34th Bomb Group.

Finally, let me express my sincere thanks to those who assisted me on the Reunion Committee, David Fieber, Scott Mackey and Bonnie Zylstra. They provided invaluable help in planning and executing the reunion. Many of you expressed your thanks to us. Of course, it means a lot to us that folks enjoyed themselves. But we want you to know that the work that we did for this reunion was a labor of love, and that we enjoyed being a part of this special event.

34th Bomb Group Association Reunions

YEAR	CITY	PRESIDENT-ELECT	ATTENDEES
1978	WASHINGTON, DC		
1979	PHOENIX, AZ	JAMES CARPOULIS	
1980	ORLANDO, FL	GRADY DETHERIDGE	
1981	ST PAUL, MN	MALCOLM CORUM	
1982	CINCINNATI, OH	ROBERT WRIGHT	
1983	HOUSTON, TX	GERRY PINE	
1984	NASHVILLE, TN	HAROLD RUTKA	
1985	WICHITA, KS	JAMES MARTIN	
*1986	COLORADO SPRGS, CO	- AL DiNENNO	306
1987	KING OF PRUSSIA, PA	ED LAWLER	276
1988	VIRGINIA BEACH, VA	GEORGE RITCHIE	318
1989	SHREVEPORT, LA	WALT McALLISTER	292
1990	SEATTLE, WA	WALLY BRAUKS	249
1991	LOUISVILE,, KY	FRED SCHOCH	398
1992	LAS VEGA, NV	BRUCE SOTHERN	376
1993	LITTLE ROCK, AR	SAM WOLSTENCROFT	351
1994	ST PAUL, MN	ELI BALDEA	308
1995	HUNTSVILLE, AL	AMBERS HANSON	350
1996	RALEIGH, NC	RAY PALMER	325
1997	OMAHA, NE	ALLEN ISRAELSEN	224
1998	BOISE, ID	JOHN DORONSKY	209
1999	DES MOINES, IA	NORM MAYER	188
2000	BUFFALO, NY	CLAUDE GIBBS	202
2001	SAVANNAH, GA	WAYNE HOWARTER	276
2002	SALT LAKE CITY, UT	FRED WALTZ	177
2003	SAN ANTONIO, TX	JACK SHARE	182
2004	DAYTON, OH	JOHN FEDA	197
2005	ALBUQUERQUE, NM	KIVETT IVEY	167
2006	RAPID CITY, SD	RAYMOND HINCHEE	130
2007	GRAND RAPIDS, MI	DAVID FIEBER**	134
2008	ALEXANDRIA, VA	(Disbanded)	

* Prior to 1986 the 34th had mini-reunion with the 8th Air Force Historical Society. At the 1985 reunion in Wichita, Kansas it was decided that we should go on our own.

** First next generation member to be elected president.

JOIN THE 8TH!

This application could be your only chance of ever again having contact with your fellow 34th Bomb Group members and the many acquaintances you have acquired by attending past reunions of the 34th Bomb Group Association.

The Eighth Air Force Historical Society has been in existence since 1975 and it was from this organization that our 34th Bomb Group Association was originally formed. Many of us have been life members for many years, in fact our own Harold Rutka was president a few years ago. It has been a terrific organ of the Eighth Air Force, keeping it's history and superlative record alive for generations to come. Their quarterly, Eighth Air Force News, is a multi-paged publication containing wartime articles and photos of all groups in full color. It has a professionally produced publication worthy of the entire 8th Air Force.

With the declining membership of our group, due to attrition, it has now become necessary to disband our organization. However, all is not lost. By joining the Eighth Air Force Historical Society we can still keep in touch with all our friends. They have a reunion once a year through out the country, much the same as ours, but on a larger and grandiose scale. Individual bomb groups have their own mini-reunions at the same time.

Don't put it off! Clip or copy the application below and send it in to keep the comaraderie of the 34th Bomb Group alive. You'll never regret it. The Eighth Air Force News alone is well worth the application fee. Come on guys and gals, get registered with the Eighth and let's all get together in Cincinnati, the reunion city for 2009.

Jack Share Editor

JOIN THE 8TH AIR FORCE HISTORICAL SOCIETY!

First Name_____ **Middle Initial**_____ **Last**_____

Address_____

City_____ **State**_____ **Zip**_____

Telephone_____ **Email**_____

8th AF Unit _____ **Not in 8th** _____ **Include me as a full Associate Member**_____

In Service_____ **Branch**_____ **Dates**_____ **to**_____

Were you a former member?_____ **Member # if available**_____

ALL RENEWALS & NEW MEMBERSHIP ANNUAL DUES $30.00

PAYMENT: ☐ **CHECK** ☐ **MASTERCARD** ☐ **VISA** **CARD #**_____

SIGNATURE_____

SEND APPLICATION & PAYMENT TO **8TH AFHS P.O. BOX 956, POOLER, GA 31322** TEL: 912-748-8884

$30 MEMBERS DUES - NOTICES ARE MAILED ANNUALLY

Website: www.8thafhs.org

2008 Reunion Attendees

Adams, Bailey,	Houston	TX	391st
Adams, Ruth Ann	Houston	TX	391st
Adams, Stan	Houston	TX	391st
Brazaitis, Marcy	Houston	TX	391st
Ferling, Martha	Scenery Hill	PA	18th
Ames, Joyce	Scenery Hill	PA	18th
Antanovich, Alex	Scenery Hill	PA	18th
Anderson, Paul	Mesa	AZ	7th
Anderson, Beryl	Mesa	AZ	7th
Arand, Rita	Cincinnati	OH	391st
Arand, Clarence	Cincinnati	OH	391st
Bernardo, Alfred	New Cumberland, PA - 18th		
Bernardo, Doris	New Cumberland, PA - 18th		
Bloczynski, Margaret	Marshfield	WI	18th
Bloczynski, Mary	Marshfield	WI	18th
Bourquin, Paul	Pleasantville	NY	18th
Brookshire, Wanda	Rome	GA	391st
Brookshire, Lester	Rome	GA	391st
Cheek, Bill	Lakeland	FL	391st
Connolly, Jan	Lincoln	NE	34th
Connolly, Ed	Lincoln	NE	34th
Coutros, Mary	Edison	NJ	391st
Coutros, Craig	Edison	NJ	391st
Blondek, Elaine	Edison	NJ	391st
Hans, Casey	Lessburg	FL	4th
Crawford, Romy	Lessburg	FL	4th
Crawford, Jim	Lessburg	FL	4th
Crawford, Harry	Lessburg	FL	4th
Howard, Michaeline	Lessburg	FL	4th
Crawford, Tom	Lessburg	FL	4th
Crawford, Donna	Lessburg	FL	4th
Crawford, Amy	Lessburg	FL	4th
Crawford, Daniel	Lessburg	FL	4th
Crawford, Michael	Lessburg	FL	4th
Crawford, Paul	Lessburg	FL	4th
Crawford, Susan	Lessburg	FL	4th
DesLauriers, Robert	La Mesa	CA	391
DesLauriers, Shirley	La Mesa	CA	391
Prytula, Russ	La Mesa	CA	391
Prytula, Michelle	La Mesa	CA	391
Dieterle, Karen	Forest Hill	MD	7th
Dieterle, Marcus	Forest Hill	MD	7th
Dieterle, Curt	Forest Hill	MD	7th
Dieterle, Marcia	Forest Hill	MD	7th
Koppenhaver, David	Forest Hill	MD	7th
Dieterle, John	Forest Hill	MD	7th
Palmore, Sherry	Forest Hill	MD	7th
DiNenno, Alfred	King of Prusia, PA		391st
Jonson, Dave	King of Prusia, PA		391st
Dinkel, Brad	Genola	UT	34th BG
Dinkel, Valarie	Genola	UT	34th BG
McClellan, Maxene	Genola	UT	34th BG
Dwyer, Darlene	Hastings	NE	391st
Saalfeld, Sue	Hastings	NE	391st
Dwyer, Harold	Hastings	NE	391st
Loontjer, Lori	Hastings	NE	391st
Elliott, Lloyd	Oklahoma City, OK		7th
Elliott, Carol	Oklahoma City, OK		7th
Elliott, Larry	Oklahoma City, OK		7th
Farley, Bernadette	W. Caldwell	NJ	18th
Farley, John	W. Caldwell	NJ	18th
Farley, Dennis	W. Caldwell	NJ	18th
Feda, Betty Mae	Marshall	MN	7th
Feda, John	Marshall	MN	7th
Fieber, David	Bakersfield	CA	18th
Fieber, Sonia	Bakersfield	CA	18th
Fieber, Nancy	Bakersfield	CA	18th
Fieber, Brian	Bakersfield	CA	18th
Fieber, Debby	Wofford Hts	CA	18th
Fieber, Kyle	Wofford Hts	CA	18th
Fischel, Jared	Hampton	VA	4th
Fischel, Matthew	Hampton	VA	4th
Firestone, Ernestine M.,	Hampton	VA	4th
Firestone, Abe	Hampton	VA	4th
Forister, Emmett	Pleasant Hill	MO	4th
Forister, Terri	Pleasant Hill	MO	4th
Forister, Jake	Pleasant Hill	MO	4th
Hanson, Nancy	Winterset	IA	475th
Frank, Tom	Winterset	IA	475th
Frank, Dale	Winterset	IA	475th
Frank, Esther	Winterset	IA	475th
Garbiso, Debra	Las Vegas	NV	391st
Garbiso, George	Las Vegas	NV	391st
Puffer, Beverly	Catawissa	MO	7th
Gibbs, Audrey	Catawissa	MO	7th
Gibbs, Claude	Catawissa	MO	7th
Miller, Betty	Catawissa	MO	7th
Griffis, Willis	Vernon Hills	IL	4th
Grinaldo, Angelo	Wynanstskee	NY	7th
Strack, Patrick	Wynanstskee	NY	7th
Strack, Ann Marie	Wynanstskee	NY	7th
White, Rosemarie	Wynanstskee	NY	7th
Gross, Bob	W. Hartford	CT	7th
Gross, Cyntia	W. Hartford	CT	7th
Guertin, Carolyn	Richmond	VA	18th
Hall, Herbert	Scottville	MI	7th
Hall, DorisScottville	MI	7th	
Ham, Bob Ramseur	NC	7th	
Ham, Nancy	Ramseur	NC	7th
Hampton, Fred E.	ZIONSVILLE,	IN	18th
Hampton, Mary Lou	ZIONSVILLE,	IN	18th
Hanson, Ambers	Auburn	AL	391st
Hanson, Jean	Auburn	AL	391st
Henry, Glenn	Waunakee	WI	7th
Hinchee, Dickie	Salem	VA	391st
Hinchee, Jim	Salem	VA	391st
Hughes, Kay	Geneva	NE	34BG-391SQ
Hughes, Rick	Geneva	NE	34BG-391SQ
Ivey, Dennis	La Grange	NC	7th
Ivey, Peggy	La Grange	NC	7th
Ivey, Butch	La Grange	NC	7th
Young, Tony	La Grange	NC	7th
Smith, Susan I.	La Grange	NC	7th
Ivey, Kivett	La Grange	NC	7th
Johnson, Lois	Huntington Beach, CA - 4th		
Cobe, John	Huntington Beach, CA - 4th		
Jordan, Dexter	Huntersville	NC	7th
Jordan, Beulah	Huntersville	NC	7th
Thompson, Victor	Huntersville	NC	7th
Thompson, Mary	Huntersville	NC	7th
Thompson, Elizabeth Anne - Huntersville, NC - 7th			
Thompson, Tucker	Huntersville	NC	7th
Kueneke, Stuart	Pleasant Hill	MO	4th
LaFleur, Macklyn Romero - Lafayette, LA - 7th			
LaFleur, Greg	Lafayette	LA	7th
LaFleur, Stephanie	Lafayette	LA	7th
LaFleur, Mark	Lafayette	LA	7th
Brunt, Trey	Lafayette	LA	7th
Lee, Judy	Kenosh	WI	18th
Lonergan, Birgit	Fort Myers	FL	7th
Mackey, Scott	Columbus	OH	4th
Mackey, Eric	Ft. Myers	FL	4th
Mau, Linda	Houston	TX	18th
Scott, Tony	Houston	TX	18th
Wroblewski, Jane	Houston	TX	18th
Stuhr, Pat	Houston	TX	18th
Mayer, Norman	Huntington Beach, CA - 4th		
Crew, Louise	Huntington Beach, CA - 4th		
Mink, Clayton	Hudson	NY	7th
Smith, Sharon	Hudson	NY	7th
Smith, Alicia	Hudson	NY	7th
Ryan, Cara	Hudson	NY	7th
Schmitt, Pamela	Hudson	NY	7th
Morrison, Warren	Washington	DC	391st
Morrison, Hellen	Washington	DC	391st
Morrison, Roger	Washington	DC	391st
Muente, Fred	Wauwatosa	WI	7th
Nord, Marilee	Wauwatosa	WI	7th
Muente, Ginny	Wauwatosa	WI	7th
Orton, William	Cascade, ID	"1446 Ord, S. & M.Co"	
Orton, Maria	Cascade, ID	"1446 Ord, S. & M.Co"	
Paxton, Kathleen	Wichita	KS	391st
Paxton, Richard	Wichita	KS	391st
Paxton, Keith	Wichita	KS	391st
Paxton, Ken	Wichita	KS	391st
Payne, Valerie	Riverside	CA	
Payne, Thomas	Riverside	CA	
Peterson, Ralph	Grand Rapids	MI	18th
Peterson, Bernice	Grand Rapids	MI	18th
Prillaman, Harry	Alpharetta	GA	7th
Prillaman, Arnold	Martinsville	VA	7th
Prillaman, Mary	Martinsville	VA	7th
Byrant, Jan	Martinsville	VA	7th
Prillaman, Lee	Martinsville	VA	7th
Holt, Joseph	Franklin	TN	7th
Prillaman, Gayle	Franklin	TN	7th
Richmond, Miriam	Pasco	WA	4th
Richmond, Bennett	Pasco	WA	4th
Romero, Guy	Lafayette	LA	7th
Romero, Mary	Lafayette	LA	7th
Romero, Alex	Lafayette	LA	7th
Romero, Glen	Lafayette	LA	7th
Romero, Henrietta	Lafayette	LA	7th
Sadowsky, Al	Boca Raton	FL	391st
Sadowsky, Roslyn	Boca Raton	FL	391st
Sarco, Stephie	Handford	CA	7th
Sauermilch, Fred	Handford	CA	7th
Sarco, Kathy	Handford	CA	7th
Sarco, Carlos	Handford	CA	7th
Schroeder, Robert	American Falls, ID		391st
Schroeder, Jennie	American Falls, ID		391st
Schroeder, Nick	American Falls, ID		391st
Shull, Paul	Mesa	AZ	391st
Shull, Pauline	Mesa	AZ	391st
Loebbaka, Paul	Mesa	AZ	391st
Loebbaka, Brad	Mesa	AZ	391st
Smith, Howard	San Antonio	TX	7th
Smith, J.C.	San Antonio	TX	7th
Sothern, Bruce	Minneapolis	MN	7th
Sothern, Greg	Minneapolis	MN	7th
Spencer, Chip	Carsonville	MI	391st
Spencer, Virgiline	Carsonville	MI	391st
Steffen, Linda	Cincinnati	OH	18th
Steffen, Jack	Cincinnati	OH	18th
Steiner, Bob	Washington	DC	18th
Steiner, Christine	Washington	DC	18th
Stiebel, Claudia	Winchester	VA	4th
Stiebel, Bill	Winchester	VA	4th
Stiebel, Sally	Winchester	VA	4th
Stivender, Jim	Gadsden	AL	391st
Stivender, Stella	Gadsden	AL	391st
Tauzin, Mike	Sonora	TX	7th
Tauzin, Norma Romero - Sonora		TX	7th
Tobiason, Audrey	onsite	VA	
Trauernicht, Kathy	onsite	VA	
Walker, Oral	Battle Creek	MI	391st
Good, Thera	Battle Creek	MI	391st
Weaver, Marty	Manassas	VA	7th
Weaver, Tim	Manassas	VA	7th
Winick, Seymour	New York	NY	391st
Wong, Joseph	Alameda	CA	18th
Wong, Marilyn	Alameda	CA	18th
Workman, Pam	Zanesville	OH	7th
Workman, Benson	Zanesville	OH	7th
Workman, Paul	Zanesville	OH	7th
Zeldes, Benjamin	Stafford Springs, CT - 4th		
Zeldes, Edith	Stafford Springs, CT - 4th		
Zeldes, Ross	Stafford Springs, CT - 4th		
Zeldes, Patricia	Stafford Springs, CT - 4th		
Zylstra, Ray	Riverside	CA	4th
Zylstra, Bonnie	Riverside	CA	4th

Minutes of the Board of Directors Meeting

34th Bomb Group (H) Association, Inc.
Minutes of the Board of Directors Meeting
Washington, D.C.
September 4, 2008

The meeting was called to order September 4, 2008, at 1900 hours at the Doubletree Hotel in Crystal City, Virginia, by President David Fieber. President Fieber led the group in reciting the Pledge of Allegiance. John Feda, filling in for Chaplain James Martin, gave the invocation.

President Fieber asked for a roll call. Present were: President David Fieber, 2nd Vice President Scott Mackey, Treasurer and Corresponding Secretary Jack Steffen, Past President Raymond "Jim" Hinchee, PX Manager Ken Paxton, Board Members Clayton Mink, Craig Coutrous, Kay Hughes, and Harry Prillaman. Absent were 1st Vice President Charles Siragusa, Chaplain James Martin, Mendlesham Memories Editor Jack Share, Board Members Bonnie Zylstra, and Emmett Forrister.

Jim Hinchee made a motion to approve the minutes of the September 6, 2007, Board of Directors meeting held in Grand Rapids, Michigan. The motion was seconded by Clayton Mink, and passed unanimously.

Jack Steffen presented the Treasurer's Report. The fiscal report, as of July 31, 2008, shows the cash on hand one year ago as $17,118.36. It is currently $14,210.88. The General Fund began the year with $8,986.49 and as of July 31, 2008, the balance was $3,848.48. The Scholarship Fund began the year at $8,131.87 and as of July 31, 2008, the balance was $6,081.87. The balance does not include costs for the 2008 scholarships. The Reunion Fund balance as of July 31, 2008, was $4,280.53. Jack mentioned that after all costs have been factored in we would have a rough estimate of $3,700, plus the balance from the PX, remaining in funds and that later in the meeting we would discuss the disposition of those funds. A motion to approve the report was made by Bruce Sothern and seconded by Jim Hinchee. The motion passed unanimously.

Ken Paxton presented the PX report. The financial report shows that the beginning bank balance as of 9/1/07 was $1,227.58. The bank balance as of 8/31/08 is $995.11. Ken reported that prices for remaining inventory have been reduced drastically and that he is hopeful that all inventory will be sold prior to the end of the reunion. Jack Steffen made a motion to accept the PX report and it was seconded by Ambers Hanson, and passed unanimously. Bruce Sothern thanked Ken and Kathleen Paxton for all of their hard work with the PX.

President Fieber announced that the Audit Committee would be made of Chairman Scott Mackey, Kay Hughes, and Sonia Fieber. Jack Steffen mentioned that he would dispose of financial statements prior to the last year.

Jack Steffen presented the Reunion Report. We have approximately 160 people signed up for the Saturday city tour. He informed the group that the first stop of the upcoming city tour would be a wreath laying at the Air Force Memorial. Jack mentioned that the people at the Air Force Memorial have been very helpful and he would be making a motion for the group to donate $250 to the memorial. For Friday's tour we have two busses booked. For the banquet program we have a speaker lined up, General Norton Schwartz, from the Joint Chiefs of Staff, on behalf of President George Bush. Jack mentioned that the General might arrive early to visit with the group. Jack told the Board that the hospitality suite in the hotel is available twenty-four hours a day, but the open bar would be open Friday thru Saturday from 8:00pm to 11:00pm. Jack also told the group about Armed Forces Reunion, Inc., specifically Ted Dey, for all of their help in organizing the reunion. Jack made a motion to donate $250 to the Air Force Memorial and it was seconded by Ken Paxton, and passed unanimously. President Fieber thanked Jack Steffen for all of his hard work. President Fieber thanked Bruce Southern for all of his hard work on the past year's Reunion Committee, as well as for his work on the Nominating Committee.

Ambers Hanson presented the Scholarship Report, first thanking fellow Scholarship Committee members John Feda and Jim Hinchee. Ambers informed the members that several months prior he had talked to the Scholarship Committee, as well as to Jack Steffen and David Fieber, about awarding three additional scholarships of $250 each, due to the large number of applications, thirteen, that were received. President Fieber presented the issue to the Board of Directors and the vote was unanimous to increase the number of scholarships to a total of six. The following scholarships were issued: $1,000 to Brian Arand, sponsored by Clarence Arand; $750 to Skyler Drennan, sponsored by Val and Maxine McClellan; $500 to Breanna Real, sponsored by Paul Shull; $250 to Amelia Parsons, sponsored by Harrison Parsons; $250 to Michelle Bonnett, sponsored by Clarence Arand, and $250 to Glenys Packer, sponsored by Robert Sweeney. Ambers requested that we discuss awarding additional scholarships to the remaining applicants and it was agreed that it would be discussed during the "New Business" section of the meeting.. John Feda and Jim Hinchee commented on the high quality of applications that had been received. President Fieber thanked the Scholarship Committee for all of their hard work. Jack Steffen made a motion to accept the Scholarship Report and it was seconded by Ken Paxton and passed unanimously.

President Fieber read the Mendelsham Memories Report that had been prepared by Jack Share. David asked that the members send Jack plenty of pictures of the reunion, as well as "Thank You" notes to Jack for all of his great work with the Mendlesham Memories.

Jack Steffen addressed what to do with the 34th Bomb Group's website. He spoke with Susan Ferrell and she expressed interest in finding a home for the website. Jack spoke with the head of the 8th Air Force Museum and he indicated that the museum was starting a project to handle websites. Susan said that would be favorable to her. Unfortunately, the museum's project is just in its infancy and it may take a few years before they are ready to take our website. Jack made a motion to fund the website with Susan Ferrell for two additional years at $120 per year. The motion was seconded by John Feda and passed unanimously.

The next item on the agenda was New Business. Future reunions were discussed. Scott Mackey talked about 8th Air Force Reunions and indicated that seemed to be a favorable option. Jack Steffen mentioned that AFRI (Armed Forces Reunion, Inc) is the group that organizes reunions for the 8th Air Force and that Ted Dey had mentioned that groups with at least 40 members would be given one night to separately get together during the reunion. Ambers Hanson suggested that information be given to the association so that members can keep in touch in regards to attending future reunions. Harry Prilliman and Scott Mackey talked about setting up some sort of internet site or forum to keep in touch. It was decided that information would be included in the December issue of Mendlesham Memories.

Disposition of PX inventory was the next item discussed. There were several suggestions on what to do with remaining items, including a raffle, putting items on each dinner table, or giving the items out at the general meeting. It was finally decided that President Fieber and Ken Paxton would get together prior to the general meeting and decide what to do with the remaining items.

Jack Steffen informed the group that at the banquet we would be raffling 8 gift certificates that would each be good for one free room night.

The next item discussed was the disposition of Association funds. Jack Steffen indicated that all bills would not be paid until approximately January 1, 2009, but that there would be approximately $4,700 left. After much discussion, it was decided that $1,750 would be set aside for seven additional scholarships of $250 each, $500 would be sent to St. Mary's Church in Mendlesham, $1,000 be sent for care of the 34th Bomb Group Memorial at the Mendlesham Airfield, and the remaining funds be sent to the 8th Air Force Museum. Jack made a motion to disburse the remaining funds as discussed, and it was seconded by Scott Mackey. It passed unanimously.

The Board also decided that the flags of the 34th Bomb Group, the president's plaque and gavel, as well as minutes from all previous meetings would be sent to the 8th Air Force Museum.

Jack Steffen said that he would find out who to contact regarding "unincorporating" the association, as well discontinuing our Tax ID number. Once all transactions and business has been completed Jack will send out a notice to all members of the Board.

John Feda presented a resolution drafted to the National Park Service in regards to the editing of "So help us God" from the Day of Infamy speech at the World War II Memorial. It was decided that the resolution would be voted on at the General Meeting.

The meeting adjourned at approximately 2100 hours.

Respectfully submitted,

Sonia Fieber
Recording Secretary

Minutes of the General Membership Meeting

34th Bomb Group (H) Association, Inc.
Minutes of the General Membership Meeting
Washington, D.C.
September 7, 2008

The meeting was called to order September 7, 2008, at 1330 hours at the Doubletree Hotel in Crystal City, Virginia, by President David Fieber. President Fieber led the group in reciting the Pledge of Allegiance. John Feda, filling in for Chaplain James Martin, gave the invocation.

Paul Bourquin made a motion to approve the minutes of the September 6, 2007, meeting held in Grand Rapids, Michigan. The motion was seconded by Ambers Hanson, and passed unanimously.

Jack Steffen presented the Treasurer's Report. The fiscal report, as of July 31, 2008, shows the cash on hand one year ago as $17,118.36. It is currently $14,210.88. The General Fund began the year with $8,986.49 and as of July 31, 2008, the balance was $3,848.48. The Scholarship Fund began the year at $8,131.87 and as of July 31, 2008, the balance was $6,081.87. The Reunion Fund balance as of July 31, 2008, was $4,280.53. Jack mentioned that later in the meeting we would discuss the disposition of the remaining funds. A motion to approve the report was made by John Feda and seconded by Jim Hinchee. The motion passed unanimously. President Fieber thanked Jack Steffen for all of his work with the Treasurer's position.

Ambers Hanson presented the Scholarship Report, first introducing fellow Scholarship Committee members John Feda and Jim Hinchee. Ambers informed the members that several months prior he had talked to the Scholarship Committee, as well as to Jack Steffen and David Fieber, about awarding three additional scholarships of $250 each, due to the large number of applications, thirteen, that were received. President Fieber presented the issue to the Board of Directors and the vote was unanimous to increase the number of scholarships to a total of six. The following scholarships were issued: $1,000 to Brian Arand, sponsored by Clarence Arand; $750 to Skyler Drennan, sponsored by Val and Maxine McClellan; $500 to Breanna Real, sponsored by Paul Shull; $250 to Amelia Parsons, sponsored by Harrison Parsons; $250 to Michelle Bonnett, sponsored by Clarence Arand, and $250 to Glenys Packer, sponsored by Robert Sweeney. John Feda mentioned that selecting the scholarships was a tough job because of the high quality of all the applications. Ambers read a note from Skyler Drennan that said how much he appreciated the scholarship and that approximately twenty years earlier his mother had received a scholarship from the 34th Bomb Group Association. Ambers requested that when we talk about the disposition of money that we discuss awarding additional scholarships to the remaining applicants. President Fieber thanked the Scholarship Committee for all of their hard work. Jack Steffen made a motion to accept the Scholarship Report and it was seconded by Ken Paxton and passed unanimously.

Ken Paxton presented the PX report. The financial report shows that the beginning bank balance as of 9/1/07 was $1,227.58. The bank balance as of 8/31/08 was $995.11. Ken reported that prices for remaining inventory have been reduced drastically and that he is hopeful that all inventory will be sold prior to the end of the reunion. Ken also mentioned and thanked Paul and Pauline Schull for all of their hard work in the PX prior to the year 2000. Jack Steffen made a motion to accept the PX report and it was seconded by Ambers Hanson and passed unanimously.

Audit Committee Chairman Scott Mackey presented the Audit Report. Everything is in order with the Treasurer's Report and the PX Report. Abe Firestone made a motion to accept the report and it was seconded by Paul Bourquin and passed unanimously.

Jack Steffen presented the Reunion Committee Report. He thanked the group for all of their help with the difficult time we had in the rain during the city tour. He also mentioned that each person that signed up for the tour would receive a $7 refund due to the fact that the Arlington portion of the tour had to be cancelled due to the weather. Jack also thanked AFRI (Armed Forces Reunion, Inc) for all of their help with the reunion. Jack informed the members that General Norton Schwartz would be the keynote speaker at the banquet. He also talked about the wreath laying ceremony at the Air Force Memorial and made a motion to send $250 to the Air Force Memorial. The motion was seconded by Bruce Southern and passed unanimously. President Fieber, on behalf of the entire reunion committee, thanked Jack Steffen for all of his hard work on the reunion.

President Fieber read the Mendelsham Memories Report that had been prepared by Jack Share. David Fieber and Jack Steffen asked that the members send Jack plenty of pictures of the reunion, as well as "Thank You" notes to Jack for all of his great work with the Mendlesham Memories.

Jack Steffen addressed what to do with the 34th Bomb Group's website. He spoke with Susan Ferrell and she expressed interest in finding a home for the website. Jack spoke with the head of the 8th Air Force Museum and he indicated that the museum was starting a project to handle websites. Susan said that would be favorable to her. Unfortunately, the museum's project is just in its infancy and it may take a few years before they are ready to take our website. Jack made a motion to fund the website with Susan Ferrell for two additional years at $120 per year. The motion was seconded by Scott Mackey and passed unanimously.

The next item on the agenda was New Business. Future reunions were discussed with the most logical and viable option being that we merge back into the 8th Air Force Reunions. David announced that a sign-up sheet would be available at the banquet and that anyone interested could give their name and e-mail address and the list would be typed up and sent to each interested member.

Disposition of PX inventory was the next item discussed. President Fieber announced that all remaining inventory would be given away at the banquet. John Feda made a motion to accept that recommendation, and it was seconded by Jack Steffen and passed unanimously. Ken Paxton suggested that we could ask for donations from anyone interested in any of the items being given away.

The next item discussed was the disposition of Association funds. Jack Steffen indicated that all bills would not be paid until approximately January 1, 2009, but that there would be approximately $4700 left. After a lot of input from the members and discussion, it was decided that $1,750 would be set aside for seven additional scholarships of $250 each; $750 would be sent to St. Mary's Church in Mendlesham; $1,000 be sent for care of the 34th Bomb Group Memorial at the Mendlesham Airfield; and the remaining funds be sent to the 8th Air Force Museum. Jack made a motion to disburse the remaining funds as discussed, and it was seconded by Ambers Hanson. It passed unanimously.

John Feda presented a resolution drafted to the National Park Service in regards to the editing of "So help us God" from the Day of Infamy speech at the World War II Memorial. John made a motion to send the resolution, and it was seconded by Bruce Southern and passed unanimously.

President Fieber announced that the Board had recommended that the flags of the 34th Bomb Group, the president's plaque and gavel, as well as minutes from all previous meetings would be sent to the 8th Air Force Museum. Ken Paxton made a motion to accept the recommendation and it was seconded by Scott Mackey, and passed unanimously.

Jack Steffen said that he would find out who to contact regarding "unincorporating" the association, as well discontinuing our Tax ID number. Once all transactions and business have been completed Jack will send out a notice to all members of the Board.

Jack Steffen talked about the prizes being raffled at the banquet.

Ambers Hanson read the list of the additional scholarship winners of $250 each: Derick Babcock, sponsored by Lawrence Babcock; Mary McNinch, sponsored by Oral Walker; Alane Workman, sponsored by Benson Workman; Stuart Kueneke, sponsored by Carroll Forister; Lindsay Mackey, sponsored by Scott Mackey; Dana Workman, sponsored by Benson Workman; and Kyle Fieber, sponsored by David Fieber.

The meeting adjourned at approximately 1530 hours.

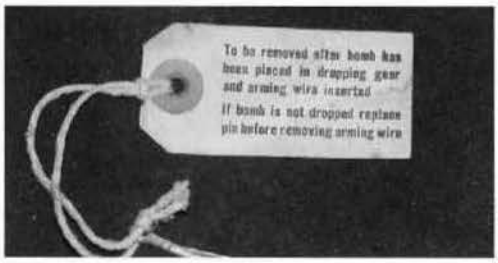
Respectfully submitted,

Sonia Fieber
Recording Secretary

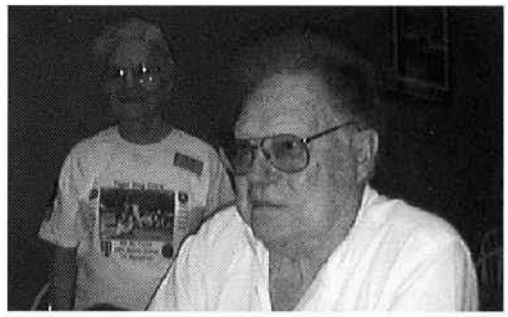
34th Bomb Group Reunion Photos

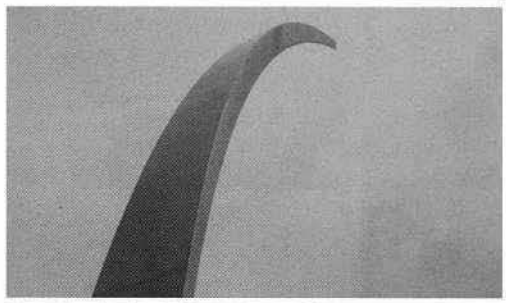
Washington D.C.

20 09 08



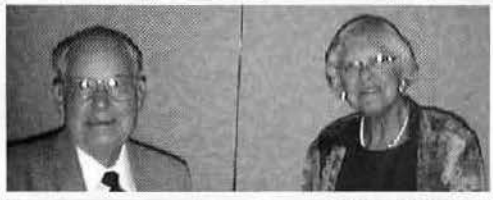
34th Bomb Group
25th and Last Reunion
B24's and B17's
WWII-8thAF
SEPTEMBER 4th – 8th 2008

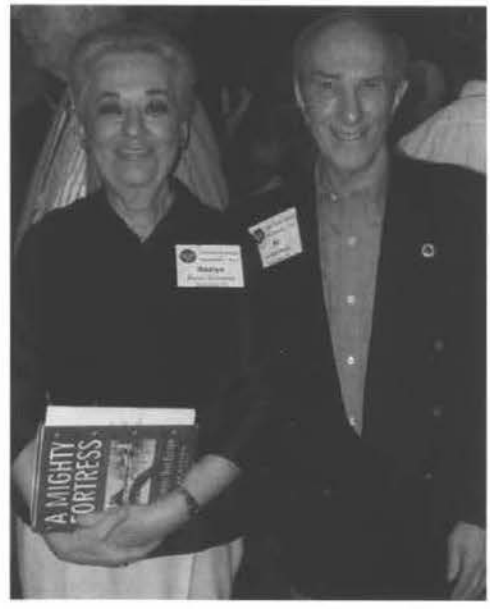


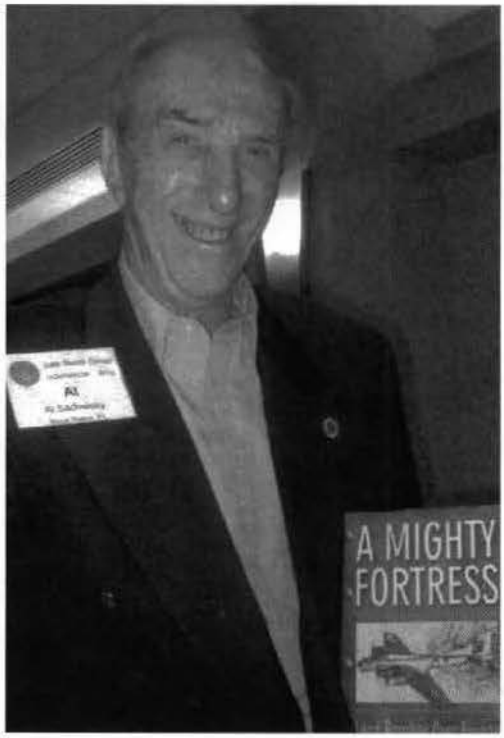


ENOLA GAY

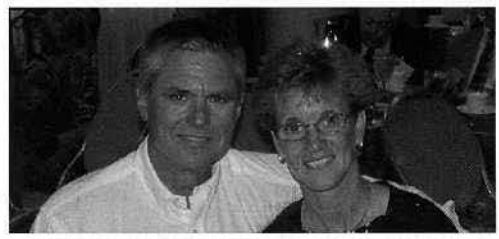
34th Bomb Group Reunion Photos

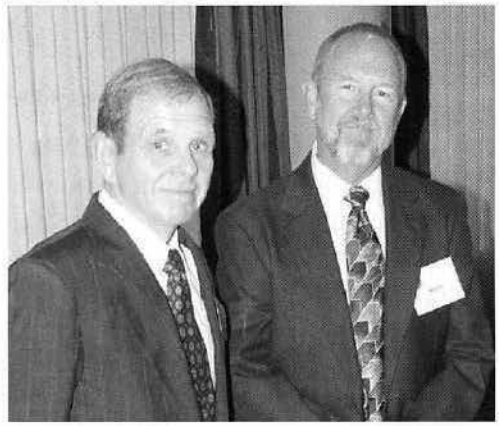



A MIGHTY FORTRESS


A MIGHTY
FORTRESS

34th Bomb Group Reunion 2009





FRIENDS' WRITE

JOHN FEDA - MARSHALL, MN
We missed you and Marian at our reunion in D.C, It was a good turnout. The speaker, Gen.Schwartz did a great job.

Enclosed is a resolution we adopted at our general business meeting. It was also approved that we join the 8th Air Force Historical Society for the reunion in Cincinnati, OH next year.

****

BIRGIT LONERGAN - FT. MYERS, FL
I'm sure you have already heard that a great time was had by all. It was unfortunate that you, along with such hard workers as the Rutkas and Wrights couldn't by there for the final send-off. You were sorely missed. Thanks so much for the tremendous job you have done over the years. I will certainly miss the reunions and the many friends I have made over the years. God bless.

****

JIM HINCHEE - SALEM, VA
Reunion in D.C. was great. We missed you along with the Rutkas and Wrights.

This was my eighth reunion - they have all been great. We are always excited when we get the Mendlesham Memories.

****

BOB WRIGHT - SOUTH BEND, IN
Hope the storm didn't bother you. We have had 11 inches of rain in the past few days. Some people are flooded. We are lucky, so far.

****

LISA F. WHITE - BOUNTIFUL, UT
My dad (Hal Thorpe) sure enjoys reading the Mendlesham Memories. Thanks for sending it.

****

HARRY PARSONS - SHELBY, NC
Due to a change in my state of health, my wife and I were unable to attend the D.C. reunion as planned but we hope all of you had a good time.

My wife, Mary, and I have been married 64 years,

Thanks to all of your who have kept the MM together all this time and I wish each of you the very best of health and other good wishes.

If there is ever a promptu get together please let me know and if I am able I surely hope to attend.

****

JAMES SPENCER - CARSONVILLE, MI
We looked forward to seeing you in D.C. Also we counted on seeing Bob Filip and Sy Tull from our crew. Hope the 34th can still meet with the 8th Air Force so we can all meet again.

We will be married 64 years on December 4th.

JAMES AND VIRGILINE SPENCER

****

AL SADOWSKY - BOCA RATON, FL
The D.C. reunion was an occasion that will never be forgotten. Jack Steffen, Scott Mackey and David Fieber are to be commended for their super human effort in making the occasion most memorable. I am terribly saddened that this is our last reunion and regret not having attended prior ones.

I sincerely hope that efforts can be made to continue publishing our wonderful newsletter either quarterly or semi-annually.

I shall always walk with pride at being a member of this great organization. God bless you all.

****

WILLIAM ORTON - TEHACHAPI, CA
The D.C. reunion was a good one and everyone had a good time. Washington has really changed since I worked at the Pentagon in 1972.

Sorry to hear that the December issue of Mendlesham Memories will be the last.

****

***Friends Write** continued on next page*

FRIENDS WRITE - *Continued*

CHARLES SIRAGUSA - SPRING, TX
I joined your organization in 2002 becoming interested after reading a copy of your newsletter, Mendlesham Memories. My wife, Henrietta, and I have attended every reunion since. Plans and reservations had long been made to attend the 2008 D.C. reunion, but hurricane Gustav came along and, with regrets, I canceled.

I might point out, that in 2004 hurricane Ivan caused me some problems in returning home from Dayton, OH. In 2005, while in Albuquerque, NM hurricane Rita hit the Gulf Coast and we returned home to no power and a freezer and refrigerator full of spoiled food.

At one time, in jest, I suggested changing the dates of our reunions to escape the hurricane season.

Never the less, I would like to thank you all for your friendship. Some we got to know quite well and we were looking forward to seeing you again.

To the members You have my respect and I salute you for your service to our country.

With regards and God's blessing to you all.

****

WALTER STURDIVAN - STOCKTON, CA
On May 29, 2008 I experienced a flight in a B-24 for the first time since 1944. The Collings Foundation bombers flew into Stockton with their magnificent display of aircraft, compliments of the Taigh Ramey Aircraft Museum here and the War Birds, a group of former airmen. They flew the B-24 on a simulated bombing mission. Fortunately, I was chosen as a former gunner to fly and fire the .50 cal. Machine guns from the waist. In combat I flew in the front of the ship and never realized how noisy and breezy it was in the waist. On the one hour mission we dropped about a dozen cement bombs on a bombing range. Taigh said he had parked his pickup truck in the center of the target - he knew that would be the safest place for it.

WALT AND HIS B-24

****

WILLIAM JAQUA - OKOBOJI, FL
Since I will be in Florida in Dec. Please send my Dec. MM issue to my new address. Enclosed is a donation check to be used anyway that is best.

****

ED BOUTY - SPALDING, MI
I didn't remember if I paid or not. One issue is worth $20.00.

****

EMIL ARMSTRONG - WATKINS, CO
We are a little late getting our dues paid but we enjoy the Mendlesham Memories so much. Sorry it is going to stop.

Our hats off to you for a wonderful job you have all done.

We are getting older as you know but we hang in there every day. God bless you all.

****

MARGARET BURNELL - REDMOND, WA
Although I knew the reunion was to be the last of the 34th's, it was sad to see it in print. I look forward to seeing the last edition with the reunion pictures in it. We always looked forward to each edition.

We have only 2 members of the Gene James crew left, Gordon "Red" Spiker and Hap Prillaman, who was at the reunion with his son Harry. I was truly blessed to be able to be apart of the 34th wives since 1989. I still keep in touch with them.

****

REID McCLOSKEY - CARLSBAD, NM
The CAAF reunion, cited in the previous MM was a success highlighted by the raising of the flag on the former parade grounds by the Steel Talons Honor guard from Holloman AFB near Alamogordo,NM. The preservation group is working on a number of projects to educate the public on the history of the base in an effort to honor those who served there that they never be forgotten.

****

H.R. (MAC) McNEIL - NAPA, CA
I was a member of the crew "The Uninvited". We flew 26 missions in a B-24, finishing up the reminin 6 missions on Oct 7, 1944 in a B-17. We lost our radio man, Carl Hicks, to flack but the rest of us got through O.K.

I am in touch with co-pilot, Leroy Robinson and Ed Georghegan who flew with another crew. The three of us exchange Christmas cards.

I am enclosing a check for "thanks for the Memories" and hope that some way, some how some form of communication will emerge and continue.

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***Friends Write** continued on next page*

FRIENDS WRITE - *Continued*

BARBARA MAYOR - EDINA, MN

With sadness I am writing to tell you my husband, John D. Mayor died December 6, 2007. We had celebrated our 65th anniversary in September and his 90th birthday in November. Then in December he was gone due to an infection.

He was in the 34th BG and after five years of active duty and 20 as a reserve he ended up a Lt. Col., Ret. We were in Blythe, CA for almost a year, including the short times in Salinas and Bakersfield. We too lived in Modern Motor Haven, a misnomer if I ever heard one. It included a snake, crickets, mice, cockroaches, spiders and another couple we had to share with. But we were newly married and happy to be together.

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BRIAN FIEBER - BAKERSFIELD, CA

Going to Washington DC was very exciting. It was amazing to see the nation's capital, the White House, and all the national monuments. Watching the soldiers guarding the Tomb of the Unknown Soldier was a spectacular show of discipline and devotion. Seeing how big the Washington Monument is was breathtaking!

Though all these things were amazing, the highlight of my trip was talking to the veterans. Hearing their stories was truly the most amazing part about my trip. I wish my poppa, Herman Fieber was still around to tell his stories.

I want to thank my uncle and aunt, David and Sonia Fieber and my grandmother, Nancy Fieber, for paying for my trip. I wish the 34th Bombardment Group was having another reunion. I want to thank all the veterans who served in WWII for their sacrifices to our country.

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EMET H. TAYLOR - TAYLOR MI

On May 30, 2005 George L. Benedict passed away. He was a captain and lead pilot in the 18th and 4th squadrons. He was somewhat unique in that he was 29, married and a father. He received his commission from the field artillery before transferring to the Air Corps. As a result he was a very disciplined officer, very mature and caring individual. It was routine for him to lead the crew in prayer prior to boarding for a mission - and he didn't allow swearing on the intercom. I will always be grateful and privileged to have served as flight engineer on Captain Benedict's crew.

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PAUL ANDERSON - MESA, AZ

Berl and I are so glad we were able to attend the final reunion of the 34th Bomb Group. We enjoyed it very much. Of the 25 reunions, we were able to make 16, plus three mini reunions when the 34th met with the 8th Air Force. All of them were great but one of the high points was the trip to England. We will greatly miss not receiving the Mendlesham Memories, our thanks to everyone that made our association work so well through the years.

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JOE WONG - ALAMEDA, CA

In spite of the stormy weather on the day of the D.C. city tour, we still had a great time seeing what we could. Gen. Morton Shwartz, USAF, representing President Bush, was at our gala banquet to thank the 34th Bomb Group for their service during WW II. This was the icing on the cake. David Fieber, Jack Steffen and others did an outstanding job arranging all our activities and hotel. Thank you all.

Here's hoping we will meet again in Cincinnati, Ohio next year. God willing. Happy holiday and healthy New Year to all

****

MICHELE SMITH - THE WOODLANDS, TX

(Mendlesham Memories Publisher since 2001)

As I wrap up the layout of this final issue of Mendlesham Memories - it is hitting me that this is the last time I will be working with Jack (Share) on this publication. What an honor it has been to play a small roll in preserving the history and stories of the greatest generation ever.

This publication has changed my life and how I look at the world. Thank you so very much for letting me publish this newsletter for the last 7 years. I feel like I know everyone - from all of the stories and photos in each issue. When a photo has not been provided with a story - the internet has been a great source for finding photos of planes, people and events.

Thank you all for influencing my sons. They read each issue as it comes together, and have the greatest respect for this generation. A reminder of the true spirit of the term "gentlemen".

Jack, it has been so wonderful working with you. I always look forward to meeting with you and Marian over lunch and talking about life, politics or whatever topic is hot that day. We were teary-eyed when you handed the folder for this final issue to me a few weeks ago. I have no doubt that it will be tough handing you this last issue hot off the press. I hope our friendship continues for many years.

Thank you again, 34th Bomb Group Members - it has been the greatest privilege of my career to publish this newsletter.

Michele Smith ~ MM Publisher

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Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ISRAELSEN	ALLEN	4 LM	9500 OSUNA ROAD	ALBUQUERQUE	NM	87111
JAQUA	WILLIAM M	LM	16809 OKOBOJI LN	ODESSA	FL	33556
NOE	JOHN	391	1700 CEDARWOOD DR APT 122	FLUSHING	MI	48433
ORTON	WILLIAM J.	1446LM	21276 WHITE PINE DR SPC#87	TEHACHAPI	CA	93561
THORPE	WILLIAM (Hal)	391	1150 S. MAIN ST #426	BOUNTIFUL	UT	84010

Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
MAYOR	JOHN D	4	12-06-07	3330 EDINBOROUGH WAY	EDINA	MN	55435
WOLSTENCROFT,	SAM	OPLM	09-13-08	918 POST RD	WESTERLY	RI	02891

Freedom Is Not Free

Kelly Strong

I watched the flag pass by one day.
It fluttered in the breeze.
A young Marine saluted it,
and then he stood at ease.
I looked at him in uniform
So young, so tall, so proud,
He'd stand out in any crowd.
I thought how many men like him
Had fallen through the years.
How many died on foreign soil?
How many mothers' tears?
How many pilots' planes shot down?
How many died at sea?
How many foxholes were soldiers' graves?
No, freedom isn't free

I heard the sound of TAPS one night,
When everything was still
I listened to the bugler play
And felt a sudden chill.
I wondered just how many times
That TAPS had meant "Amen,"
When a flag had draped a coffin
Of a brother or a friend.
I thought of all the children,
Of the mothers and the wives,
Of fathers, sons and husbands
With interrupted lives.
I thought about a graveyard
At the bottom of the sea
Of unmarked graves in Arlington.
No, freedom isn't free.

Wedding Anniversaries

Congratulations to

JAMES AND VIRGILINE SPENCER

Married 64 years on December 4th.

HAROLD AND GENEVIEVE RUTKA

Married 64 years on November 14th

CHARLES AND PHILOMENA METZ

Married 65 years on February 26th

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34th Bomb Group

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From the collection of:
Joseph K Marks
Pilot, 4th Sq., Crew No. 12, April - Aug 1944

MENDLESHAM MEMORIES

VOICE OF THE 34TH BOMB GROUP (H)

4TH SQUADRON

7TH SQUADRON

18TH SQUADRON

391ST SQUADRON

Further informaiton can be found at:

- The 34th Bomb Group web site
  http://valortovictory.tripod.com/

- The Eigth Air Force Historical Society
  http://www.8thafhs.org/

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